

Kirkbymoorside Town Council

Information for meeting on Monday 21 March 2022

3. Minutes and Matters Arising

a. To receive and approve the draft minutes of the meeting held on 21 February 2022

b. To consider matters arising

I. To receive information on the 'Slowing the Flow at Pickering' project, pursuant to minute 21173

<https://www.forestresearch.gov.uk/research/slowing-the-flow-at-pickering/>

Minute 21173 dated 21 February 2022 Agenda item 16. Questions to the Chair

Cllr Dowie referred to the surface water flooding in Keldholme and asked if all incidents of flooding could be recorded/catalogued for reference. A number of incidents relating to the most recent surface water flooding in Kirkbymoorside had been broadcast, including mention of deployment of the fire brigade to prevent water ingress to properties. These references will substantiate the need for flood mitigation locally. She also referred to the 'Slow the Flood' project in Pickering and asked if it would be possible to ascertain how the project came about including details of agencies involved and funding etc as this information would be relevant to the ongoing efforts to mitigate flood risk within the Kirkbymoorside catchment.

Cllr Holroyd encouraged engagement with local land owners to better manage the surface water on nearby fields.

II. To receive information in respect of modifications to the A170 associated with the Manor Woods development, pursuant to minute 21173

Minute 21173 dated 21 February 2022 Agenda item 16. Questions to the Chair

Cllr Shipley made the observation that the majority of motorists on the A170 do not adhere to the 30mph speed limit and asked when the speed restriction zones would be adjusted to accommodate the additional traffic from the Manor Woods development? Cllr Holroyd confirmed that the planning approval included stipulations by the Highways Authority for adjustments to the speed restrictions but there has been no information detailing the proposed timescales for this revised traffic regulation order.

[Response from James Kennedy, NYCC Highways, with regards to the highways considerations associated with the development at Manor Woods, specifically the speed restrictions on the A170 and at what stage \(approximate timescale\) the 30mph and 40mph zones will be moved to accommodate the additional traffic from the site:](#)

The changes to the speed limit signing relating to the Countryside Properties site have already been made by the developer. The 30mph speed limit on the A170 is remaining in its current position whilst the start of the 40mph speed limit on the Helmsley approach has been moved further out to cover the site entrance. There are some additional works at the position of the new 40mph speed limit, shown on the attached plan. It is expected these works will be completed at the same time as the widening of the A170 later this year.

Regards

James Kennedy.

7. To consider financial matters:

a. To report accounts paid since the last meeting of the Council and to approve cheque payments according to the list provided

Description	Supplier	Total
Sports field Electric 25.12.2021 - 24.01.2022	British Gas	47.31
Moorsider - software Licence	Lucid software inc	11.43
Manor Vale - Clearance of oak tree on footpath	P&A Gospel	250.00
Replacing of bark edging at old road play area	P&A Gospel	450.00
Moorside Room annual Music Licence	PPL - PRS Ltd	101.57
Debit Interest	HSBC	0.19
Bookkeeping + Payroll QE 31.12.2021	Moore Chartered Accountants	630.00
Sports field Water 09.11-09.02.2022	business stream	413.43
Moorside room Electric Bill Q4 2021/2022	Southern Electric	428.84
2 x Bespoke, Three-seater, heavy duty benches. In memory of Charlie Cornick	Darren P Kendell	400.00
Delivery & installation of verticle pole, bark chips onto wet pour repair kit & cushion fall top up	Playdale Playgrounds Ltd	1,594.73
March Salary Shortfall	Ms Louise P Bolland	314.82
March Pension Contribution	HLSIPP	45.02

8. Path For Everyone

- a. To receive correspondence from Kirkbymoorside Environment Group and Ryedale Cycle Forum**
- b. To consider the allocation of CIL funds and application to the Planning Authority for \$106 monies to contribute to the cost of the project**
- c. To consider collaboration with Kirkbymoorside Environment Group and Ryedale Cycle Forum to identify and pursue additional funding opportunities**
- d. To consider the role of project co-ordinator for installation of the first section of the path from Kirkbymoorside Primary School to Kirkdale junction, once full project costs have been achieved**

Path for Everyone

For Kirkbymoorside Town Council meeting on 21st March 2022, please would Councillors consider the following:

- 1 Would Kirkbymoorside Town Council be willing to apply for CIL (Community Infrastructure Levy) to contribute to the funds needed for the Path for Everyone? CIL has replaced Section 106 funds as housing developer contributions to local communities. KMEG understand that Ryedale District Council will be administering these funds, and that Kirkbymoorside Town Council is entitled to apply to RDC for a proportion of them, and that a request from Kirkbymoorside Town Council to RDC is needed to release the funds.
- 2 Depending on what funds could be gained from CIL, Kirkbymoorside Environment Group (KMEG) and Ryedale Cycle Forum would then work with Kirkbymoorside Town Council to identify further funding that we could apply for in order to reach total needed. The applicant for such further funds could be Kirkbymoorside Town Council, Kirkbymoorside Environment Group or Ryedale Cycle Forum, depending on funder preference.
- 3 When the necessary funds have been secured for the Path for Everyone, would the Town Council then be willing to act in a project co-ordination role to move towards installation? This would be for the first section of the Path for Everyone, from the primary school, crossing the new Manor Woods estate entrance, and on to the first Kirkdale junction. As you know, costed drawings have already been achieved from GGP Consult Ltd, and Tim Coyne has mostly agreed with the scheme.

If (3) above is approved by Kirkbymoorside Town Council, would the Town Council also consider, in consultation with Tim Coyne of NYCC Area 4 Highways, whether to appoint GGP Consult Ltd (who did the drawings and quantity surveyor advice) to handle the technical aspects of contract tenders and supervision of installation? The alternative would be a NYCC approved contractor, combined with a NYCC consultant and NYCC Highways office.

Please would Kirkbymoorside Town Council also note that efforts are being made within RDC to allocate some RDC reserves to support this project. A decision on this is not expected until June. However, if Kirkbymoorside Town Council can support as requested in 1,2,3,4 above, a positive decision is more likely. Please also note that Ryedale Cycle Forum are not yet constituted to handle contracts, and KMEG are too small to do so.

Please note that efforts are continuing to arrange permission, funds and installation of the rest of the route to Helmsley, which lies outside of Kirkbymoorside Parish.

Kind regards,

Helen Gundry,

Kirkbymoorside Environment Group

& Ryedale Cycle Forum

9. 20mph speed restrictions in Kirkbymoorside

- a. **To receive information from NYCC in response to the Council's proposal for 20mph speed restrictions to be extended to include Old Road, Piercy End, Market Place, and High Market Place pursuant to minute 21167**

A 20mph speed limit must be appropriate for that part of the network. Importantly, it must also be self-enforcing and operate without a reliance on police intervention. Introducing a 20mph speed limit or zone to a road(s) where drivers do not already substantially conform to and/or is generally inappropriate for that road(s), will likely result in poor compliance enforcement problems and understandable complaints. Consequently, it may also result in drivers failing to comply with a 20mph speed limit where it has been appropriately applied for road safety reasons.

Understanding the key issues and problems in the area is fundamental. The Town Council will need to clearly indicate the areas of concern and set out the reasons/justification for the introduction of a 20mph speed limit / extension of the existing 20mph speed limit. Any evidence of road safety issues should be included in the request along with any other information that may be useful such as highlighting any schools or walking/cycling routes. Can you also advise if the Local Member, County Councillor Arnold, supports the proposals.

Officers will check the following criteria before any application is supported:

- Links to NYCC policy for modal shift and active travel opportunities
- The road is not a network hierarchy Category 2 road
- The Annual Average Daily Traffic (AADT) flow is not considered excessive for that route and not likely to increase significantly
- There is a record of speed related personal injury collisions over the last 3 years or there will be a reduced likelihood of personal injury collisions
- There are pedestrian and cyclist movements and more will be encouraged by the introduction of a 20mph speed limit
- There are suitable characteristics and it is a suitable highway environment
- There is a school or other community amenity on the road/in the area
- The change will result in good compliance without the reliance of police enforcement
- Vulnerable road user concerns outweigh the disadvantages of longer journey times for motorised traffic
- The intervention is likely to improve the quality of life for residents
- The scheme is unlikely to attract negative feedback

The above criteria is not exhaustive and act as a guide of key considerations. Other factors can be considered as appropriate for a site.

The other key factor is that in order for a speed limit to be introduced seven day speed surveys will be required to show that the existing mean (average) speeds are at or below 24mph. It may be that speeds need to be measured at a number of locations where the road is of a significant length such as Old Road. This will need to be discussed further if it is considered a 20mph speed limit could be supported at any of the locations.

Additionally with limited funding and resources available, it is essential a funding source is identified. Staffing resources and costs will be considered, along with the costs associated with the implementation and future maintenance of traffic signs and road markings. Legal costs will also be calculated. Typically, a speed limit scheme (including legal costs) will cost in the region of £6000 to £10,000, but depending on the area of concern, the final cost could be greater.

I hope this helps, happy to discuss further.

Kind regards

Tim Coyne, Improvement Manager

NYCC, Highways & Transportation, Area 4 Office, Tofts Road, Kirby Misperton YO17 6BG

b. To receive information from 20's Plenty for Us

Dear Parish clerks, councillors, 20s Plenty Groups, supporters,

As a result of our County meeting on Thursday, we agreed to urge Parish Councils to submit **Road Safety Reports** as part of their requests for default 20mph to County, and to publicise it. As an example of a report here is a [link for Bellerby Safety report](#). What I find really interesting is that the report (updated) has a point by point explanation, with maps, of where there are specific speeding and/or safety issues, providing greater substance than a simple request for a lower speed limit, and requiring a response to concerns. It is proactive and aimed at prevention. It lays the responsibility squarely on highways to respond, and is also a transparent document that can be accessible to residents. This is just one example of a number of Road Safety reports that have been, or are now being done by parish councils.

An example of recent publicity is Goldsborough and Flaxby Parish Council in the Stray Ferret [online newspaper article](#), and copied to 32 County Councillors on the relevant committees (Area, Transport, Executive).

Please familiarise yourselves with the current NYCC/York Road Safety Strategy, which has some references to 20mph and also accident statistics

[York and North Yorkshire Road Safety Partnership Safer Roads Strategy 2021-2026](#)

455 KSI's in York and North Yorkshire

28% occur in 30 mph limits, or 127.4 people

The Strategy includes enforcement of 20mph where appropriate

This Report from Public Health England, referenced in the above Partnership Strategy, is supportive of 20mph limits, and refers to how popular 20mph is (70% support).

[Reducing unintentional injuries on the roads among children and young people \(publishing.service.gov.uk\)](#)

20s Plenty cost calculator for implementing default 20mph in North Yorkshire, based on Department for Transport figures, is on this link [here](#).

30mph areas in 2019: 404 accidents (killed, serious and slight injuries)

Cost of accidents in 30mph areas: £21.3 million

Saving if 15% accident reduction with default 20mph covering 80% of 30mph areas:

48 fewer accidents per year saving £2.6 million annually

Cost in implementing default 20mph @£5 per head for 80% of the County population : £2.4million

Payback time: 11.1months

The current NYCC policy is far more expensive per mile to administer than a default policy, due to its bureaucratic nature, assessing tiny limits individually rather than taking a whole County default 20mph approach. It is also designed to allow the County Council to say no & does not follow DfT or ACPO guidelines.

[DfT \(Department for Transport\) and ACPO \(Policing\) guidelines:](#) summary put together by Cllr Steve Singleton, retired police inspector.

The above ACPO guidelines, and the following report from the Police Inspectorate that lays bare some of the weaknesses in Road Traffic Policing, that could be a really useful tool for Parishes and campaigners to start questioning the police, and the police and crime commissioner, on how they approach enforcement.

[Roads Policing: Not optional - An inspection of roads policing in England and Wales](#)

Please ask all the Unitary authority election candidates what their views are on default 20mph replacing default 30mph, and publicise/share this, as the public has a right to know where candidates stand on this issue

Our next 20s Plenty for North Yorkshire County zoom meeting is Thursday 12th May 2022 at 7.30pm. To join the meeting, [Please click on this link.](#)

Please invite the newly elected County Councillors to join us and help us get County's Policy changed to default 20mph.

Please let us know, either before the meeting, or in the chat in the meeting, any questions or topics you would like discussed.

Kind regards,

Ian Conlan (Malton)
Malcolm Margolis (Harrogate)
20s Plenty for North Yorkshire
www.20splenty.org

Facebook <https://www.facebook.com/groups/2012586572255626>

Twitter: @20sPlentyNYorks

Email: 20sPlentyforNorthYorkshire@gmail.com If you are not already on our supporters mailing list please click on [Support the 20s Plenty Campaign! - Action Network](#) to receive updates.

10. Sports Field

- a. To consider a ceiling budget of £500 for supply and installation of new water meters at the sports field**
- b. To consider a ceiling budget of £500 for installation of wooden hand railings next to the public footpath leading to the fire assembly point and repairs to the fence at the sports field entrance**

A leading fireman attended the Tennis Club facilities to assess the appropriate fire safety measures and identified the need for an assembly point in case of fire. They suggested the open space at the corner of the Bowling Club and the Town Council storage container. However, there is a steep drop off from the path at the corner of the Bowling Club and if people were to misjudge their footing they could stumble off the path. Installation of a hand rail has been recommended for health and safety at this location, particularly as the route is part of the public footpath and is very well used.

14. To receive correspondence from Ryedale Community Foodbank (pursuant to minute 21135) and consider the cost of £468 to cover six months rent of the Kirkbymoorside Methodist Church Schoolroom

Hello Lisa

Cllr. Di Keal has passed on your details to myself. I am a trustee and volunteer fund manager for the new foodbank. Since September 2021 RDC have been managing the foodbank and over 300 clients have received boxes of food.

We now have charity status, registration number 1197910. We have a great number of keen volunteers and we will be opening the Howe Road warehouse and drop-in-centre this month.

It is also our intention to start at Kirkbymoorside Methodist Church Schoolroom this month after training of the volunteers. We need to rent the premises which is at a cost of £18 per week. Would the Town Council like to fund the first six months of the let until we can source other funding. The cost would be £468.00

I look forward to hearing from you

Regards

Michael