

West End Traffic Concerns

Summary of information received from NYCC Highways Authority

One Way traffic system (westbound) on West End

26/07/2018 Tim Coyne, Improvement Manager, NYCC Highways & Transportation

NYCC Highways Authority have previously highlighted the funding restrictions imposed on the County Council as a result of the ongoing reduction in financial support from central government. As a result of these constraints, the Council targets any funding that is still available towards those areas of the County with a history of recorded injury accidents. Collision cluster sites (four personal injury collisions in the last three years within a set search radius) and routes of concern are highlighted for investigation and where necessary engineering remedial measures are implemented to address the collision pattern. Sites with a higher number of collisions are prioritised but if the appropriate solution at a problematic site is beyond the budget available the scheme will be added to the County Councils reserve list for potential funding in the future. Sites without a personal injury collision history are not a high priority and are unlikely to receive funding for improvements. As you may be aware, there have been no reported personal injury accidents along West End in the last three years, in fact this extends to the last ten years.

Notwithstanding the above, having recently undertaken a preliminary route walk there is a significant highway safety concern regarding a one-way system. This relates to the junction of Tinley Garth. Visibility onto the Market Place is very limited due to the parking which occurs on the cobbles either side of the junction and the location of the seated area. In the interests of highway safety we would not wish to intensify the use of this junction which would potentially solve one issue but create another.

With regard to the Town Council applying for an experimental TRO to implement a one-way system on a trial basis, there is nothing stopping this from happening. However, a request in itself does not guarantee the implementation of the TRO. It would still need the support of the County Council and the highway safety concern described above will still be relevant. It would also require a full consultation of the residents on West End and Tinley Garth. Despite a level of public support there is no certainty that a one-way system would be without objections, particularly from the residents along Tinley Garth as the proposal would likely result in an increase in traffic along their road.

The County Council have worked closely with the Town Council in recent weeks to try to find a solution towards the issue of vehicles mounting the footway and consider the best solution would be the installation of bollards (steel not plastic) as proposed. The other simple solution would be to introduce waiting restrictions along West End to prohibit residents parking but I am sure this would not be a popular alternative.

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10/02/2017 Philip Sharp, NYCC Highways & Transportation

Regarding a potential one-way system on West End, there are various factors to be considered. As Tinley Garth is currently one-way from the west to the east, I'm assuming the thinking is that potentially West End could be made one-way in the opposite direction, east to west, from the Market Place to the Tinley Garth junction.

We would typically look at the junctions at each end of the proposed one-way street, and any junctions within the one-way system. If my assumption of an east to west direction is correct, then turning into West End from the Market Place should be okay; if it were the opposite direction then the visibility emerging onto Market Place from West End may be a problem. I don't think there should be a problem at the Tinley Garth junction.

The route(s) available for traffic in the opposite direction needs to be looked at. In this instance both the A170 and Tinley Garth would be available. There would likely be some transference of vehicles onto both these routes. This shouldn't be a problem for the A170 but the residents of Tinley Garth may have concerns about potentially extra traffic using this route. Also, it wouldn't just be additional cars using Tinley Garth: delivery lorries to and from the businesses in the area would use it. Given the nature of Tinley Garth, being narrow with bends, etc. this would need to be looked at closely.

Typically the impact on residents and businesses needs to be considered, specifically the length of the alternative route. In this case it is only a few hundred metres so this shouldn't be a problem.

However, I believe there would be an impact on the bus routes in the area. As I understand it, buses currently use West End in both directions and so would need to be diverted in at least one direction. Tinley Garth may prove unsuitable for buses. The impact on the bus service will need to be carefully considered.

When a one-way system is introduced, we can usually expect an increase in traffic speeds on the roads affected. Essentially, because motorists know they are not going to encounter oncoming traffic, their speeds tend to creep up. This could be a problem on West End and again needs to be carefully considered.

19/04/2017, Philip Sharp provided a response to the following points:

- i. The feasibility of implementing a **20mph speed limit** on West End Clarification in respect of the statistics relating to accidents and when the data was collated
- ii. Details of the cost implications, enforcement considerations and procedures involved with implementing a **Residents Parking scheme**.

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. We 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.

The injury accident statistics quoted in my earlier e-mail cover the period from 2012 to 2016.

It is difficult to be accurate with the costs involved for residents' parking schemes as it some considerable time since we 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 £10500 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.

13/03/2017, Philip Sharp, provided the following information:

Regarding the funding for residents' parking schemes: there are currently no funds available for such measures and as far as I'm aware there are no plans to reinstate funding for these schemes.

The main ramifications of your proposals for West End and Tinley Garth are the likely increase in vehicle speeds on West End and the impact on the bus routes. Our passenger transport team would need to be involved to consider the options; it may be that all the busses loop round the Market Place, West End and the A170 regardless of whether they are heading to Helmsley or Pickering, it may be that the bus companies decide they want to avoid the town centre and just stick to the A170. Bus companies are often opposed to changes to their routes and may sometimes threaten reduction or withdrawal of services.

I don't think the issues regarding lorries would be too difficult. The few businesses on West End will be getting deliveries as well as some deliveries to residential properties but the requirement to only come in from the east end of West End shouldn't be too onerous and the diversion around the A170 is not long. Additional signing would need to be installed on the A170 to make it clear that large vehicles can no longer use Tinley Garth and West End (in an easterly direction).

The process to implement any such measures would be the standard to introduce any Traffic Regulation Order (TRO): consultations, advertisements, resolution of any objections and then implementation, including ordering of the works on site. As you know, this can be a very lengthy process!

Which leads me onto perhaps the biggest obstacle: funding. We only have money available for improvements where there is a history of injury accidents. I've checked the accident records and there appears to be only two on the West End/Tinley Garth/Market Place route. One was on Market Place near the West End junction where a pedestrian crossing the road at night was hit by a slow moving vehicle emerging from Church Street. The

second was on Tinley Garth where a passenger in a vehicle going over the road humps was "thrown about" and injured.

Neither of these accidents can be related to your proposals so you will have a battle on your hands to attract funding for the proposals. The estimated cost to introduce TROs is typically in the range £3000 to £5000; I would expect this one to be at the top of the range, maybe even a small amount over due to the additional signing from the A170.