

## 7. West End

### a) To receive information from Tim Coyne, Improvement Manager NYCC Highways & Transportation regarding traffic concerns on West End and associated management proposals

- Q. If there were not the financial constraints presently faced by councils throughout the country which of the many suggested proposals would Tim Coyne, given his expertise, recommend or what other solution would he suggest?
- A. NYCC Highways & Transportation have recommended two possible solutions to the issues on West End, bollards and a Priority Traffic System. Both of which were not supported by the residents.
- Q. If financial constraints were lifted in the future, would NYCC Highway & Transportation treat such a proposal or other solution as a priority?
- A. There would need to be full support from the residents, the last consultation the Town Council undertook showed that the majority of respondents considered that no measures were necessary.
- Q. Does NYCC Highway & Transportation consider the use of accident/injury statistics as a basis for consideration of such proposals to be satisfactory? Does NYCC Highway & Transportation not have a duty to consider other evidence, photographic or other, even in the absence of serious injury to date? With respect to NYCC Highway & Transportation, ignoring such evidence could be considered negligent if it demonstrates a real and foreseeable risk. Despite there being little evidence of actual injury or harm to date, cars or heavy vehicles mounting the pavement could arguably be an obvious and real danger. If someone was seriously injured or worse still killed in the near future it would potentially make the County Councils basis of assessment look very tenuous at best.
- A. 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. The Local Highway Authority implements a rolling programme of Local Safety Schemes designed to reduce the number of casualties on the County's roads often through the introduction of measures designed to reduce vehicle speeds. 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. Unfortunately sites without a personal injury collision history are not a high priority and are unlikely to receive funding for improvements.