

## West End Traffic Concerns

### Summary

On 17/05/2017 09:56, the Town Clerk wrote:

Thank you again for the information provided in response to the various questions raised by Kirkbymoorside Town Council. The subject was considered at the meeting on Monday 15th May and the Council wish to acknowledge the same and comment that whilst the information provided did not offer the opportunity for a directive response it should be made clear that parking and traffic on West End remains a concern of the Town Council.

#### **Minute 17018 of the meeting of the Town Council dated 15<sup>th</sup> May 2017**

##### **17018 Parking and Traffic Concerns**

- a. West End
  - I. The response to the Town Council's correspondence to local businesses encouraging use of the Town Farm car park was **noted**.
  - II. Information received from Philip Sharp, NYCC Highways Authority was considered. It was agreed that the information provided did not offer the opportunity for a directive response however the contents therein would be acknowledged and it will be made clear that parking and traffic on West End remains a concern of the Town Council.

Frustration was expressed that despite the subject of parking and traffic featuring repeatedly on the agenda it remains unresolved, however, the Town Clerk reiterated the limited scope of influence of the Town Council in matters concerning traffic and parking as regulation and enforcement lies with the NYCC Highways Authority. Furthermore the current Town Council has made considerable progress with parking concerns in Kirkbymoorside to date, with the implementation of the 2 hour short stay parking on the cobbles on the length of Market Place and the introduction of 1 hour free parking in the Town Farm car park.

On 19/04/2017 16:12, Philip Sharp wrote:

Responding to your four points raised in order:

Theoretically, it would be possible to introduce a 20 MPH speed limit on West End but again it is going to come down to the issue of funding. We only have funding available to introduce measures to address a history of injury accidents. 20 MPH speed limits need to be self-enforcing as the Police do not routinely enforce 20 MPH limits.

This means either the traffic speeds on the road in question need to be near to 20 MPH or speed reduction measures (i.e. traffic calming) need to be introduced to bring speeds down to near the 20 MPH point. Obviously this greatly influences the estimated cost of the scheme: if traffic calming isn't needed the cost would be around the £3000 to £5000 range to introduce a Traffic Regulation Order, if traffic calming is required it is likely to be over £10000.

The injury accident statistics quoted in my earlier e-mail cover the period from 2012 to 2016.

It is difficult to be accurate with the costs involved for residents' parking schemes as it some considerable time since we have introduced any in Ryedale. However, I have managed to find a limited amount of information

on a scheme from another area that was under consideration before funding for such schemes was withdrawn. I'm not even sure if the scheme was ever introduced. However, the estimated costs before work began was £10500 and I understand this was a relatively simple scheme. If a scheme were introduced then the enforcement becomes the same as other TROs, i.e. Scarborough Borough Council (in Ryedale) would enforce the scheme as part of their current enforcement practices. Once all the survey work mentioned in previous e-mails is complete, the process to introduce the scheme is similar to introducing other TROs, i.e. consultation, advertisement, making and sealing of the Order and the implementation of the site works. I've attached a document relating to the role of the champion for a residents' parking scheme which may be of some limited use to you, but please bear in mind that it will be out of date as we are no longer introducing these schemes, references to information on the website are likely to no longer be correct and funding is no longer available.

Like I say, it may be of some limited use.

I've done an analysis of the last three financial years spending in the market towns of Ryedale. This is for the Area 4 (which is Ryedale) signs, lines and TROs budget, which is the budget I'm involved with and, as it's name suggests, is for road signs, road markings and Traffic Regulation Orders. I've only looked at the spend in the towns and ignored the rural area (which is significant). The figures are approximate. For 2016/2017 Helmsley had 6%, Kirkbymoorside 50%, Pickering 13%, Malton 13% and Norton 18%. For 2015/2016 Helmsley had 0%, Kirkbymoorside 0%, Pickering 20%, Malton 66% and Norton 14%.

Finally, for 2014/2015 Helmsley had 0%, Kirkbymoorside 20%, Pickering 65%, Malton 15% and Norton 0%.

On 04/04/2017 11:38, the Town Clerk wrote:

The traffic concerns were discussed at the last Council meeting and additional queries have been raised. Would it be possible for you to provide me with the following information:

- i. The feasibility of implementing a 20mph speed limit on West End Clarification in respect of the statistics relating to accidents and when the data was collated
- ii. Details of the cost implications, enforcement considerations and procedures involved with implementing a Residents Parking scheme.
- iii. Details of expenditure by NYCC Highways Authority in each of the 5 market towns to demonstrate the distribution of capita spend by authorities.

#### **Minute 16214 of the meeting of the Town Council dated 20<sup>th</sup> March 2017**

**16214** Information received from Philip Sharp, NYCC Highways Authority in respect of parking and traffic concerns on West End was considered.

It is unsatisfactory that there is a suggestion that more injuries will need to be recorded in order for action to be warranted.

A member of the public commented that if West End was One Way there would be the feasibility of increasing the number of parking spaces by delineating these perpendicular to the pavements in wider parts of West End.

Member of the public expressed his opinion that it was a bad idea to use Tinley Garth as a route to circulate traffic within the town.

It is suspected that parking spaces on West End are being used for car shares whereby vehicles have been reported with York university parking permits suggesting people are doing car share to York and leaving the cars on West End. It was suggested that an alternative location on the outskirts of town would be more appropriate for motorists exercising car sharing.

It was proposed that the following information be collated:

- The feasibility of implementing a 20mph speed limit on West End
- Clarification in respect of the statistics relating to accidents and when the data was collated
- Details of the cost implications, enforcement considerations and procedures involved with implementing a Residents Parking scheme. However, Cllr Brampton commented that once a local authority has a charging scheme (such as residents' parking), given that they are strapped for cash, it is very likely to increase over time, perhaps substantially.
- Details of expenditure by NYCC Highways Authority in each of the 5 market towns to demonstrate the distribution of capita spend by authorities.

On 13/03/2017 11:01, Philip Sharp, NYCC wrote:

Regarding the funding for residents' parking schemes: there are currently no funds available for such measures and as far as I'm aware there are no plans to reinstate funding for these schemes.

The main ramifications of your proposals for West End and Tinley Garth are the likely increase in vehicle speeds on West End and the impact on the bus routes. Our passenger transport team would need to be involved to consider the options; it may be that all the busses loop round the Market Place, West End and the A170 regardless of whether they are heading to Helmsley or Pickering, it may be that the bus companies decide they want to avoid the town centre and just stick to the A170. Bus companies are often opposed to changes to their routes and may sometimes threaten reduction or withdrawal of services.

I don't think the issues regarding lorries would be too difficult. The few businesses on West End will be getting deliveries as well as some deliveries to residential properties but the requirement to only come in from the east end of West End shouldn't be too onerous and the diversion around the A170 is not long. Additional signing would need to be installed on the A170 to make it clear that large vehicles can no longer use Tinley Garth and West End (in an easterly direction).

The process to implement any such measures would be the standard to introduce any Traffic Regulation Order (TRO): consultations, advertisements, resolution of any objections and then implementation, including ordering of the works on site. As you know, this can be a very lengthy process!

Which leads me onto perhaps the biggest obstacle: funding. We only have money available for improvements where there is a history of injury accidents. I've checked the accident records and there appears to be only two on the West End/Tinley Garth/Market Place route. One was on Market Place near the West End junction where a pedestrian crossing the road at night was hit by a slow moving vehicle emerging from Church Street. The second was on Tinley Garth where a passenger in a vehicle going over the road humps was "thrown about" and injured.

Neither of these accidents can be related to your proposals so you will have a battle on your hands to attract funding for the proposals. The estimated cost to introduce TROs is typically in the range £3000 to £5000;

I would expect this one to be at the top of the range, maybe even a small amount over due to the additional signing from the A170.

Unfortunately funding is also going to be an issue regarding the parking on Old Road. We don't have funding available to provide paved parking areas but some kind of bollard or barrier at the entrances may be possible. We will need to investigate.

The only contractor that I have any contact with these days is our term maintenance contractor, Ringway. They may be able to help. The company's website is [www.ringway.co.uk](http://www.ringway.co.uk) and a possible contact is [daniel.bentley@ringway.co.uk](mailto:daniel.bentley@ringway.co.uk) Other than that, I would suggest a search of local contractors on the internet.

On 02/03/2017 16:26, Town Clerk wrote:

Just to clarify, with regards to the residents parking, even if a community champion were to be appointed to promote the scheme and survey the residents' opinions, NYCC have no plans to reinstate funding for any new residents' parking schemes.

RE One Way on West End:

The consensus is that one way traffic on West End from Market Place would be of great benefit, provided that weight (and width) restrictions were implemented on Tinley Garth to avoid a redirection of HGVs and delivery vehicles along this route, which will not accommodate that additional traffic without endangering pedestrians and residents. It was not clear why the traffic could not be diverted to the A170 (though I expect this will be a motorists personal choice) however if the restrictions are introduced then larger vehicles would have to re-route as necessary. This would be traffic calming to the extent that vehicles will not need to mount the pavement to pass when there is traffic flowing in both directions and the road narrows.

Please would you let me know the implications of such a proposal, possible ramifications, processes involved etc. should the Town Council agree to pursue this course of action, i.e. one way traffic on West End from Market Place with the introduction of restrictions on Tinley Garth and the re-routing of bus services and larger vehicles via A170.

### **Minute 16195 of the meeting of the Town Council dated 20<sup>th</sup> February 2017**

**16195** Correspondence received in respect of parking and traffic concerns on West End was received and considered. On the basis of information received from NYCC Highways Authority it was noted that whilst the proposal for Residents Parking is not a possibility further clarity needs to be sought with regards to the possibility of introducing One Way traffic on West End, from Market Place, with a weight restriction imposed on Tinley Garth to prevent a diversion of HGVs and encourage flow of traffic to the A170. The matter will be considered further at the next meeting.

On 10/02/2017 10:56, Philip Sharp wrote:

We are currently not introducing any new residents' parking schemes.

Funding for such schemes was withdrawn a few years ago and has yet to be reinstated.

However, to give you an idea of the factors typically involved: these schemes can work best when they cover an area of a town rather than a single street as this gives more flexibility and a greater chance of

residents finding a parking space. There needs to be a majority of residents in favour of the scheme and the ratio of spaces available to the likely demand needs to be looked at. To this end, surveys need to be undertaken of the area to count the number of spaces available and to ascertain the number of properties and number of off-road parking spaces available. The residents also need to be questioned to try to gauge the likely demand for spaces. A community champion needs to be appointed to promote the scheme locally and to survey the residents' opinions and requirements.

Regarding a potential one-way system on West End, there are various factors to be considered. As Tinley Garth is currently one-way from the west to the east, I'm assuming the thinking is that potentially West End could be made one-way in the opposite direction, east to west, from the Market Place to the Tinley Garth junction.

We would typically look at the junctions at each end of the proposed one-way street, and any junctions within the one-way system. If my assumption of an east to west direction is correct, then turning into West End from the Market Place should be okay; if it were the opposite direction then the visibility emerging onto Market Place from West End may be a problem. I don't think there should be a problem at the Tinley Garth junction.

The route(s) available for traffic in the opposite direction needs to be looked at. In this instance both the A170 and Tinley Garth would be available. There would likely be some transference of vehicles onto both these routes. This shouldn't be a problem for the A170 but the residents of Tinley Garth may have concerns about potentially extra traffic using this route. Also, it wouldn't just be additional cars using Tinley Garth: delivery lorries to and from the businesses in the area would use it. Given the nature of Tinley Garth, being narrow with bends, etc. this would need to be looked at closely.

Typically the impact on residents and businesses needs to be considered, specifically the length of the alternative route. In this case it is only a few hundred metres so this shouldn't be a problem.

However, I believe there would be an impact on the bus routes in the area. As I understand it, buses currently use West End in both directions and so would need to be diverted in at least one direction. Tinley Garth may prove unsuitable for buses. The impact on the bus service will need to be carefully considered.

When a one-way system is introduced, we can usually expect an increase in traffic speeds on the roads affected. Essentially, because motorists know they are not going to encounter oncoming traffic, their speeds tend to creep up. This could be a problem on West End and again needs to be carefully considered.

I hope this helps the Town Council's deliberations.

On 06/02/2017 12:32, The Town Clerk wrote:

Would you be able to provide me with any information about what considerations would be involved in the implementation of a One Way traffic system, and residents parking on West End, Kirkbymoorside.