

STATEMENT OF REASONS

STATEMENT OF THE COUNCILS REASONS FOR PROPOSING TO MAKE THE ORDER	
LEGAL POWERS AND DUTIES:	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: - (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). 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 ORDER	The Council considers that it is expedient to make this TRO on grounds (a), (c) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons:-
LOCATIONS(S) OF PROPOSED ORDR/ OTHER COMMENTS:	Proposal location: Hartwith Avenue (U3317), Hartwith Bank (U3319), Dobson Bank (B6451), Whinbush Lane (U3321), Summerbridge & Ripon Road to Killinghall Bridge, Ripley (U3151/2/50) (Plans NYC-DR-A6-SUMMERBRIDGE_DYL_01) (Plans NYC-ZS-A6-TRO-KILLINGHALL-01) Introduction of waiting restrictions to regulate parking arrangements, deter indiscriminate parking (including parking astride the footway), maintain through traffic and reduce accident potential.

CONSIDERATION OF OBJECTIONS	Under the Council's Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director 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 Environment and the Environment 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 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 <u>all</u> 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 Environment and the Environment Executive Members seeking a decision on the consideration of the objections. The Corporate Director 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 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 Environment has delegated powers to make decisions on TROs where there are no objections.
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SCHEDULE 1

WAITING PROHIBITED AT ALL TIMES

<u>Column 1</u> <u>Item</u>	<u>Column 2</u> <u>Road</u>	<u>Column 3</u> <u>Side</u>	<u>Column 4</u> <u>Length</u>
1.	Hartwith Avenue, Summerbridge (U3317)	Both	From its junction with B6165 to a point 8.7 metres north east of its junction with B6165.
2.	B6165, Summerbridge	East	From a point 9.1 metres north west of its junction with Hartwith Avenue to a point 16.6 metres south east of its junction with Hartwith Avenue.
3.	Hartwith Bank, Summerbridge (U3319)	North East	From its junction with B6165 to a point 7 metres north east of its junction with B6165.
4.	Hartwith Bank, Summerbridge (U3319)	South East	From its junction with B6165 to a point 10 metres north east of its junction with B6165.
5.	B6165, Summerbridge	East	From a point 6 metres north west of its junction with Hartwith Bank to a point 18 metres south east of its junction with Hartwith Bank.
6.	Whinbush Lane, Summerbridge (U3321)	Both	From its junction with B6165 to a point 9 metres north east of its junction with B6165.
7.	B6165, Summerbridge (U3321)	East	From a point 9 metres north west of its junction with B6165 to a point 9.4 metres south east of its junction with B6165.
8.	Dobson Bank, Summerbridge (B6451)	North	From its junction with the B6165 to a point 10 metres south west of its junction with B6165.
9.	Dobson Bank, Summerbridge (B6451)	South	From its junction with B6165 to a point 9.7 metres south west of its junction with B6165.
10.	B6165, Summerbridge	West	From a point 8 metres north west of its junction with Dobson Bank to a point 11.3 metres south east of its junction with B6165.
11.	Ripon Road to Killinghall Bridge, Ripley (U3151)	North East	From its junction with Ripon Road to a point 36 metres south east of its junction Ripon Road.
12.	Ripon Road to Killinghall Bridge, Ripley (U3151)	South East	From its junction with Ripon Road to a point 26 metres south east of its junction with Ripon Road.

13.	Ripon Road, Ripley, A61	East	From a point 3 metres south of its junction with Ripon Road to Killinghall Bridge (U3151) to a point 3 metres north of its junction with Ripon Road to Killinghall Bridge (U3151)
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