

West End

- a) To note that pursuant to minute 18150 dated 19th November the informal consultation on the traffic management proposals on West End closed on 7th December and all submissions have been submitted to NYCC Highways Authority for determination
- b) To receive additional information relevant to the traffic management proposals on West End
- c) To note that the County Council has no funding allocated to assess or implement Resident Parking schemes
- d) To receive a report on the responses from the informal consultation on traffic management proposals on West End

Report on responses from the informal consultation on traffic management proposals on West End

Informal consultation delivered to 97 properties on West End and 52 properties on Tinley Garth including Tinley Court and Tinley Gardens

43 individuals responded representing 28 properties on West End, 2 properties on Tinley Garth, and 2 other Kirkbymoorside residents

Option 1: Priority Traffic x 1 (however resident identified that they have off street parking so whilst there would be no impact on them personally the reduction on parking spaces would be detrimental to other residents and businesses)

Option 2: Weight Restriction x 10 (provided it includes access to allow deliveries)

Additional suggestions:

No measures necessary x 20

20mph speed restriction x 2

One Way x 4

Speed Bumps x 2

Residents Parking x 6

Weight restriction to include the service bus No 128 and school buses x 1

Traffic Plan x 1

Submissions received from West End residents

"Thank you for the opportunity to respond to the two recent proposals regarding traffic use in West End.

We have considered these and we do not support either proposal.

We have lived on a narrower stretch of West End for 26 years, raising two children during that time and never had a concern with regard to road safety.

Since this issue was first raised we have monitored traffic movement more closely and noted that at most times of the day West End is generally quiet.

Traffic is largely self-regulating and the narrowness in places helps to keep traffic movements slow, which is the safest it can be. We recommend that the status quo is the best option.

There are some sensible actions that can be made immediately, as it appears that much of the concern relates to traffic during the school run period. Our proposals in relation to this are:

1. Those parents who are concerned are advised to walk on the southern pavement of West End, where there is a barrier of parked

vehicles. This is an extremely simple and practical way of reducing risk.

2. Kirkbymoorside C.P, School recommends to parents to avoid driving on West End to drop off and pick up children (unless they live on West End and are parked there). The school should also work hard with the community to get parents and children walking and cycling to school. This has huge added benefits for physical and mental health.

In context we have lived in two houses in West End on the northern non parking side for the last 26 years raising two children in that time. We have always been mindful of road safety and have seen nothing to suggest there are major problems. It appears to us that 99% of the time traffic flows nicely and calmly in West End and to a large extent is self-regulating. In fact it manages traffic remarkably well, even if it is not perfect. However we do support measures to establish a 20mph zone. There are clearly more dangerous places for adults and children, such as the bend to the play park on Howe End and especially the random movement of traffic outside the Co-op."

[REDACTED]

"I would like to object to the proposal of a Priority System for traffic regulation on West End for the following reasons;

1: Parking will be compromised and lead to issues with the adjoining streets.

2: It will be difficult for businesses to receive deliveries

3: Introduction of difficult vehicle manoeuvre

4: Potentially decrease the value of the housing within West End

I have lived on West End for 19 years and do not believe that there is any issue with traffic down West End. It has always been a town street and should remain a town street. Introduction of any priority system, traffic calming or parking restrictions are not required in my opinion."

[REDACTED]

"I would like to object to the proposal of a Priority System for traffic regulation on West End for the following reasons;

1) there have been no reported personal injury accidents on West End for the last 10 years;

2) I have lived on West End for 19 years and have never felt in danger when walking up the street. I also have brought up 3 children without incident and I was always confident that they would be able to walk up to the shops safely as they came of an age to do so;

3) when we bought a house on a street with no off-road parking we accepted that we would most likely have a bit of a walk to our house, if parking spaces disappeared there would literally be nowhere for residents to park;

4) it will be difficult for businesses to receive deliveries;

5) it will be difficult for us as residents to unload/load our cars;

6) finally I'm sure this will cost a lot of money that could maybe be better spent.

There are many points during the day when West End is busy, but equally many when it is silent, when working at the front of my house recently in a space of 30 minutes only 5 cars went past - it's hardly the A170.

If a weight restriction was imposed would there be an 'access only' clause? There are several businesses on West End that rely on deliveries from large HGVs. Would this effect the buses?

Thank you for asking resident's opinion and I'm hopeful that people will take the time to respond.

I feel lucky to live in Kirkbymoorside, it is a fantastic town full of good people and West End is great place to live."

[REDACTED]

"Thank you for your proposal regarding the introduction of yellow lines in West End, Kirkbymoorside. My wife and I are long term residents of the town and have observed with some dismay the activities of those residents of West End who have taken it upon themselves to force the introduction of (first of all) a one-way system and then yellow lines. In our opinion there is absolutely no need for these measures as West End, despite an increase in parked vehicles, remains a comparatively quiet and trouble-free street, in fact my wife who has lived in the town all her life (she's approaching 70) tells me that the last recorded traffic accident in the street was during the Second World War! There's no need for any of these measures, apart perhaps for a 20mph speed limit. We don't see a problem with West End except for certain newcomers who have nothing else to do but stir up trouble for everyone. There is nothing wrong with the street that a little more conservation about driving would not alleviate. We are totally against the measures proposed."

[REDACTED]

"We are writing in response to the letter we have received regarding traffic management on West End, Kirkbymoorside.

We are strongly against the yellow lines/priority system. As permanent residents on West End with a small child, we feel that there is no great issue and have known many streets elsewhere to be much busier.

Our main concern with West End is actually the difficulty residents face with finding parking spaces with space already at a premium. The proposed plan to implement double yellow lines and a priority system, as well as the previously proposed plan to put double yellow lines on Tinley Garth will only worsen the situation.

With the proposed parking restrictions, we are not sure where you suggest we should park. We would end up having to park on West Fields towards the primary school causing further hazards and congestion towards the school and surrounding streets such as Westfield Mews, West Lund, West Pasture and Adela Shaw. We feel the priority system would cause further problems in these areas. With a child ourselves, we feel parking one or two streets away would be hugely inconvenient and would put children and residents in more danger.

We would support the restriction of HGVs if this is the only other option but we do not feel there is any major issue with West End. If

people drive sensibly there are multiple places where cars can pass without mounting the kerbs. We have never felt in any danger walking up and down West End.

We understand funding from NYCC is an issue but we feel a sensible solution for West End would be speed bumps which would slow traffic down without losing any parking."

[REDACTED]

"Thank you for your circular dated 22nd November.

As the owners of two cottages in West End, my wife and I are extremely concerned about any alteration to the status quo regarding access and parking on the street.

Those of us who have reason to regularly use the street for access to their properties are well aware of its restrictive layout, so drive at a suitably slow speed, anticipating and yielding as necessary to accommodate opposing traffic.

Quite frankly, anyone suspecting that HGV drivers are using West End as a rat-run betrays lack of experience driving anything larger than a family car - it is awkward enough for a large van, and certainly no competition for the nearby A170 by-pass road.

At peak times, and especially of course on market day, parking spaces are already very scarce, so I think that any reasoning (and driving) resident should value the benefits of on street parking which we presently enjoy, accept the limitations which the sinuous road presents and be happy with the existing arrangements.

Proposals for bollards, a further one-way system, more yellow-line parking restrictions, and even a weight restriction should, to my mind, all be consigned to the Fantasy File, preserve our parking and spend money on more worthwhile Highways projects.

Thank you for the opportunity to air our views."

[REDACTED]

"We would like to register our views on the 2 proposed changes to West End, Kirkbymoorside.

Proposal 1

We are opposed to adding more double yellow lines. According to your map the proposed yellow lines will reduce the parking significantly. It is already extremely difficult for residents of West End to find parking spaces. Most households have least more than one car (we are fortunate to have some off street parking which is rare on the street). The increased competition for the available parking is going to lead to friction and major inconvenience.

Other issues include:-

- a) Hardship for those residents with limited mobility or disability if they can't park near their property.
- b) The parking and traffic issues will just migrate to the adjoining streets, i.e. Tinley Garth, The Lund and West Pastures which won't please the residents of those streets.
- c) Residents with heavy shopping or luggage will struggle
- d) Local businesses including the Pet Shop, dentist and holiday lets will be affected if parking is unavailable
- e) There is potential for a detrimental effect to property prices if buyers foresee potential parking issues.

Proposal 2

The weight restriction sounds good in theory but there are businesses in West End who rely on the delivery of goods which often come in large vehicles, e.g. Dales Windows, Pet Shop and West End DIY.

We pointed out in our opposition of the proposed bollards that we have lived on West End for 20 years. We have not experienced any degree of problems in that time to warrant any major changes. There is congestion at times but the majority of drivers are courteous and give way. This also slows down potentially speeding traffic. As you point out in your letter there have been no reports of personal injury accidents along West End in the past 10 years. Our opinion is to leave West End as it is now."

[REDACTED]

"Thank you for your communication re. the issues surrounding West End Kirkbymoorside. I am a fairly new resident here, and personally, I really do not understand what the fuss is about. Having lived in the centre of Bristol it all looks very 'fluid' to me here. I guess that restricting passage to heavy goods vehicles makes sense and it would improve the quality of life for residents. Restricting parking would I am sure be extremely unpopular and I myself would be very much against that. Personally, I believe the most intelligent solution to the slight problem would be the one that has been rejected, i.e., to introduce a one way scheme and I do not see how this would incur any real expenditure.

Thank for giving me the opportunity to air my views."

[REDACTED]

"Regarding your two proposals my thoughts are as follows:

Implementing a weight restriction sounds like a sensible idea, as long as buses and delivery lorries for West End shops (in particular the hardware and pet shops) were exempted.

I am not in favour of the proposed restrictions. Although West End traffic flow is far from ideal, it is largely self-regulating and, as the Council's statement shows, a cause of inconvenience rather than injury. Looking at the proposal I can see the possibility of log jams building up due to the build-outs. Although not pertinent for this discussion I also feel that creating the build outs would significantly change the look of a street which is in the conservation zone. I am also concerned about the overall reduction in parking space as, given the plan to dramatically reduce parking on Tinley Garth, I think this will lead to a significant problem as there will be nowhere near enough on-street parking to meet the current demand. This will, in my opinion, lead to the problem being pushed out to nearby areas creating new problems elsewhere.

I do wonder if a trial period where larger vehicles are restricted might yield interesting results which could inform future policy. Thank you for the opportunity to contribute to the discussion - I think you are doing a great job of keeping local people engaged."

[REDACTED]

"Having read the proposals for West End traffic management, I was shocked to see the plan. West End parking is already a struggle and

to take any away is going to cause people a real headache. Parking is difficult enough within Kirkbymoorside already and to take away so much is not the best idea. One solution I think if would be better to barrier off the 3 parking places in outside the newsagent and Children in distress and the same the other side of the junction which would make visibility from Tinley Garth much better and to make West End one way from the town towards Helmsley and the opposite direction for Tinley Garth' That way it would cost less as you would only have signage and two barriers to install. I can't imagine that the families with cars in West End would even consider your first plan for one moment. I have parking at the back of my house so it doesn't affect me personally but I can see massive problems if the first plan goes ahead including the reduction on the value of properties."

[REDACTED]

"Our thoughts about the proposals put forward:

The first one, putting in a priority system, seems very complicated and expensive (lots of signs and road markings needed) but they were saying there is no money? It would reduce the amount of on street parking available which is likely to cause even more problems - people already park dangerously/illegally if there is no space, blocking entrances and pavements, and I suspect this would make the problem worse.

There are eight vehicle access points which open onto the south side of West End providing vehicle access to a total of 15 residential properties and six businesses. This is an old street with historic building access which predates modern traffic requirements so none of these have a 'visibility splay' which would meet current requirements. The situation is made much worse by vehicles parked very close to the openings. The map of proposed parking could make this situation even worse. If NYCC roads department want to implement this type of system by reducing parking on the south side of West End it would make more sense to put the double yellow lines across and either side of these entrance ways which would improve the visibility for traffic emerging onto the road and provide the areas for 2 way traffic.

The second suggestion, weight restriction, would certainly be welcome but I presume this is 'except for access'. Recently there have been a number of very large vehicles using West End as a way of avoiding the temporary traffic lights on the A170. What about buses and coaches? Numerous school buses/coaches travel along West End just to access the town centre and this can cause a real problem at a time when there are primary school children using the pavements to go to and from school.

There is no easy solution to this problem but hopefully we can find something that improves things."

[REDACTED]

"I'm not in favour of either of the two latest options. They just seem to create other problems.

The first proposal to reorganise the on street parking looks as if 50% of the parking will disappear. I don't think Highways have a clue about where the cars would then be able to park. Even at the

moment I can't always park on West end and have to park in either Tinley Garth or West Lund. Tinley Garth is always full at the bottom and restricted at the top, West Lund laybys are often full too. Parking would only be available way down on West Fields or on the bends of Shaw drive which would create traffic flow problems there. The HGV restriction would impact negatively on business deliveries and presumably the bus plus any removal vans for residents, so I can't see how this is an option either.

My understanding of the one way system, apart from expense, is the Highways' concern about the H&S issue at the junction of Tinley Garth and Market Place. Surely there is enough space there for the parking (to the north) and pavements in front of Children in Distress) to be reconfigured here to eliminate the H&S sight lines problem. My assumption is that NYCC just doesn't have the money to do this which means it's not an option for them."

"The speed of the vehicles would best be addressed by introducing speed bumps and a 20mph zone."

"I am responding to your letter dated 22nd November to the residents of West End.

Option 1 is not a viable solution to the traffic problem and I strongly object. Any loss of on-street parking caused by yellow lines will only make matters worse for residents not better and is unacceptable.

Option 2 is not a solution but a step in the right direction. Slow the West End traffic down with speed bumps as in Tinley Garth. A one way system is the correct and logical solution. It would provide more parking in West End not less as vehicles could be parked at an angle where the road is wide enough. The visibility at the junction of Tinley Garth / Market Place is no worse than West End / Market Place and does not have another road [Church Street] or drivers to contend with."

"In reply to your letter dated 22nd. Nov. 2018 to all residents and businesses on West End, Kirkbymoorside.

We realize these are difficult and challenging times due to reduced financial funding from central government. We do not wish to see money being wasted on proposals that do not improve the situation for residents and other road users and create a safer traffic flow. It seems so misguided to have to wait for the inevitable accident before people take notice of an obviously dangerous road. Isn't it better to be proactive than reactive.

It is good to see that a preliminary route walk was undertaken and that the junction at Tinley Garth/Market Place was seen as a difficult junction. Likewise the junction at West End/Market Place is very narrow with parked cars only metres away on both Market Place and West End. Buses and many other vehicles have to enter West End on the wrong side of the road due to all the parked vehicles on Market Place to be faced with parked cars just around

the corner on West End. This would definitely be made easier with no parking near to this junction.

We have studied the new proposals from NYCC Highways and Transportation Improvement Manager.

The first proposal in our mind is dangerous, because of vehicles pulling in and out on a road that has bends, gateways/roadways etc. This sort of traffic management is more suited to rural straight roads with good visibility. Also cutting residents parking places by approximately 1/3 makes it an extremely controversial/antagonistic proposal. Where would you suggest the additional cars park when all the streets in Kirkbymoorside are full from 6-00pm - 8-00am. Perhaps an evening walk might be another idea just to see what this would create?

As you say you do not want to solve one problem and create another.

In the past when West End has been closed (about three weeks for gas works) there was not much of an increase in traffic on Tinley Garth, and the addition of a 3 ton weight restriction would stop any HGV's if this is a concern.

Most delivery drivers have said they would and normally do prefer to stay on the A170 to the traffic island thence into town, and avoid West End.

The build outs and signage will be expensive, dangerous and ugly. Surely this proposal is just as expensive as one way! We are confused.

The second proposal, implementing a weight restriction- we have not noticed excessive use by HGV's only buses and delivery vehicles, this as far as we are concerned is acceptable."

[REDACTED]

"We are all for weight restrictions and we hope that it won't affect the pet shop who have a large delivery lorry? We've recently had confirmation that Ampleforth won't be sending mini buses down west end any longer.

Unfortunately I don't support the second proposal because it doesn't address the main reason we started this campaign in the first place, which was safety concerns for residents and pedestrians from cars mounting the pavement. Putting double yellow lines on both side of the roads will create other issues:

Firstly, I think that the only way to do this successfully would be to create residential parking. This will undoubtedly affect the businesses on the street and it is already a sad state of affairs for small businesses in the town.

Secondly, widening the road will increase traffic speed. It is only due to the narrowing of the road that traffic is kept below 30mph. You already know my opinion about the lack of speed restrictions outside the school. That's a accident waiting to happen!

Thirdly, passing places also increase speed. Marton has passing places and rather than reduce speed, cars simply speed up in order to beat the car coming from the opposite direction. I've been watching this carefully and 8/10 it happens.

Fourthly, we already have places on the street where people can pass each other - nobody uses them. Apart from the top part of West End and from number 36-41 the road is wide enough for two vehicles. Mainly drivers ignore these spaces and simple mount the path.

This brings me back to the main purpose of our campaign - cars mounting the pavement.

My husband and I don't have issues with parking further from our house. It'll be challenging with a one year old but we'd prefer to see him safe."

[REDACTED]

"My thoughts re your correspondence of 22nd September.

Option 1

In my view, the current parking arrangements introduce a physical restriction on West End which has the positive effect of reducing traffic speed down the road. If the road is widened in sections through the introduction of additional yellow lines, traffic speed will undoubtedly increase. There is the further consideration of where the displaced vehicles will park and the increased movement of pedestrians to and from their vehicles across a now busier road. I think traffic has increased down West End following introduction of parking charges in other parts of the town, with people driving around looking for free parking and residents trying to park near home. Perhaps introduction of resident's parking permits

Option 2

This is a sensible proposal which can be easily implemented and will undoubtedly make West End far safer and quieter for residents. I think traffic has increased down West End following introduction of parking charges in other parts of the town, with people driving around looking for free parking and residents trying to park near home. Perhaps introduction of resident's parking permits will reduce the speculative traffic, enabling residents to park and to maintain the physical calming measure discussed at 1."

[REDACTED]

"Thank you for the draft proposed traffic regulations for West End. We cannot support option 1 as this would escalate our parking problems. Vehicles would then park down towards the school which would make the traffic situation even more dangerous. Option 2 seems a better proposal. Since this has been brought to the attention of the council we have monitored the traffic more closely than ever, since the traffic lights have appeared on the A170 West End is now a short cut, yet again. This morning, Recycle collection day, 14 cars were queuing behind the bin lorry as it worked its way down West End. As we park in West End cars are blasting their horns impatiently as we reverse into a space or overtake mounting the pavement and I myself have had to mount the pavement twice in the past week because cars coming down in the middle of the road just will not pull over to allow 2 way traffic. The excuse is constantly about funding but as we have said before so much money is wasted. The other point is if we had residents parking traffic would be reduced as no one would be looking to park whilst they went to Dentist or NFS so maybe there wouldn't be a need for one way traffic?. Also they would be getting money back from the permit price we would pay, and wear and tear on the road itself would be less."

[REDACTED]

"My feedback is that I would be strongly opposed to the first option involving yellow lines and loss of parking, UNLESS some kind of residents' parking scheme is put into operation at the same time. Fortunately for me, we have off road parking round the back of our house, but I know that parking for residents is a complete nightmare already, without reducing the available parking. There are never enough parking spaces, and people already end up parking a long way from their properties. I imagine this is especially difficult for people with young children, and shopping. I would not buy a property on West End if it did not have its own parking, because of the lack of parking, and I think that reducing the parking further would make the problem worse, which could have an ultimate effect on the property prices of the street. My main concern though, would be for those who already struggle to find parking anywhere near their homes.

Every morning I see many people parking on West End to come to work, for example at David Begg Associates at The Georgian House, and at the dentist further down. If these businesses could be persuaded to provide parking elsewhere for their employees, that would free up parking spaces on West End, and may ease the problem of cars not being able to pass each other. Could the businesses be invited to discuss the West End problems, and invited to purchase some annual parking passes for the main KMS carpark? Perhaps NYCC would be prepared to sell them some parking permits at a discount?

I am happy to support option 2, providing that there is access for HGVs coming to the businesses on West End, or to residential properties (deliveries, etc)."

[REDACTED]

"I must say right away that I am totally against the first proposal - it just shows how much NYCC are totally out of touch with local traffic conditions and possible management solutions. Kirkbymoorside is struggling more and more with increasing car parking requirements and it is totally unacceptable to further reduce available spaces. West End is to a very large extent residential and has a considerable number of elderly and infirm residents. Where are these residents supposed to park if spaces are reduced?

Proposal 2 is a possible help to reduce safety concerns but would be of little help unless the service bus No 128 and school buses are no longer allowed to use West End together with an enforced speed limit of say 20mph. All through traffic was prevented from using West End for a couple of weeks earlier this year so it is no good saying that buses have to use West End. Indeed there are several alternative ways that they could be accommodated through Kirkbymoorside. I would be very interested to see comparative costing of Proposal 1 and the proposed One Way system as I cannot believe that providing six build outs and the associated twelve signposts with electricity supplies, plus all road markings etc is cheaper than providing facilities associated with a one way system. Incidentally I seem to recall that in a previous document regarding the proposed one way system it was stated by someone in authority that the exit at the Tinley Garth / High Market Place was not considered particularly dangerous and was in fact a red herring as far as the arguments against such a system were concerned."

[REDACTED]

"I would repeat my previous concerns regarding a one way system and am a little relieved that county have concerns about a one way system, I can also fully understand the current funding pressures that they are under and the need to prioritise.

I would not be supportive of anything that would result in less parking along west end for residents. There are many properties which only have on street parking, at present I often end up at the far end of West End or on the high street due to limited parking which is not always convenient. The reduction of parking on West End would clearly exacerbate parking issues elsewhere. I am not convinced it would alleviate highway concerns, as expressed by others, on West End to the extent that would outweigh the impact of loss of parking.

I am not opposed to a weight restriction but what would this mean for the businesses on west end, bus service, would it push traffic onto other roads. As previously mentioned I have not been overly concerned by the weight of vehicles. Again I am not sure how this would reduce speed."

[REDACTED]

"We are against anything that reduces parking spaces in West End for obvious reasons. It is difficult enough to find somewhere to park as it is. Sometimes it's impossible. In particular loading and unloading is often very difficult or impossible especially for the elderly or pregnant or handicapped. Parking on the double yellow lines would hardly help traffic flow.

I doubt whether the following suggestion is a starter but if the parking restriction plan was implemented then parking in West End should be restricted to residents only. Obviously this would not find favour with those working in town or visiting the dentists for instance who use West End to park. In town Shop and Office workers could be given free parking badges for the underused town carpark to compensate. Financial incentives to encourage more use of the car park are sensible, but of course would mean less income for whoever gets it, and as we know money talks.

Whatever happens there are going to be some disgruntled people.

Better leave it as it is!

By all means restrict heavy vehicles passing through, but these are in the minority. Most are cars.

This is likely to find more favour."

[REDACTED]

"I am very sorry that some residents in West End feel the need for traffic calming measures. Due to the unforeseen happenings at a property on West End we are extremely grateful that none of these measures were in place, or may not be in put in place as we feel that this may hamper access for emergency services.

Please think very carefully about what has been proposed as the need for safety and access should be considered at all times for everyone concerned."

[REDACTED]

".the proposals are ludicrous, if money is so short why can't you put up signs as on the main road, drop your speed, approaching school and no goods wagons unless delivering to businesses, and

restricted times, placing more double lines is an insult to us residents, it is hard enough to park at present with staff from the dentist and the other office they take up at least 20 parking spaces daily , residents parking should also be considered."

[REDACTED]

"I do not mind the yellow lines being placed down West End but I am in a privileged position because I have off road parking and a garage.

I would not like to have a restricted weight limit down West End because I think this would be detrimental to residents when they have deliveries etc."

[REDACTED]

Submissions received from Tinley Garth residents

"I do not like the first proposal, the West End Priority System, because it may send more traffic up Tinley Garth.

I do not like the second proposal, the restriction on HGVs on West End, because it may send heavier traffic up Tinley Garth."

[REDACTED]

"Thank you for your recent letter regarding the traffic proposals for West End. As a resident of Tinley Garth we understand the issues very well. Unfortunately I cannot see either proposal working. Kirkbymoorside was originally built at a time when there were no cars and now that most households have at least 1 if not 2 vehicles the lack of parking/road space is becoming more obvious. Having been a life-long resident of Kirkbymoorside I have seen the number of vehicles in town treble (and all pretty recently to be honest). Tinley Garth suffers from the same problem in that cars are often left on the double yellow lines which means driving up on to the pavement is necessary - particularly up the top where Post Vans are often left on the double yellows whilst loading/unloading. Although we have a one way system in place as well, cars are often seen going the wrong way just to make things interesting. The access out of Tinley Garth onto the main street is diabolical and most of the time it's just a case of setting off and hoping nothing is coming! Unfortunately the idea of the one way system wouldn't have worked for these reasons.

The first proposal for a Priority System - whilst probably the easiest option would only exacerbate the problem in some ways as it would simply push the cars already parked into another street and cause the same issue. I honestly can't see the number of cars being displaced finding anywhere else to park in Kirkbymoorside. The junction at the bottom of West End and Tinley Garth is a case in point, with cars parking on both sides of the junction narrowing it down to single file and on occasions so narrow a Fire Engine (if needed) would not be able to pass. So where would the amount of cars that are parked on West End now move to? Howe End has the same issue as West End with cars parked around one side to virtually the corner - and most days cars are now parked on the grass near the play park and all the way down that road both sides as well. Restricting the HGV weight would only work with the help of the businesses on West End that require deliveries often by large

vehicles - namely those in the units on that road. Would a HGV restriction also include the double decker buses?

I can understand the residents' concerns and the issues both the Town Council and NYCC are facing. Parking anywhere in town is at a premium and this is the real issue behind the problems being faced by not only West End. For a town like Kirkbymoorside there is a serious lack of off street parking that can be accessed by residents. Unfortunately most people do not like to walk either so I cannot see how well the yellow lines on West End would work or if they would be ignored as on Tinley Garth. There are very few residential garages in Kirkbymoorside (unless directly attached to houses) yet there are two building sites that have been left to turn into absolute eyesores whilst neither have been used to provide parking/garaging for local people. Surely the mess that is now the old Highways depot in Manor Vale would have been better suited to provide off-street parking and even garages to rent/sell to local people and even light commercial premises for local businesses than the constant planning permissions for houses?

Unfortunately I don't believe there is a solution for the problem in West End as nearly every street has a similar problem. The issue is made worse in West End as a lot of the houses are very close to the roadside (although some house doors open directly onto the road in Tinley Garth it should be noted). The town has reached its limits expansion wise and any further estates should not be allowed as the infrastructure is already past its ability to cope - proven by the parking situation if nothing else.

I am sorry that none of the above comments are either particularly helpful or positive but unless a solution to the parking situation throughout the town is addressed as a whole I don't think there will be a simple solution to West End."

[REDACTED]

Submissions received from other residents

"To all it may concern.

In regard to the letter issued to residents by KTC 21/11/18 regarding the limited traffic 'consultation' for West End. (Copies available from KTC).

Action is essential to address the persistent traffic offences (driving along the pavement) and associated risk to residents and pedestrians, this first investigation into public need and NYCC traffic monitoring are welcome first steps.

NYCC highways have offered a limited response, and limited options , which avoid the official request by KTC for the trial of a one way system .

There are more options , maybe better longterm options which should be considered now, as part of a Kirkbymoorside Traffic Plan . I propose a town plan is now essential , and this investment must be considered and measured against the essential mitigation of inevitable long term traffic problems. Traffic volumes increase, where road capacity does not...

What is not within the consultation , but is the essential overarching question regarding final outcome...

*What do people want West End to MAINLY** be 'in the future'?*

1) *A two-way connector road @ 30mph .*

*2) A one-way residential street (hopefully 20mph) *

Another way of describing priorities...

*1) Prioritise traffic into/out of town *

2) Prioritise residents and pedestrians

*These are the two long term possibilities , and only by addressing all needs of the Highway will we make a durable solution for our town. *

(To show no bias, I state both options have merit.)

Before discounting the one way option , (which is discounted in this consultation due to vague, mitigable concerns about Tinley Garth).. we /the public must know the number of recorded collisions and road incidents at the Tinley Garth junction.

If the number of incidents in the last decade is small or negligible, as on West End, then the one way option is still an option.

What is the number of recorded incidents ?

*Tinley Garth also needs significant road surface and pavement repair investment , is this a prohibitive factor ? *

If there are valid concerns about traffic flow, the addition of a mini roundabout would address traffic flow issues.

So, let us not discount the preferred public and council long term solution yet.

Creating passing places on West End may also have the unintended effect of allowing faster vehicular movement , what consideration and mitigation has been given to this?

With regard to 'passing places', residents have noted that this is the general present usage of the street , and although better design would help, would it STOP the pavement mounting issue outright?

The issue of parking permits , as a solution to limited residential parking is an option, though divisive , it may be the only way to control parking and ensure good traffic flow in our historic market town . This issue is worthy of public debate and consultation also."

"I hear that Highways are still trying to solve the problems, of the unsolvable.

The local residents of West End have lived with the problem of too many cars in the street for years yet when some outsiders come in to stir things up, both the Highways and you (Town Council) are wasting your time because there is no acceptable answer to flogging dead horse.

How many people to work at the Georgian House or the dentists walk to work, or even cycle? None, nearly all come by car. People will not pay to park if they can help it.

There is not enough proper parking in Kirkbymoorside. I know of people who live on the outside who have short stay permits.

The Highways have made a big blunder in Norton according to the Gazette & Herald. Please not in Kirkbymoorside."