

Kirkbymoorside Town Council
Information for meeting on 16 July 2018

8. Traffic Concerns on West End

- a) Pursuant to Minute 18044 dated 18th June 2018 to note the response from NYCC Highways to the Town Council's correspondence regarding traffic concerns on West End.**

Your Ref: 4/52/VO/2

21 June 2018

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.

Town Clerk
On behalf of Kirkbymoorside Town Council

Response from NYCC Highways

Thank you for your letter dated 21 June 2018.

I appreciate the concerns raised by the Town Council regarding West End, Kirkbymoorside. As I mentioned in my previous email, it is likely that we will receive a petition from the resident, which we are obliged to pass on to The County Councils Democratic Services department with any background information we have. We are simply ascertaining that the Town Councils previous support for a one-way system has not altered, rather than making the assumption.

With regard to the placing of planters you can complete the street furniture application which can be found online via this link: <https://www.northyorks.gov.uk/street-furniture-licence> There is no charge for the licence, however the licensee would be responsible for the funding and maintenance of the street furniture. The size and location of any planter would need to be considered carefully so as not to restrict the available footway width for pedestrians. 1.3 metres is regarded as the minimum acceptable width under most circumstances, giving sufficient space for a wheelchair and a pedestrian to pass one another. The absolute minimum is 1 metre over a very short distance.

Project Engineer
Highways Area 4 Kirby Misperton

c) To receive information on the cost implications of installing bollards on the pavement along West End in order to prevent vehicles mounting the pavement in the interest of pedestrian safety

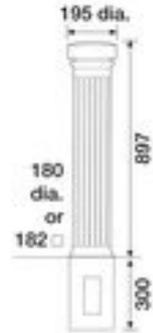
The cost of providing bollards at 4 locations along West End as follows:

Between no. 66 and the garage - 7 bollards (a gap of approx. 10 metres between bollards)

Between no. 40 and 34 - 5 bollards (a gap of approx. 10 metres between bollards)

Between 20 and 23 - 3 bollards

1 bollard at the junction with Market Place.



Blackburn Cast Iron Bollard



Manchester Cast Iron Bollard

The estimated cost of supply and installation of 16 bollards (with reflectors) is in the region of £3,000. We have allowed an element in the price for excavating by hand around the statutory undertakers equipment but this is a bit of an "unknown" at this stage. We would visit the site with our Contractor to look at each location prior to the job being ordered to get a more accurate idea of cost.

NYCC may be able to contribute up to £1,000 towards the cost.

Improvement Manager
NYCC Highways & Transportation

- d) **To consider and agree the installation of bollards on West End in collaboration with NYCC Highways Authority**
- e) **To consider and agree a ceiling budget of £3000 to be allocated from the development fund, to contribute to the cost of supply and installation of bollards in collaboration with NYCC Highways Authority**