

Kirkbymoorside Town Council
Information for meeting on 16 July 2018

7. Bus Shelter on the A170 eastbound

- b) To note that NYCC Highways Authority have suspended the street furniture licence pending reconsideration upon completion of a public consultation exercise of the properties in the vicinity of the bus stop**

Thank you for bringing these letters to our attention. Bearing in mind the strength of local opposition to the bus shelter there is no alternative but to suspend the Licence for its erection.

This will enable the Town Council or Northern Ryedale Public Transport Group to undertake a public consultation exercise of the properties in the vicinity of the bus stop. Following the outcome of the consultation a decision will be made as to whether or not the licence should be revoked.

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

- c) To receive information on the procedures involved and considerations made by NYCC Highways Authority when determining approval of the licence issued on October 2017**

The Highways Assessment takes account of whether a shelter would have a detrimental impact on highway safety in terms of impeding visibility and pedestrian accessibility. As the proposal was to site the shelter at an existing bus stop clear of the footway, pedestrian impact was not an issue. In terms of visibility from driveways please refer to the detail below in Fig 1. The visibility splay is shaded green. The recommended 'X' distance (measured into the drive from the edge of carriageway) is 2.4 metres. The 'Y' distance is calculated on the speed of traffic on the main road, but at locations such as this where there is a curvature in the road, the sight line is drawn to the tangent point of the carriageway to achieve maximum visibility.

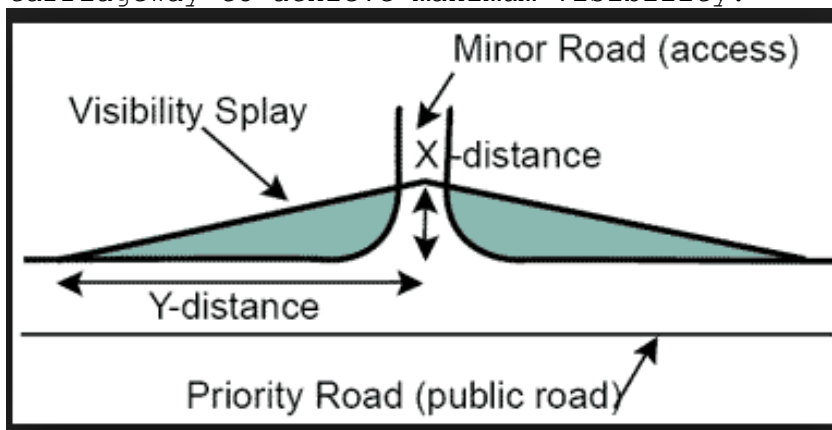


Fig 1. Visibility Splays



Fig 2. Sight Lines

Fig 2. Shows the required sight lines from the properties adjacent to the proposed bus shelter and demonstrates why, following a site assessment, it was stipulated that in terms of highway safety no part of the structure (excluding the roof) should be within 2.4m of the edge of carriageway so as not to impede the visibility envelope of the adjacent drives. So obviously a shelter with sides would need setting back further from the carriageway than a shelter which is cantilevered. This is why it was included as a condition of the licence.



There is not a formal Risk Assessment document that the Highway Authority completes as part of such an application.

In terms of "speeding issues" we are unaware of any concerns regarding the speed of vehicles along this stretch of the A170. However, if there is a perceived issue there is the opportunity to raise it through the "95 Alive" Partnership for York and North Yorkshire, which enables the public, through

North Yorkshire Police, to request a Speed Management Protocol assessment. This normally involves monitoring the speed of the traffic in the reported area, over a period of a week to give as full a 'picture' of the issues as possible. Further information is available through this link:

<https://northyorkshire.police.uk/what-we-do/road-policing/community-speed-watch/>

Improvement Manager
NYCC Highways & Transportation

Additional information pertaining to Kirkbymoorside Street Furniture Licence Application Form, Section 115(b) Highways Act 1980 - 1 no. Bus Shelter A170 New Road

Comments received from the Development Control Engineer to be considered when installing the bus shelter:

On the assumption that it will be a cantilever shelter – providing the vertical part of the shelter (that connects it to ground level) is set back at least 2.4 metres from the road edge, then there should be no issue with affecting visibility from the adjacent private access, and the road junction further away.

Comments received from the Public Transport Officer to be considered when considering the supply and installation of a bus shelter:

NYCC are still not in a position to provide funding for the provision of new bus shelters. In these difficult times for funding the County Council is concentrating the limited funding available on maintaining the existing infrastructure. Also we are no longer taking long term ownership of shelters that are funded privately.

The ownership remains with the District, Town or Parish Council making the request and they must take responsibility for the on-going, insurance and maintenance etc. for the shelter.

District, Town or Parish Councils can apply for a street furniture licence, details of Street Furniture-provision and maintenance, including a Street Licence application form are available on the NYCC web site <http://www.northyorks.gov.uk/article/25360/Street-furniture--provision-and-maintenance>

Response by NYCC Highways to suggestions to relocate the bus stop:

1 50m further east on the A170 between Old Road and the entrance to the sportsfield and

With regard to Option 1, our Passenger Transport Team have identified the issue of a westbound bus stop. They prefer to see “staggered” stops in close proximity and as such re-siting the existing eastbound bus stop to this location would also require re-siting the westbound stop. This creates the problem of getting the pedestrians from a westbound stop to the nearest footway, which is along the little access road serving the bungalows on the southern side of the A170. The cost of moving the eastbound bus stop would be in the region of £3,000. There would be a similar cost in relation to the westbound stop. Additional to this would be the costs associated with the

footway works. It is worthwhile pointing out that the additional distance bus passengers would need to walk in the rain to reach the bus stop at this location might counteract the benefits of a shelter.

- 2 10m east of Yeomans Court where there is an area of concrete that backs onto a wall which would allow sufficient room for the bus shelter to be installed against (close to) the wall.

With regard to Option 2, I would have concerns regarding the proximity to the junction of Yeomans Court.

Both proposals would need significant public consultation which would need to be undertaken by others as the County Council are not promoting the re-location. The existing bus stop has been in situ for at least 20 years. I understand there are no records of complaints/representations to our Passenger Transport Team regarding the bus stop or lack of a shelter.

Kind regards

Improvement Manager
NYCC Highways & Transportation

d) To receive information from Northern Ryedale Public Transport Group in respect of the proposed bus shelter

The following actions have been suggested by NRPTG:-

a) Ensuring that vehicles don't speed East of the roundabout, by applying first for a 95 Alive and then use the findings to implement permanent speeding warnings and sanctions
<https://northyorkshire.police.uk/what-we-do/road-policing/community-speed-watch/><<https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fnorthyorkshire.police.uk%2Fwhat-we-do%2Froad-policing%2Fcommunity-speed-watch%2F&data=02%7C01%7C%7C6f40ab4e27734895f00e08d5d74db67c%7C84df9e7fe9f640afb435aaaaaaaaaaaaa%7C1%7C0%7C636651651121265825&sdata=2oE%2F3nP3vh8cnW6m%2BJtidTBAmONJOGAeH86ECuGSr60%3D&reserved=0>>

and also

b) The Town Council paying for a turning place on the verge outside "Granville" (the household just West of the bus stop), so that the occupants never have to reverse onto the Highway (see this link to the Highway Code).
<https://eur04.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.highwaycodeuk.co.uk%2Fusing-the-road-reversing.html&data=02%7C01%7C%7C6f40ab4e27734895f00e08d5d74db67c%7C84df9e7fe9f640afb435aaaaaaaaaaaaa%7C1%7C0%7C636651138203415483&sdata=gY8JmaAduCQ72QNZmywyzMMX6wF9%2BjwB0NqCZlm04u0%3D&reserved=0>.

Obviously both a) and b) will cost, and I am willing to take part in the 3-week volunteer speed camera action, and then in the fundraising for cameras, signs and turning place, and to achieve greater safety BEFORE the shelter is installed.

Another reason for making traffic keep to the speed limit is that there is no pelican crossing East of the roundabout, so anyone living or visiting the housing and businesses on the south side of the A170 is at risk from speeding traffic.

Residents in other parts of the town will certainly protest about spending money on the A170; they will say that their safety and transport needs are also urgent. The Town Council, and many residents, are already aware of other traffic problems. Only last week, a pram being pushed on the pavement on West End was clipped by a lorry driving on the pavement; it is pure luck that no injury resulted to mother and child. Our town as a whole needs its own traffic strategy, for the benefit of everyone.

The Town Council, on behalf of residents, has recently asked NYCC Highways for other traffic works for town safety, and have been told that there is no money to fund them in the foreseeable future.

I suggest that residents start a Traffic Fund, by holding fundraising events, and perhaps having 4 labelled demi-john jars at each event, so that event customers can choose which traffic project their money goes to. The Town Council Traffic Strategy, with advice from Tim Coyne, would determine the first 4 projects that we raised funds for.

I am aware that such fundraising might have an impact on other groups who fundraise in the town, but I am not proposing an endless list.

The Town Council Moorsider publication is delivered to every household, and could be used to explain the merits of each Traffic project. It could also be used to invite residents to write to the Town Council, or speak at a Town Council meeting, to debate further traffic measures that are needed. I would hope that some of the issues would be covered by NYCC Highways routine maintenance. The Town Council Traffic Strategy could be reviewed at each Annual Parish Meeting.

Whatever our personal political views, austerity has hit North Yorkshire hard, and the County Council does not have enough funds for essential road repairs, widespread road safety measures, or new bus shelters/services in towns and villages. We might not like this, but we have to face this reality if we want to improve resident safety and well-being, whether for pedestrians, car users or bus users.

Each Town Council in Ryedale has a budget for its local responsibilities, such as grass verge cutting and looking after play and sports facilities. Each town also puts aside some funds for improvements to that town, and for grants to local voluntary groups where that grant will help local residents. However, Town Council's do not have enough funds to do everything that everyone wants.

Northern Ryedale Public Transport Group (NRPTG) is a volunteer group, working to improve public transport and public transport facilities, to help people get around, but also looking to give people options to leave their cars at home when possible, because of the bigger picture of environmental damage, congestion, air pollution, collisions, and carbon footprint. This group is just a forum, it doesn't have a bank account.

The current New Road East-bound bus stop remains an important place for a bus stop and shelter because it is convenient for elderly residents of the Old Road, Queens Road and Oxcroft areas. The back of the new base installed is 3.98m from the road edge, so the proposed shelter that is 1.3m wide does fit the requirements of the Street Furniture Licence. A mostly-transparent shelter that is open fronted, could be ordered if the nearby residents think this preferable to the first design proposed. The stop is served by an

hourly bus service and only during working hours. The NYCC Highways Officer visited the stop 22/6/18 to explain to residents how the visibility splay is measured. East Yorkshire Motor Services have confirmed that 407 passengers boarded the 128 bus service in Kirkbymoorside in the week commencing 11/6/18. I know that all the bus stops in Kirkbymoorside are regularly used, because I regularly use buses myself.

I really hope we can work together well, to make things better for the whole town. I will deliver printed copies of this email to each of the 5 homes near the A170 East-bound bus stop this week. If anyone wants to discuss any of the above with me, please do get in touch. I will be away from 14th - 18th July.

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Northern Ryedale Public Transport Group

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