

Kirkbymoorside Town Council
Information for meeting on 15 May 2017

18. West End Parking and Traffic Concerns

a. To note the response to the Town Council's correspondence to local businesses encouraging use of the Town Farm car park

Dear town clerk,

I have read your letter to businesses on West End regarding parking and traffic concerns. I am an out of town worker and I agree that parking in KMS is terrible but I feel this is a town wide problem not just West End, mainly due to what has been enforced on the cobbled areas.

When I arrive on a morning it is very hard to find somewhere I can park for a full day without having to worry about moving my vehicle due to time constraints. When the cobbles were free to park on all day this was much easier! If there is a space on West End and nowhere else, I will park there. We shouldn't have to pay for permits to park for the day for work.

The car park near Town Farm Close isn't particularly well signposted and this is where the main problem with parking lies. Visitors to the town aren't aware it is there or where to find it, so maybe clearer signs near the roundabout would help. 'Free parking' signs would encourage people to use it more.

None of this helps with the parking for people that work in the town, but live elsewhere. Maybe something could be done for us, such as opening what was Russells yard as a car park for workers? I hope this email finds the right people.

Dear Lisa

Thank you for your letter of 3 April regarding parking and traffic concerns that have been raised by residents of West End.

We appreciate there may be difficulties for those residents who buy houses without any parking and so rely on the public highway to park their own vehicles. We are however a business providing jobs to over 25 local people, a number of which live in Kirkbymoorside and walk to work, so do not contribute to the parking concerns you raise. Our management team, although using this office as their base, are out on the road the majority of the time so they too have very little impact on this issue. We occasionally have visitors to our offices but few travel to us by car. We have a drive which is used by our delivery drivers to ensure the road is not obstructed.

Our business supports the local community, contributing to other local business on a daily basis (hairdressers, shops, garages, cafes, bed and breakfast establishments, public houses etc). In addition we sponsor the annual Kirkby 10K which benefits both Kirkbymoorside and Gillamoor schools, have sponsored Malton & Norton Rugby youth teams, support local charities and fundraise ourselves for different charities each year including Multiple Sclerosis Ryedale Branch, Scarborough Lifeboats, Ryedale Dogs Trust, MacMillan, Next Steps (mental health charity in Malton) and many others great causes locally that many of our employees get involved with.

Would it be an idea to offer those residents who do not have their own parking, and local businesses, free parking in the public car park?

We do appreciate you are working to help the residents of Kirkbymoorside but we do hope the Town Council see our business, along with many others, as an asset to the town and the wider community.

NSF Health Sciences, a division of NSF International

P: +44 0 1751 432999 W: www.nsf.org

The Georgian House | 22-24 West End | Kirkbymoorside | York | YO62 6AF | UK |

b. To consider information received from Philip Sharp, NYCC Highways Authority and agree an appropriate response

The feasibility of implementing a 20mph speed limit on West End

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. NYCC Highways Authority 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.

Clarification in respect of the statistics relating to accidents and when the data was collated
The injury accident statistics previously quoted cover the period from 2012 to 2016.

Details of the cost implications, enforcement considerations and procedures involved with implementing a Residents Parking scheme.

It is difficult to be accurate with the costs involved for residents' parking schemes as it is some considerable time since NYCC Highways Authority have introduced any in Ryedale. However, I have managed to find a limited amount of information on a scheme from another area that was under consideration before funding for such schemes was withdrawn. I'm not even sure if the scheme was ever introduced. However, the estimated costs before work began was £10,500 and I understand this was a relatively simple scheme. If a scheme were introduced then the enforcement becomes the same as other TROs, i.e. Scarborough Borough Council (in Ryedale) would enforce the scheme as part of their current enforcement practices. Once all the survey work mentioned in previous e-mails is complete, the process to introduce the scheme is similar to introducing other TROs, i.e. consultation, advertisement, making and sealing of the Order and the implementation of the site works. I've attached a document relating to the role of the champion for a residents' parking scheme which may be of some limited use to you, but please bear in mind that it will be out of date as we are no longer introducing these schemes, references to information on the website are likely to no longer be correct and funding is no longer available. Like I say, it may be of some limited use.

Details of expenditure by NYCC Highways Authority in each of the 5 market towns to demonstrate the distribution of capita spend by authorities.

I've done an analysis of the last three financial years spending in the market towns of Ryedale. This is for the Area 4 (which is Ryedale) signs, lines and TROs budget, which is the budget I'm involved with and, as its name suggests, is for road signs, road markings and Traffic Regulation Orders. I've only looked at the spend in the towns and ignored the rural area (which is significant). The figures are approximate. For 2016/2017 Helmsley had 6%, Kirkbymoorside 50%, Pickering 13%, Malton 13% and Norton 18%. For 2015/2016 Helmsley had 0%, Kirkbymoorside 0%, Pickering 20%, Malton 66% and Norton 14%. Finally, for 2014/2015 Helmsley had 0%, Kirkbymoorside 20%, Pickering 65%, Malton 15% and Norton 0%.