

## Kirkbymoorside Town Council

### Information for the meeting on Monday 17 February 2025

#### 7. Financial matters

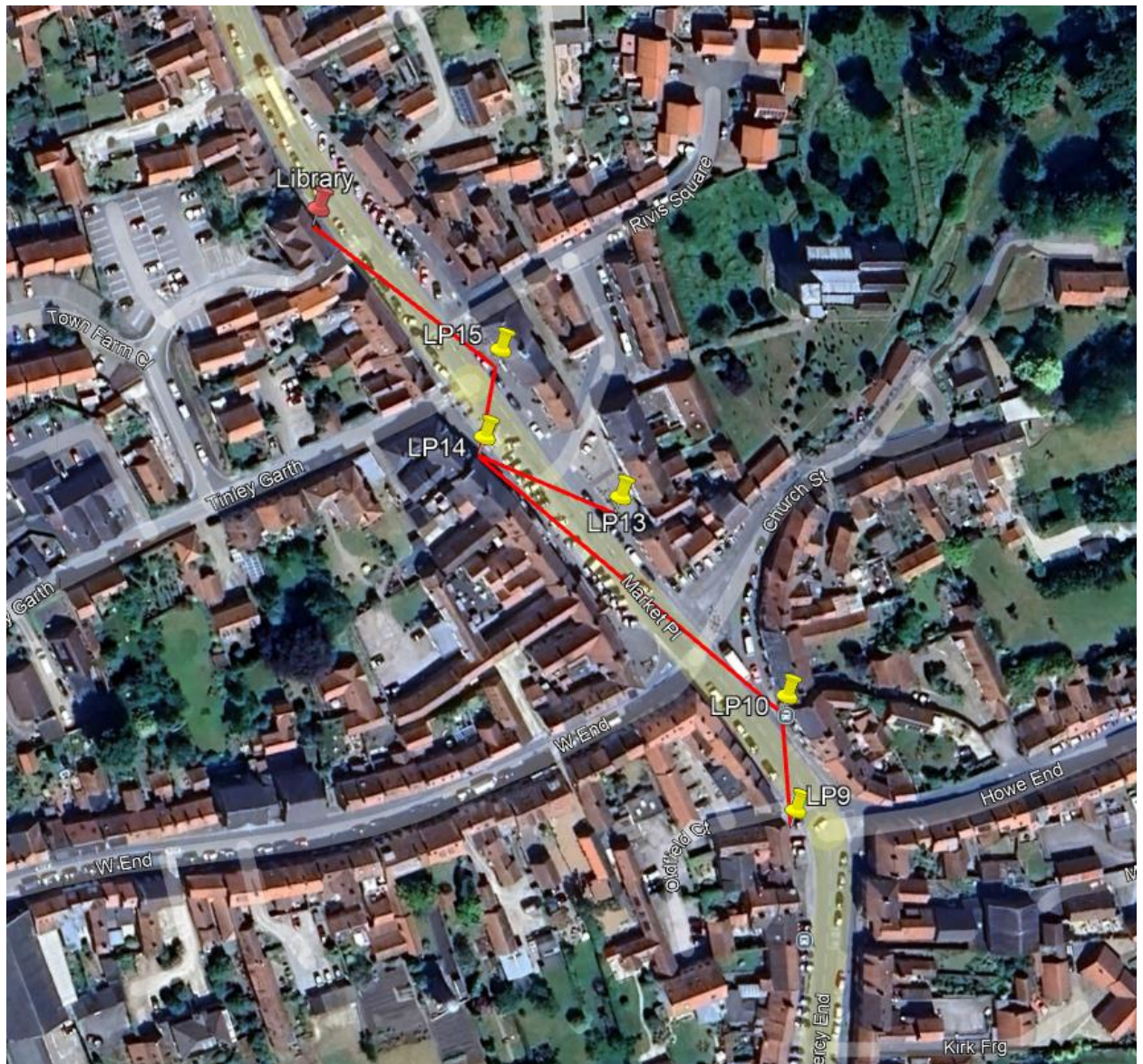
- a. To report accounts paid since the last meeting of the Council and to approve cheque payments according to the list provided.

<b>Description</b>	<b>Supplier</b>	<b>Total</b>
Ink cartridges	Infotone Ltd	98.10
Scribe Accounts Annual Subscription	Scribe 2000 Ltd	673.92
Month 10 - PAYE/NICs	HMRC	610.79
Allocation from Mayoral Allowance - 10k Poster Prizes	Post Office Ltd	40.00
Sports field Electric Bill 20.11.24- 25.12.24	British Gas	109.92
Freefind Websearch Subscriptions	Freefind	172.57
Christmas Lights 2025 Removal and Storage	Blachere Illumination	2,616.18
Office line rental & Broadband	Zen	66.74
Public Wifi	Welcoms	72.39
Magnetic Name badges	J&A International	65.87
Emergency Tree works	P&A Gospel	500.00
Sign writing - Christmas Market Information panel	Paul Gamble	70.00
Payroll Services	Smailes Goldie Watson Limited	207.60
Sports field Gas Bill 30.09.24-31.12.24	British Gas	711.71
Bank Charges	HSBC	32.00

**10. To receive additional information and consider a transfer of public wi-fi supplier to join the NY-Net scheme, consideration deferred from the January meeting, Minute 24158**

Please see further information below:

- It will be £72 per month
- There will be no costs to the Town Council over the above £72 per month, all capital costs are being met by NYC.
- Below is the coverage area, these are the Access Points but it will basically extend from about 10m North of the top point to 10m South of the bottom, it is intended to be a like for like replacement. This will include internal coverage for the Moorside Room.



Proposed Public Wi-Fi access points





Existing public wi-fi coverage

## 12. To receive information on the Kirkbymoorside Feasibility Study

Information around the study and the reason it was allocated funding.

As you will be aware, local business owners and representatives from community groups in KMS have formed a working group to deliver improvements for the Town. The group are liaising with NYC's Business Advisors and the Communities Locality Lead, to push the town beyond its current status, address issues, identify solutions and develop an action plan of improvements for the Town.

Representatives have expressed views that the Town has felt left in the shadows of its neighbouring bigger towns when it comes to opportunities for funding. Having met with KMS Business Owners, NYC's Business Advisor put forward KMS for the pilot Town Boost programme (funding through UKSPF), however, it was felt by the independent board that Pickering CIC had stronger foundations in place, ready to build upon and therefore KMS were unsuccessful in securing funding. The KMS group need support to build the same strong foundations to ensure they are in a good position to capitalise on future funding opportunities and build on the momentum the group has now created. The proposed feasibility study would be a solid starting block and provide them with some professional guidance and actions to work towards.

Following this, the North Yorkshire Council Thirsk and Malton Area Committee agreed to allocate funding from the North Yorkshire Council Area Committee Economic, Regeneration, Tourism and Transport Project Development Fund, to fund a Kirkbymoorside mini "Town Boost" support scheme to identify an action plan that will help draw awareness to the High Street and increase footfall through improved wayfinding and signage. This will be delivered through a feasibility study which will provide professional guidance and actions to start to work towards, including some quick-win initiatives that can be carried out to help unlock future growth/placemaking and promote the group, businesses, and the area to both residents and visitors.

The completion of the feasibility study will identify a number of potential options and associated risks, benefits, outcomes and outputs to draw awareness to the KMS high street and increase footfall through improved wayfinding and signage, resulting in improved dwell time and increased spend per head, and supporting the need for KMS to create its own identity as a destination. The working group has already identified some potential challenges and opportunities, including:

- Improved wayfinding to the town centre area, parking and amenities to attract those people driving straight past on the A170.
- Potential for the development of a CIC (community interest company) to leverage future opportunities and to be a focal point for driving activity in the town.
- Building a brand identity for Kirkbymoorside as the gateway to the Moors to help to build the town as a destination to encourage visitors and visitor spend.
- Group involvement in activities and encouraging engagement of groups supporting local businesses (e.g. Ryedale Velo with 150 members).
- Active in Bloom group (although this is not widely known about)
- Issues around car park visibility
- Provision of a soft play area for young families.
- Promoting the skate park now that CCTV is installed.
- Opportunities around Active Travel as many people use their car for even short journeys, including engagement from Active Travel officer.

- The market is poor, with only 5 stalls attending. An artisan market was suggested and partly progressed but stalled.
- Issues around parking on the cobbled spaces, many local workers take up the spaces and outstay the 2-hour limit which reduces the turnover of vehicles.
- Totally Locally campaign was run in 2023 but many businesses did not see the benefit.
- Kirkbymoorside is often not shown on maps from key stakeholders like the National Park, Visit North Yorkshire, Go Yorkshire etc. Both Pickering and Helmsley are usually shown.
- Opportunities for regular community events to build on the success of the annual 10k run.

It is expected that the feasibility study will:

- Identify potential options, future activity, and management options as well as highlight any required ongoing revenue support.
- Consider how the options support NYC's Climate Change Strategy and YNYCA's Routemap to carbon negative.
- Consider how the options support the objectives set out in NYC's Economic Growth Strategy.
- Consider existing and previous work undertaken.
- Identify options and opportunities for all aspects of the scheme as well as any risks, constraints or other issues that may need further research or investigation.
- Provide indicative costs around the options suggested.
- Consider and outline the socio-economic impacts that might be achieved from the various aspects of the scheme including footfall, modes of travel, economic opportunities, and benefits for the wider community.
- Identify any potential phased approach to activity.

The Retail Group were appointed to complete this piece of work through a competitive tender process, and it is being delivered through:

- Project Immersion and Information Collation via a meeting to establish the project schedule, timescale, historic information, and agreeing the range of stakeholders and priority groups.
- Information and Policy Review of existing and emerging local, regional, and national policies, documentation, and aspirations for the town and region, including committed and pipeline regeneration activity.
- KMS Town Centre Operator Survey targeting current operators across all categories in the town centre, including all shops, hospitality, services, leisure, office etc.. The survey is intended to establish information on current performance and trends, issues and perceptions of shopper behaviour and experience. It also explores businesses views on future needs, gaps, outlook and potential. The findings are used to underpin the target actions and initiatives.
- Place and Retail Review to evaluate the mix and positioning of the offer, looking at strengths and reasons to visit as well as deterrents / issues to address. This review considers the hospitality eating and drinking offer, day and night-time offer, service offer, the non-retail attractors, transport, access and ease of use, environment, public

realm, signage, information and customer facilities, community uses, wider connectivity and services available. The place review will also include the nearby and linked leisure and tourism facilities, as integration and connectivity to these will play an important part in the future action plan.

- Stakeholder Engagement with those identified and agreed upon.

The Project must be completed by the mid-March and therefore the information gathering, surveys and reviews are in the process of happening currently. The results of these will be combined with all the other data and information gathered to produce the final report. Once the final report is produced, I will be looking at getting together in person to go through the results (likely to early April).

If you have any questions, please let me know.

Alison

Senior Economic Development Officer (North & East)

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**13. To receive information from NYC Highways Authority pursuant to concerns raised about pedestrian safety at the junction of Howe End and Piercy End, Minute 24141 dated 20 December 2024**

We have investigated the collision data at the Howe End/Piercy End junction over a period of the last 5 years and I am pleased to inform you that there is no record of any personal injury collisions. This is a typical town centre junction where speeds are low and drivers should be able to negotiate safely. If vehicles are choosing on occasion to mount the footway rather than waiting for a larger vehicle to exit, I'm afraid it is due to driver impatience. Ultimately, all road users must take responsibility for their actions and there is little we as a Highway Authority can do in respect of drivers breaking the law or driving in an inappropriate way. It is an offence to drive along a footway, if there are witnesses to drivers travelling irresponsibly it should be reported to North Yorkshire Police. This can be done easily by visiting their website using the following link - [Report a road traffic incident | North Yorkshire Police](#)

Potentially, to eliminate the possibility of this occurrence, Howe End could be made one way between Piercy End and Swineherd Lane. However, as the junction is not identified as a location requiring a road safety intervention this is not something the Highway Authority would take forward without knowing that the proposal would be fully supported. The Town



Council may consider a consultation exercise with the residents/businesses who would be affected by a proposed one-way system?

Kind regards

**Tim Coyne**

Improvement Manager, Area 4

**14. To note information received from Institute of Cemetery and Crematorium Management (ICCM) in respect of considerations when all burial plots in a cemetery have been assigned**

1. What happens when all the plots have been allocated and the cemetery is declared closed for burials?

Once a site is full then it still needs to be maintained in good order and repair (a requirement under the Local Authorities' Cemeteries Order 1977). Even if there are no new graves available, full burials and ashes burials can still take place in existing graves, where space permits and the grave owner gives their consent. People will still wish to visit graves so you have to ensure that the cemetery remains a safe place for visitors and those who work there, even if burials are no longer taking place.

2. Does the Town Council have a duty to find another location for designation as a cemetery?

No, legally it is not a requirement to have a cemetery, however it is important to consult with the local community to find out their views about whether a local cemetery is required.

3. Is there a specific qualifying criteria/requirements for land that can be designated for burials?

The Environment Agency have tightened rules in recent years to protect ground water. It would be best if there is any land to engage a consultant to review whether it is practical to think of using it for a burial ground before a purchase and to ensure the Environment Agency requirements can be met

4. What consideration will the Town Council need to make at such a time as the cemetery is full?

The Town Council can start to look at whether it is possible to extend the life of the cemetery before it becomes full. If you have pre-purchased graves that have never been used and 75 years has elapsed since they were purchased, you can cancel the rights and resell them – there is a procedure for this in the Local Authorities' Cemeteries Order 1977. You may also have graves where the rights have expired but there is space in the grave for further burial; such space can be reclaimed and used for burial. If you have areas of public, consecrated graves, you could apply to the Diocese for a Faculty to reuse those graves. The Law Commission have recently consulted on whether the law should be changed to allow the reuse of purchased graves; this is where a grave can be opened, and any previous burial exhumed, the grave is then deepened and the original burial is buried at the deeper depth, creating room above.