PROPOSED DISABLED PERSONS PARKING BAYS

The North Yorkshire Council (Various Roads, Ripon and Surrounding Areas) (Disabled Persons Parking Bays) Order 2026

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 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 especially 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 the ground (a) (c) and (f) as mentioned above for the following reasons:

North Yorkshire County Council introduced a new protocol for the introduction of designated disabled parking bays in residential areas in November 2011.

In certain circumstances, 'on-street' parking bays can be implemented in residential areas for the use of disabled people who are Blue Badge holders. These bays provide on street parking for Blue Badge holders who do not have access to off street parking facilities such as a drive or garage outside or near to their home.

Residential disabled parking bays:

- Are provided solely to address access issues
- Provide on-street parking for eligible disabled people near to their home subject to meeting specific highway conditions
- Are not person specific and may be used by any blue badge holder regardless of where they live.
- Require a Traffic Regulation Order to be created before they can be installed
- Are outlined on the road with white lines and a traffic sign

A number of applications have been received from residents across the Harrogate District at the following locations;

1. **Main Street, Darley – Drawing No. (NYC-DR-A6-DIS_BAY_33VALLEYRD-01)**
2. **The Avenue, Pateley Bridge – Drawing No. (NYC-DR-A6-DISABLED_3THEBUNGALOWS-01)**

3. **Crescent Parade, Ripon-Drawing No. (NYC-DR-A6-DISABLED_14CRESCENTPARADE-01)**
4. **Mill Bank, Shaw Mills – Drawing No. A6-DR-RDPB19-01)**
5. **39 Oak Road, Ripon – Drawing No. (A6-DR-RDPB19-02)**

Location(s) of Proposed Orders

SCHEDULE

WAITING PROHIBITED AT ANY TIME EXCEPT FOR DISABLED BADGE HOLDERS

Column 1 Item	Column 2 Road	Column 3 Side	Column 4 Length
1.	Main Street, Darley (C256/1/10)	North	From a point 10m North East of it's junction with Meadow Lane for a distance of 6.6m in an Easterly direction.
2.	The Avenue, Pateley Bridge (U3273/2/50)	East	From the Southern boundary of number 3 for a distance of 6.6m in a Southerly direction.
3.	Crescent Parade, Ripon (U3011/2/50)	North	From the Eastern boundary of number 15, for a distance of 6.6m in an Easterly direction
4.	Mill Bank, Shaw Mills (C263/1/50)	North	From a point 20.1m West of the centre line of the Track situated to the West of 5 Mill Bank Terrace, measured along the Northern kerb Line, to a point 6.6m away in a Western Direction
5.	Oak Road, Ripon (U3110/2/50)	North	From the Eastern Property boundary of 39 Oak Road Ripon to a point 6.6m away in a Western Direction measured along the Northern Kerb Line

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.