

<b>STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER</b>	
<b>LEGAL POWERS AND DUTIES:</b>	<p>Under Section 1(1) of the Road Traffic Regulation Act 1984 the 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:-</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) for preventing damage to the road or to any building on or near the road, or</li> <li>(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or</li> <li>(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</li> <li>(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</li> <li>(f) for preserving or improving the amenities of the area through which the road runs; or</li> <li>(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).</li> </ul> <p>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.</p>
<b>REASONS FOR MAKING THE ORDER</b>	<p>The Council considers that it is expedient to make this TRO on grounds (a), (c) and (f) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons:-</p>
<b>LOCATIONS(S) OF PROPOSED ORDER/ OTHER COMMENTS:</b>	<p><b><u>DIVISION; HARROGATE STRAY, WOODLANDS AND HOOKSTONE</u></b></p> <p><b>Proposal location: Tewit Well Road, Harrogate (A6-TM-TRO2023-H002)</b> Introduction of short length of short stay limited waiting to enable deliveries and servicing to care home premises and remove all day commuter parking.</p> <p><b>Proposal location: Tewit Well Road/ South Drive, Harrogate (A6-TM-TRO2021-H003)</b> Introduction of waiting restrictions to deter indiscriminate parking</p>

	<p>and improve visibility for motorists exiting junctions and to protect dropped/ wheelchair crossing points.</p> <p><b>Proposal location: St Winifred’s Road, Harrogate (A6-TM-TRO2021-H004)</b> Introduction of waiting restrictions to deter indiscriminate parking and improve visibility for motorists entering and exiting cul-de-sac junction.</p> <p><b><u>DIVISION; HARROGATE BILTON &amp; NIDD GORGE</u></b></p> <p><b>Proposal location: Wainfleet Road, Harrogate (A6-TM-TRO2021-H005)</b> Introduction of waiting restrictions to deter indiscriminate parking and aid access/ egress to properties in cul-de-sac turning head.</p> <p><b><u>DIVISION; HARROGATE COPPICE VALLEY AND DUCHY</u></b></p> <p><b>Proposal location: Grove Road, Harrogate (A6-TM-TRO2023-H006)</b> Introduction of package of selective lengths of waiting restrictions to deter indiscriminate parking near schools, deter parking aside footway, regulating parking arrangements to improve visibility and traffic flows for east and westbound traffic.</p> <p><b>Proposal location: Back Unity Grove, Harrogate (A6-TM-TRO2023-H007)</b> Introduction of waiting restrictions to maintain access to private premises along narrow stretch of road.</p> <p><b>Proposal location: King’s Road, Harrogate (A6-TM-TRO2023-H008)</b> Extension of waiting restrictions/ removal of short length of disc parking to improve visibility for motorists exiting Coppice Drive junction, improving road safety following recent road traffic collisions resulting in personal injury.</p> <p><b>Proposal location: Spring Mount, Harrogate (A6-TM-TRO2023-H009)</b> Alternation of disc parking/ waiting restrictions to aid improved safer turning manoeuvres in to and out of private vehicular access along narrow stretch of road.</p> <p><b><u>DIVISION; HARROGATE BILTON GRANGE AND NEW PARK</u></b></p> <p><b>Proposal location: Sykes Grove, Harrogate (A6-TM-TRO2023-H010)</b> Introduction of waiting restrictions to regular parking arrangements, removing short term congestion where parked vehicles have restricted carriageway width and obstructing through traffic.</p>
<p><b>CONSIDERATION OF OBJECTIONS</b></p>	<p>Under the Council's Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director - Business</p>

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 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.