



KIRKBYMOORSIDE TOWN COUNCIL

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Vikki Orange
Project Engineer
Highways & Transportation
Area 4 – Kirby Misperton Office
Tofts Road
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Your Ref: 4/52/VO/2

21 June 2018

Dear Ms Orange,

LOCATION: WEST END, KIRKBYMOORSIDE

Thank you for your letter received via email on 11th June 2018 in respect of a residents suggestion of implementing a one-way system along West End (westbound) to prevent the necessity for vehicles to mount the pavement in order to pass oncoming vehicles.

You will be aware that in 2017 the Town Council consulted Philip Sharp, NYCC Highways and Transportation at length with regards to the feasibility of taking steps to address the traffic concerns on West End.

A summary of the concerns raised and respective response is as follows:

On 6th February 2017 an initial enquiry was made about what considerations would be involved in the implementation of a One Way traffic system, and residents parking on West End, Kirkbymoorside. The response provided was that the following areas would need to be considered:

- i. The junctions at each end of the proposed one-way street would need to be assessed, and any junctions within the one-way system. A westbound one-way system would pose no issues turning into West End from the Market Place and there should not be a problem at the Tinley Garth junction.
- ii. The route(s) available for traffic in the opposite direction would need to be assessed. In this instance both the A170 and Tinley Garth would be available. There would likely be some transference of vehicles onto both these routes. Again it was suggested that 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.
- iii. The impact of increased use of Tinley Garth by cars and delivery lorries to and from the businesses in the area would need to be looked at closely given the nature of Tinley Garth, being narrow with bends.

- iv. Typically the impact on residents and businesses needs to be considered, specifically the length of the alternative route.
- v. The impact on the bus routes in the area would need to be carefully considered.

However, the Town Council were advised that a detrimental result of a one-way system is often an increase in traffic speeds on the roads affected which could be a problem on West End and would warrant careful consideration.

Subsequent to receipt of this information, at the meeting of the Town Council dated 20th February the Town Council agreed to pursue the matter further with NYCC Highway and Transportation and asked for clarity 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 response provided by NYCC was as follows:

'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 buses 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.

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.'

At the meeting of the Town Council dated 20th March 2017 the Town Council resolved to continue pursuit of the matter with NYCC Highway and Transportation and asked for clarity with regards to the feasibility of implementing a 20mph speed limit on West End. The response to which was:

‘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 Town Council remains disappointed that time and again the response from NYCC Highways & Transportation is that there are insufficient funds to proceed with any action to remedy the situation and no effort has been made to offer a solution to this problem.

The latest consideration at the meeting of the Town Council dated 18th June 2018 involved review of all previous concerns and proposals put to NYCC. It was agreed to reiterate these concerns, as above, and express support of the proposal to implement a one way traffic system and/or implement a 20mph speed limit to alleviate the traffic concerns.

It was also proposed by Cllr Coughlan that concern to pedestrian safety caused by vehicles mounting the pavement, may be addressed by installing planters at suitable locations where the pavement widens, thereby providing an obstruction for vehicles. This would have the effect of providing safety to pedestrians whilst at the same time enhancing the street scape. Please would a response be provided detailing the feasibility of installing street furniture such as planters and necessary information pertaining to the cost and licence implications associated with this proposal.

I look forward to your reply.

Yours sincerely,

Lisa Bolland
Town Clerk
On behalf of Kirkbymoorside Town Council