



## KIRKBYMOORSIDE TOWN COUNCIL

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### Minutes of a meeting of the Kirkbymoorside Town Council held at Church House, Kirkbymoorside, on Monday 21<sup>st</sup> January 2019 2018 at 7.30 pm

**Present:** Councillors M Brampton, C Dowie, N Holroyd and J Watson.

**Also present:** County Councillor Val Arnold, the Town Clerk L Bolland, guest Tim Coyne Improvement Manager NYCC Highways & Transportation and 5 members of the public.

Councillor Watson opened the meeting and welcomed all present and thanked Tim Coyne for agreeing to attend the meeting to provide more information in respect of agenda item 7.

**18189** Apologies for absence were **received** from Cllrs Ashworth, Chapman, Coughlan, and Cossins.

**18190** There were no Declarations of Interest.

**18191** Minutes and Matters Arising

- a) The minutes of the Meeting held on 17<sup>th</sup> December 2018 were **received** and **signed**.
- b) Draft minutes of the Staffing Committee meetings held on 15th January 2019 were **received**.
- c) There were no matters arising.

**18192** No members of the public wished to make representation.

**18193** County Cllr Val Arnold explained that the NYCC 2020 Budget Consultation was in progress. Cllr Dowie reminded all present that the consultation questionnaires are available in the library and all details are also available online <https://www.northyorks.gov.uk/budget-questions-and-answers> and detailed on the Town Council website.

**18194** Financial matters

- a) The cheque payments were **approved** according to the list provided.
- b) The Financial Summary to 31 December 2018 was **received**.

**18195** West End

- a) Information was **received** from Tim Coyne, Improvement Manager NYCC Highways & Transportation regarding traffic concerns on West End and associated management proposals. The following overview of measures and proposals to date:
  - i. Due to funding restraints the County Council would not usually implement measures when there is not a history of personal injury accidents. However, in light of the fact that NYCC Highway Authority have been working closely with the Town Council and that the Town Council has been willing to assist with the consultation process and commit funding to potential measures, approval had been granted to pursue various options including a) the installation of bollards to prevent vehicles mounting the pavement and b) a priority system, as a final proposal to try to

address the issues on West End. Neither proposal was supported by the residents of West End as was demonstrated in the informal consultations responses.

- ii. NYCC Highway Authority will not implement a one way system on West End due to the significant highway safety concern identified at the junction of Tinley Garth and Market Place. Visibility from the junction is severely restricted due to the adjacent parking and seating areas. Because NYCC Highway Authority are aware that the junction does not meet the appropriate standards it would not be in the interests of highway safety to implement a scheme which increases the volume of traffic through that junction, hence increasing the potential for accidents. Furthermore the One Way traffic proposal might not be supported by the Tinley Garth residents.
- ii. The most recent informal consultation demonstrated that a significant number of residents felt that no measures are necessary as they do not believe there to be an issue with traffic on West End.

Cllr Brampton asked if there were any other physical obstacles that could be implemented. Tim Coyne (NYCC Highways & Transportation) advised that there were none. His advice was to log number plates of any offending vehicles and report them to the police.

A member of the public confirmed that offences were being actively photographed and reported to the police and that most recently confirmation had been received from PCSO Holly Hornsby that the police are not going to pursue those motorists who have been reported.

Cllr Dowie reminded all present that some months ago the Town Council had expressed that the situation regarding traffic concerns and pedestrian safety on West End was such that it is not acceptable to do nothing. She argued that should a One Way system be implemented there is no need to focus on Tinley Garth for the existing flow of traffic from west to east and traffic should be encouraged to use the A170 and travel up Piercy End.

Tim Coyne (NYCC Highways & Transportation) reiterated the concern about visibility at the Tinley Garth junction and that the implementation of a One Way system would potentially create a potential for accidents.

Cllr Dowie referred to the recent introduction of a one way traffic system in Norton.

A member of the public commented that the West End residents did not support the proposals for bollards or a priority system due to the resultant loss of parking.

Another member of the public commented that due to the speed bumps on Tinley Garth it would be favourable for motorists to divert via the A170 and Piercy End. Is there a way to encourage more use of the main roads?

Cllr Brampton commented that traffic movement on Piercy End is not without its own complications due to the variable width of the road and the parked vehicles presenting their own obstruction.

Bearing in mind the Highway Authority's concern that a one way system from east to west on West End would increase the volume of traffic on Tinley Garth, Cllr Dowie asked if there is a way to deter motorists from using Tinley Garth and direct traffic via the A170 and Piercy End. Tim Coyne (NYCC Highways & Transportation) advised that Tinley Garth could not be access only because it provides a one-way system from the car park so is an existing through route. Furthermore it would be almost impossible for the Police to enforce access only.

Cllr Dowie suggested that the one way system be reversed to direct traffic from east to west on Tinley Garth which would allow one way traffic from west to east on West End thereby overcoming the visibility concerns at the Tinley Garth/market Place junction.

Cllr Holroyd referred to the questions raised in advance of the meeting and thanked Tim for providing a response, as detailed in the appended document <https://docs.kirkbymoorsidetowncouncil.gov.uk/publicdocs/Agendas18-19/Council/2019-01-21/WestEnd.pdf>

Cllr Holroyd challenged the way funding was applied and asked why the County council ignored other relevant evidence produced whilst relying purely upon statistical evidence of past injury accidents. Was it the position that funding for any possible solution would not be available in the absence of injury accidents or worse still a fatality? Tim Coyne (NYCC Highways & Transportation) confirmed that the Local Highway Authority has a statutory duty under Section 39 of the Road Traffic Act 1988, to reduce the number of casualties on the County's roads. Accordingly funding is prioritised to address an issue which has caused a fatality rather than directed to a location without an accident history. If a solution became apparent that was fully supported by residents of West End/Tinley Garth, depending on what that solution was, NYCC Highway Authority would investigate potential funding streams as they have with the proposals for bollards and a priority traffic system. The funding restraints imposed by central government mean that unfortunately the Highway Authority are currently bound to this extreme criterion.

A member of the public asked if it would be possible to introduce a 20mph zone on West End. Cllr Brampton agreed that speed is a concern and it should be easier to implement 20mph zones within small towns. Tim Coyne (NYCC Highways & Transportation) confirmed that as a result of a recent SMP survey the average speed on West End was 19mph with the 85<sup>th</sup> percentile recorded at 24mph. A member of the public commented that the survey had been carried out at the slowest part of the road.

Cllrs Dowie and Watson asked if it would be possible to have the survey carried out at a specified location of concern and whether the cable could be extended onto the pavement to record the number and speed of vehicles mounting the kerb. Tim Coyne (NYCC Highways & Transportation) confirmed that the SMP Process will take into account where you want the survey to be taken. With regards to an extension onto the kerb he would check to see if this application would be possible.

Cllr Watson asked if the introduction of raised kerbs at points where the road narrows and vehicles are most notorious for mounting the kerb would offer a deterrent. Tim Coyne (NYCC Highways & Transportation) advised that raised kerbs are not an option as they create a trip hazard into the highway.

Cllr Brampton asked if anyone was aware of the bus companies' attitude to using West End. A member of the public confirmed that correspondence has been received from the bus company confirming that they don't like to use West End. Cllr Dowie enquired as to whether the buses could agree to adopt their own one way system thereby ensuring all buses travel in the same direction.

- b) Cllr Brampton proposed that the Town Council write to the Chief Constable and Police Commissioner expressing that it is unacceptable that an offence that is causing considerable concern/danger in an area goes unpunished. A precedent would be set by enforcement. **Agreed.**

Cllr Brampton proposed that the Town Council write to Kevin Hollinrake MP to complain that the regime/criterion to implement 20mph is much too restrictive. **Agreed.**

Cllr Watson proposed that the District and County Councillors similarly be asked to support the initiative to implement more 20mph zones. **Agreed.**

Cllr Dowie proposed that the Town Council write to the bus companies to determine their willingness to only drive one way on West End, by mutual consent, which would eliminate the obstruction caused by two buses approaching each other from opposite directions. **Agreed.**

Tim Coyne committed to looking at whether it would be possible to monitor the speed and number of vehicles driving on the pavement.

**18196 Ryedale Car Parking Strategy**

- a) It was **noted** that Ryedale District Council are appointing consultants to undertake development of a Ryedale Car Parking Strategy.
  - b) It was **agreed** to raise the following issues regarding Town Farm car park to the consultant:
    - The 1 hour free parking is restricted to the lunchtime between 12 and 2pm. The overwhelming response from residents and visitors is frustration that the free hour is not automatically allocated to your ticket therefore you have to return to your vehicle to get another ticket once the free hour is over.
    - It would be more lucrative for RDC to implement a 1 hour free parking, anytime, to be ticketed as an additional free hour so that motorists don't have to go back to the machine to get a supplementary ticket. This would encourage people to park for the full duration of their stay in Town Farm car park as opposed to coming back to the vehicle when the free hour is up and moving their car onto the free parking areas in the town, the result being that RDC get no revenue. This format is very effective in Thirsk, as an example.
    - Parking should be free on Sundays as it is in the Water Lane car park in Malton.
    - The allocation of part of the car park for 'Free time anytime parking' for up to 20mins as is available at the Market Place car park in Helmsley.
- Cllrs Dowie and Holroyd are meeting with the consultant on Tuesday 29<sup>th</sup> February.

**18197** The proposals **received** from the Businesses of Kirkbymoorside for the wording of the information panel to be included on the 'Welcome to Kirkbymoorside' sign promoting the local businesses was considered. Cllr Brampton commented that by including a separate panel describing the information already featured prominently under the curved 'Welcome to Kirkbymoorside' text as symbols depicting parking, toilets, accommodation, cafes and eateries the additional text would be duplicating the information. It was proposed that the symbols could be replaced by the directional roundabout arrow and 'Town Centre' with an additional panel to be placed immediately below detailing 'Shop Local\*Cafes\*Hotels\*Pubs\*Services'. The 'Market Every Wednesday' panel would then be the second panel featured. This would make the directional arrow most prominent and avoid any duplication of information. It was **agreed** to make these recommendations to the Business of Kirkbymoorside and if they were in agreement the Town Clerk would be authorised to instruct the signage works without further delay.

**18198** Correspondence from NYCC with regards to Urban Highway Grass Cutting was **received** and it was **agreed** to retain the existing arrangements for urban grass cutting for 2019/20.

**18199** A170 Roundabout Maintenance contract and Maintenance of Manor Vale Woodland & Grounds Maintenance (Cemetery and Play Area) contract

- a) It was **noted** that the contract for maintenance of the A170 roundabout expires on 31 March 2019
- b) It was **agreed** to amend the terms of the contract specified in Section 4 - Contract Conditions to a rolling contract with a three month notice period (term 1.2), in accordance with the criterion stipulated in term 1.3.
- c) It was **agreed** to apply the same amendments to the contract for Maintenance of Manor Vale Woodland & Grounds Maintenance (Cemetery and Play Area) with effect from 1 April 2019.

**18200** Information on the Ryedale Market Towns Promotion Project was **received**.

**18201** It was **agreed** to retain the honorarium for the winding of All Saints' Church Clock at £200

**18202** It was **noted** that repairs have been carried out to the gates at the north east, south east and south west entrances to Old Road play area. NYCC will reimburse 25% of the cost of repairs to the north east gate as this is on a PRow.

**18203** It was **agreed** to invite members of the public to form a Christmas Committee. This would provide the opportunity for members of the community to be involved with the Christmas arrangements, and make recommendation to the Town Council for any new Christmas decorations.

**18204** The Town Mayors was not present to provide his report.

**18205** There were no reports from Members representing the Town Council at meetings of outside bodies and on delegated matters

**18206** The Town Clerk's report was **received**.

**18207** Questions to the Chair

Cllr Dowie asked if the grounds maintenance contractor had been instructed to undertake works to clear debris at the weir. The Town Clerk confirmed that this instruction had been made and the works will be carried out at the earliest opportunity.

**18208** Staffing

- a) It was noted that the Town Clerks annual appraisal was carried out on 15<sup>th</sup> January 2019.
- b) Congratulations and thanks to Lisa Bolland, from the Staffing Committee, for her excellent service to the Council were **recorded**.
- c) It was **noted** that a six month interim Staffing Committee meeting will be scheduled
- d) Recommendations were **received** from the Staffing Committee to increase the Town Clerks salary by one NJC salary point to payscale 34.
- e) The recommendations received from the Staffing Committee were **agreed**.

**18209** It was **noted** that the date of the next meeting on 18th February 2019 at 7.30pm in Church House.

The meeting concluded at 8.32pm