

## Statement of Reasons

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

<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; BILTON AND NEW PARK</u></b></p> <p><b>Proposal location: Southville Terrace, Harrogate</b>  <b>A6-TM-TRO2023-H005</b></p> <p>Minor extension to length of waiting restrictions at junction to regulate parking, reduce accident potential and improve visibility for motorists exiting Southville Terrace on to Ripon Road and aid turning manoeuvres in to Southville Terrace. Follows enquiry/ complaint by resident of Pearl Street concerned about increased level of parking in proximity to junction and following recent road traffic collisions. Proposals align with similar junction arrangements locally.</p> <p><b><u>DIVISION; COPPICE VALLEY AND DUCHY</u></b></p> <p><b>Proposal location: Sovereign Park, Harrogate</b>  <b>A6-TM-TRO2023-H006</b></p> <p>Introduction of waiting restrictions along one side of Sovereign Park to regulate parking arrangements, deter indiscriminate parking and maintain traffic flow/ access to residential premises.</p> <p><b><u>DIVISION; HARLOW AND ST GEORGE'S</u></b></p> <p><b>Proposal location: St Mark's Avenue/ Wensley Road, Harrogate</b>  <b>A6-TM-TRO2023-H007</b></p> <p>Extension of/ introduction of waiting restrictions to regulate parking, deter indiscriminate parking, reduce accident potential to road users and improve visibility for motorists entering and exiting Leeds Road and Wensley Road junctions.</p> <p><b><u>DIVISION; FAIRFAX AND STARBECK</u></b></p>

	<p><b>Proposal location: Pearl Street /The Avenue, Harrogate</b></p> <p><b>A6-TM-TRO2023-H008</b></p> <p>Introduction of waiting restrictions to regulate parking, reduce accident potential and improve visibility for motorists exiting Pearl Street junction on to The Avenue. Follows enquiry/ complaint by resident of Pearl Street concerned about increased level of parking in proximity to junction. Proposals align with similar junction arrangements locally.</p> <p><b>Proposal location: Prospect Road, Harrogate</b></p> <p><b>A6-TM-TRO2023-H009</b></p> <p>Introduction of waiting restrictions to regulate parking and maintain safe traffic flows along Prospect Road, improve visibility for motorists exiting neighbouring minor junctions and improve road safety for all road users. Proposal follows introduction of restrictions in 2002 along lengths of Prospect Road to the north.</p> <p><b><u>DIVISION: STRAY, WOODLANDS AND HOOKSTONE</u></b></p> <p><b>Proposal location: Wayside Crescent, Harrogate</b></p> <p><b>A6-TM-TRO2023-H010</b></p> <p>Introduction of waiting restrictions to regulate parking, reduce accident potential and improve visibility for motorists exiting and entering minor junctions on to or off Wayside Crescent. Follows enquiry/ complaint by residents in locality concerned about increased level of parking in proximity to junctions and resulting hindrance to through traffic.</p> <p><b><u>DIVISION: HIGH HARROGATE AND KINGSLEY</u></b></p> <p><b>Proposal location: Regent Parade, Harrogate</b></p> <p><b>A6-TM-TRO2023-H011</b></p> <p>Removal of short length of disc parking and introduction of waiting restrictions to enable improved/ safer turning manoeuvres in to and out of vehicular access to Regent Court.</p>
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## CONSIDERATION OF OBJECTIONS

Under the Council's Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director of Environment in consultation with the Environment Executive Members. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director and 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 of Environment 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 of Environment and the Environment Executive Members seeking a decision on the consideration of the objections. The Corporate Director of Environment 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 of Environment 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 of Environment has delegated powers to make decisions on TROs where there are no objections.