

PROPOSED INTRODUCTION OF EXPERIMENTAL TRAFFIC REGULATION ORDER

ENGINE SHED LANE, INGS LANE AND THE SIDINGS, SKIPTON

STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER

LEGAL POWERS AND DUTIES

Under Section 1(1) of the Road Traffic Regulation Act 1984 the County Council, as traffic authority for North Yorkshire, has powers to make a Traffic Regulation Order (TRO) where it appears expedient to make it on one or more of the following grounds:-

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) for preventing damage to the road or to any building on or near the road, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs; or
- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of Section 87 of the Environment Act 1995 (air quality), or
- (h) for the allocation of highway space or section of highway for a specific use, purpose, class of vehicle or user.

Section 122(1) of the Road Traffic Regulation Act 1984 also provides that it shall be the duty of every local authority upon whom functions are conferred by or under the 1984 Act so to exercise those functions as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

REASONS FOR MAKING THE ORDERS

The County Council considers that it is expedient to make this experimental TRO on grounds (a) (c) (f) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons:-

To manage the parking and waiting arrangements within the Engine Shed Lane area for the benefit of traffic management and road safety by:-

- Restricting parking to facilitate the safe operation of the highway in the Engine Shed Lane area
- Providing specific parking facilities within the highway for business and visitors to the Engine Shed Lane area.

Location(s) of Proposed Order

Street	Side	From	To	Restriction	Hours
Engine Shed Lane	North	Its junction with Carleton New Road	Its junction with The Sidings	No waiting	At any time
The Sidings	Both	Its junction with Engine Shed Lane	A point 21m north of its junction with Engine Shed Lane	No waiting	At any time
Engine Shed Lane	North	Its junction with The Sidings	Its junction with Ings Lane	No waiting	At any time
Ings Lane	East	Its junction with Engine Shed Lane	A point 57m north of its junction with Engine Shed Lane	No waiting	At any time
Ings Lane	West	Its junction with Engine Shed Lane	A point 52m north of its junction with Engine Shed Lane	No waiting	At any time
Ings Lane	West	Its junction with Engine Shed Lane	A point 164m south of its junction with Engine Shed Lane	No waiting	At any time
Engine Shed Lane	South	Its junction with Carleton New Road	Its junction with Sandylands Sports Centre access	No waiting	At any time
Engine Shed Lane	South	Its junction with Sandylands Sports Centre access	A point 13m east of its junction with The Sidings	No waiting	Mon – Fri, 7am – 7pm
Engine Shed Lane	South	A point 13m east of its junction with The Sidings	A point 72m west of its junction with The Sidings	No waiting	At any time
Engine Shed Lane	South	A point 72m west of its junction with The Sidings	A point 84.8m west of its junction with The Sidings	Parking Bays	Mon – Fri, 7am – 7pm, 30 mins, no return within 2 hours
Engine Shed Lane	South	A point 84.8m west of its junction with The Sidings	A point 87m west of its junction with The Sidings	No waiting	At any time
Engine Shed Lane	South	Its junction with the Locomotion Buildings access	A point 8m west of its junction with the Locomotion Buildings access	No waiting	At any time
Engine Shed Lane	South	A point 8m west of its junction with the Locomotion Buildings access	A point 26m west of its junction with the Locomotion Buildings access	Parking Bays	Mon – Fri, 7am – 7pm, 30 mins, no return within 2 hours
Engine Shed Lane	South	A point 26m west of its junction with the Locomotion Buildings access	A point 36m east of its junction with Ings Lane	No waiting	At any time
Engine Shed Lane	South	A point 36m east of its junction with Ings Lane	A point 21m east of its junction with Ings Lane	Parking Bays	Mon – Fri, 7am – 7pm, 30 mins, no return within 2 hours
Engine Shed Lane	South	A point 21m east of its junction with Ings Lane	Its junction with Ings Lane	No waiting	At any time
Ings Lane	East	Its junction with Engine Shed Lane	A point 170m south of its junction with Engine Shed Lane	No waiting	At any time

CONSIDERATION OF OBJECTIONS

Under the County Council's Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director - Business and Environmental Services (BES) in consultation with the BES Executive Members. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director - BES and the BES Executive Members seeking a decision on the consideration of the objections. The report will include the views of the relevant local member who will also be invited to the meeting that considers the report. The Corporate Director - BES may wish to refer the matter to the Council's Executive for a final decision.

A report to the relevant Area Committee will only be necessary when there are objections to a wide area impact TRO.

A wide area impact TRO is defined 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 County Councillor

The report will seek the views of the Area Committee and these views will then be included in a report to the Corporate Director - BES and the BES Executive Members seeking a decision on the consideration of the objections. The Corporate Director - BES may wish to refer the matter to the Executive for a final decision.

The existing arrangements for members of the public wishing to attend or speak at committee meetings will apply and it may be appropriate for the Corporate Director - BES to have his decision making meetings open to the public, so that the public and in particular those with objections, have the opportunity to put their views across directly.

N.B. The Corporate Director - BES has delegated powers to make decisions on TROs where there are no objections.