

PROPOSED CHANGES TO PARKING AND WAITING

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

The North Yorkshire Council (NYC) was awarded funding from the government's Transforming Cities Fund (TCF) to deliver a project to boost sustainable travel within Selby. The total package will deliver £22m of improvements comprising of,

- Improvements to rail and bus facilities, including a new rail station building frontage
- A new public space in front of the rail station and new entrance into Selby Park, providing a new path through to the town centre and Abbey
- New and upgraded walking and cycling routes, including a direct link from the station to Portholme Road
- A new car park and eastern access into the rail station from Cowie Drive
- A new public space on the former Ousegate wharf

Due to the proposed changes imposed by the Scheme, it has become necessary to introduce new Traffic Regulation Orders within the scheme extents.

PROPOSED TITLE OF ORDER:	The North Yorkshire Council Prohibition of Waiting and Loading and Provision of Parking (Cowie Drive, Selby) (Amendment No ##) Order 2024
LEGAL POWERS AND DUTIES:	<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> <p>(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</p> <p>(b) for preventing damage to the road or to any building on or near the road, or</p> <p>(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or</p> <p>(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</p> <p>(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</p> <p>(f) for preserving or improving the amenities of the area through which the road runs; or</p> <p>(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).</p> <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</p>

	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:	<p>The North Yorkshire Council as the traffic authority for North Yorkshire considers that it is expedient to make the traffic regulation order:-</p> <p>(a), (c) and (f)</p> <ul style="list-style-type: none"> - to prevent parking and waiting in areas that would compromise road safety or adversely or detrimentally affect traffic management
LOCATIONS(S) OF PROPOSED ORDER/ OTHER COMMENTS:	<p>Proposed Location:</p> <ul style="list-style-type: none"> • Cowie Drive, Selby
CONSIDERATION OF OBJECTIONS	<p>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 of Environment 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.</p> <p>A report to the relevant Area Constituency Committee will only be necessary when there are objections to a wide area impact TRO.</p> <p>A wide area impact TRO is defined as a proposal satisfying all of the three criteria set out below:</p> <ul style="list-style-type: none"> • 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 <p>The report will seek the views of the Area Constituency Committee and these views will then be included in a report to the Corporate Director and the Executive Members seeking a decision on the consideration of the objections. The Corporate Director may wish to refer the matter to the Executive for a final decision.</p>

	<p>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 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.</p> <p>N.B. The Corporate Director of Environment has delegated powers to make decisions on TROs where there are no objections.</p>
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SCHEDULE 1

NO LOADING AT ANY TIME WITH EXEMPTIONS

Item	Road	Side	From	To
1.	Cowie Drive	South-East	Its junction with Ousegate	A point 5.5 metres south-west of its junction with Ousegate
2.	Cowie Drive	South-East	A point 23.5 metres south-west of its junction with Ousegate	A point 208 metres south-west of its junction with Ousegate
3.	Cowie Drive	North-West	A point 48 metres south-west of its junction with Ousegate	A point 100 metres south-west of its junction with Ousegate
4.	Cowie Drive	North-West	A point 100 metres south-west of its junction with Ousegate	A point 105 metres south-west of its junction with Ousegate
5.	Cowie Drive	North-West	A point 135 metres south-west of its junction with Ousegate	A point 208 metres south-west of its junction with Ousegate
6.	Cowie Drive (Westerly Spur)	North-east	Its junction with Cowie Drive	A point 5 metres north-west of its junction with Cowie Drive
7.	Cowie Drive (Westerly Spur)	North-east	A point 28 metres north-west of its junction with Cowie Drive	A point 55 metres north-west of its junction with Cowie Drive (including access area turning head)
8.	Cowie Drive (Westerly Spur)	South-west	Its junction with Cowie Drive	Its entire length (including access area turning head)