

North Yorkshire Council

Environment Executive Members

27 May 2026

Proposed Introduction of Waiting Restrictions B6271 Bolton Road - Scorton

Report of the Assistant Director – Highways & Infrastructure

1.0 PURPOSE OF REPORT

- 1.1 The purpose of this report is to advise the Corporate Director - Environment and Executive Member Highways and Transportation of the outcome of the statutory public consultation and advertisement which took place with regard to this proposal and to ask for a decision to be made as to whether or not the proposed waiting restrictions should be introduced.

2.0 BACKGROUND

- 2.1 The proposal seeks to introduce a maximum period of waiting in the layby on the B6271 Bolton Road in Scorton. The layby is adjacent to 'Bolton on Swale Church of England Primary School' and the proposal follows concern expressed by the school and the local parish council about the amount of semi-permanent long term parking taking place.
- 2.2 It is understood that the layby was provided originally for the benefit of the school.

3.0 DETAILED PRESENTATION OF THE SUBSTANTIVE ISSUE

- 3.1 The layby can accommodate approximately eight cars, and its use for long stay parking is prohibiting its use by those looking to either drop off or pick up school pupils. As a consequence, vehicles are being parked on the main carriageway of the B6271 often with two wheels placed on the adjacent footway. Such parking creates issues for the passage of pedestrians and through traffic and is said to cause problems for local residents driving into and out of their properties.
- 3.2 The proposed restriction would apply between 8:00 am and 9:00 am and between 3:00 pm and 4:00 pm from Monday to Friday (inc) with waiting limited to a maximum of 30 minutes. No return would be permitted within 30 minutes, and it is considered that the introduction of the waiting restriction will create a turnover of parking within the layby and allow its more efficient use by those looking to either drop off or pick up school pupils.
- 3.3 The proposal is as shown on the plan provided as Appendix A of this report.

4.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 4.1 The proposal has been the subject of consultation and advertisement in accordance with the 'Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996'.
- 4.2 As part of the consultation element of the exercise the details were sent various local and national organisations including the local Parish Council and the Police. Details were also hand delivered to those properties which lie immediately to the layby.

- 4.3 During the advertising stage details were placed in the local press, published on this Council's website and given on a legal notice placed on site in accordance with the requirements of the 'Local Traffic Authorities Traffic Orders (Procedure) (England & Wales) Regulations.
- 4.4 At the conclusion of the consultation and advertising stages three notifications of support and three of objection had been received. The details of these responses are as summarised in Appendix B of this report along with comments from your officers.

5.0 LOCAL MEMBER ENGAGEMENT

- 5.1 The local member is Councillor Les who represents the 'Catterick Village & Brompton on Swale' electoral division.
- 5.2 Councillor Les attended a site meeting with representatives from the primary school, the parish council, and a North Yorkshire Council officer from the local Area Highways Office at which the parking issue outside the school was discussed and the proposed waiting restrictions which form the subject of this report agreed.
- 5.3 Councillor Les was sent a copy of the formal consultation documents relating to the proposed introduction of waiting restrictions and asked for comments. He replied to indicate that he is happy to support any traffic measures that will help with the parking issues around the school at drop off and pick up times.
- 5.4 In accordance with the protocol for Executive Member reports, the local member will be provided with a copy of this report and has been invited to this meeting.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 The main alternative options considered essentially related to a change to the proposed core times that the proposed restriction would be in place along with the maximum periods for waiting and return. The details chosen reflected the consensus of the site meeting mentioned previously in this report.
- 6.2 Members should be aware that the field to the immediate south of the school has full planning consent for the construction of a thirty-two-property residential development and as part of this the developer is required to provide a fifteen-space school car park adjacent to the boundary with the school. This will be accessed via a new access road to the development from the B6271.
- 6.3 Furthermore if indiscriminate parking associated with the school is observed around the junction of the access road to the development and the B6271 following the opening of the car park then the developer will also be obliged to cover the cost of this Council in its role as Local Highway Authority introducing a system of formal waiting restrictions.
- 6.4 There is presently no start date for the commencement of development on the site.

7.0 FINANCIAL IMPLICATIONS

- 7.1 If the proposed introduction of the waiting restrictions is approved by Members, then the costs involved in providing the associated signs and road markings (expected to be approximately £500) would be met fully by an appropriate budget for such purposes held by the local Area Highways Office. Responsibility for the ongoing costs of maintenance and repair would also rest with the local Area Highways Office.

8.0 LEGAL IMPLICATIONS

- 8.1 The consideration of objections to Traffic Regulation Orders (TROs) is now a matter for the Executive and the role of the Area Committee is changed to a consultative role on 'wide area impact TROs. The consideration of objections has been delegated by the Executive to the Corporate Director Environment in consultation with Executive Members.
- 8.2 A 'wide area impact TRO' is classed as a proposal satisfying all of the three criteria set out below:
- The proposal affects more than one street or road and
 - The proposal affects more than one community and
 - The proposal is located within the ward of more than one Councillor
- 8.3 This proposal has not been classed as a 'wide area impact TRO' and therefore the Area Constituency Committee's views have not been sought.
- 8.4 In the event that the Corporate Director - Environment and Executive Member for Highways and Transportation resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 the Council will be required to make the relevant TRO (with or without modifications) and publish a notice of making the Order in the local press before the Order comes into operation. The Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made.
- 8.5 Where an Order has been made (i.e. sealed) if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984 or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with they may apply to the High Court within six weeks from the date on which the Order is made.
- 8.6 In recommending the implementation of the proposed Traffic Regulation Order officers consider that it will enable the Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004. In light of the objections being received it has also been considered whether it would be appropriate to hold a public inquiry. It is however considered that it would not be proportionate in terms of both time and costs to hold an Inquiry as the objections can be given proper regard in the report and decision making process.

9.0 EQUALITIES IMPLICATIONS

- 9.1 An initial equality and impact assessment screening form has been completed for the proposed waiting restrictions, and a copy is provided with this report as Appendix C.
- 9.2 It is the view of officers that the recommendations included in this report do not have any equalities implications.

10.0 CLIMATE CHANGE IMPLICATIONS

- 10.1 Consideration has been given to the potential for any adverse impacts on climate change arising from the recommendations of this report. A climate change assessment form has been completed and is provided with this report as Appendix D.
- 10.2 It is the view of officers that the recommendations included in this report do not have any climate change implications.

11.0 REASONS FOR RECOMMENDATIONS

11.1 In recommending the implementation of the proposed waiting restrictions it is considered that this will enable the Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 to exercise its function as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

12.0 RECOMMENDATIONS

12.1 The intention to introduce the proposed waiting restrictions as outlined in this report and illustrated on the plan in Appendix A under the delegated authority of the Corporate Director Environment is noted.

12.2 That the Assistant Chief Executive (Legal & Democratic Services) be authorised to allow the proposed introduction of the waiting restrictions as illustrated on the plan in Appendix A of this report (subject to any amendments and recommendations approved by the Corporate Director Environment in consultation with the Executive Member for Highways & Transport in light of the objections received) and that the objectors are notified within fourteen days of 27 May 2026.

APPENDICES:

Appendix A - Plan illustrating details of the proposed waiting restrictions.

Appendix B - Details of comments received.

Appendix C - Initial equality and impact assessment screening form.

Appendix D - Climate change assessment form.

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07 May 2026

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