

Contact : Andrew Santon

Ms V Ellis
Helmsley Town Council
The Old Vicarage
Bondgate
Helmsley
YO62 5BP

Richard Marr CEng., MICE
Highways and Transportation
Area 4 – Kirby Misperton Office
Tofts Road
Kirby Misperton
Malton, North Yorkshire
YO17 6BG
Tel: 01609 780780

area4.kirbymisperton@northyorks.gov.uk
www.northyorks.gov.uk

8th February 2019.

Dear Victoria,

Helmsley Traffic Resport.

Thank you for giving the local highways team an opportunity to comment on the report that has been produced by Helmsley Town Council. Before going into detailed site specific comments or recommendations we felt that it would be useful to clarify the responsibilities of the various authorities with regards to parking and traffic matters within the town.

Ryedale District Council.

Ryedale District Council look after and organise the majority of the off – street parking provision in the town. This does not include the area outside The Black Swan public house. The District Council also enforce the on-street parking restrictions on behalf of North Yorkshire County Council, using Civil Enforcement Officers.

North Yorkshire Police.

North Yorkshire Police enforce highway law and if vehicles are causing an obstruction on the footpath or stopping residents leaving their property they can take action. However the police have to witness the obstruction and local policing priorities may determine how much action they can take on this matter.

North Yorkshire County Council.

As the local Highways Authority, North Yorkshire County Council are responsible to maintain the highway to a safe standard. We have a team of highway officers who carry out cyclic inspections on the highway network and carry out repairs to defects that meet our intervention levels as stipulated in the County Council's Highway Safety Inspection Manual.

The County Council highways team are also responsible for the introduction of Traffic Regulation Orders (TRO's) these include weight restrictions, speed restrictions and on street parking restrictions.

The introduction of a new traffic regulation order (TRO) can take several months and is a lengthy legal process involving many hours of officer time. Once the proposals have been drawn up, the alterations go out for public consultation. Any objections to the order have to be addressed and then should the proposals be supported, it then has to go before members of the County Council to gain approval.

County Council Members have approved a method of prioritising work on traffic regulation orders. Priority is given to requests for new traffic regulation orders which meet one or more of the following criteria (in priority order):

- TROs which are required as part of a highway scheme that has secured funding for the current financial year
- TROs which are required to guarantee enforceability of an existing restriction
- TROs which would address an existing road safety issue with a proven casualty history
- TROs which would provide a disabled parking bay (if the council's policy requirements are met)
- TROs which would improve an existing and significant congestion problem.

North Yorkshire County Council is a public body and as such our actions are often constrained by the resources available to us. This will mean that only the highest priority works can be actioned quickly with much of the work we would wish to see carried out either having to wait several years to happen or not happen at all. For these reasons, work will be a higher priority at known injury collision sites when compared to locations that have no injury collision history.

Changes to speed limits / introduction of new speed limits.

To enable speed limits to be enforced there needs to be a Traffic Regulation Order (TRO) in place. When we receive requests for new speed limits or changes to existing limits we look at the injury collision data for the area and examine the causes of any collisions to see if they are speed related. We would then look to see if any of the criteria for introducing a new TRO applied before making a decision to take the request further.

North Yorkshire County Council, as the Highway Authority, and North Yorkshire Police, as the speed enforcement authority, have agreed a joint protocol covering both the setting and enforcement of speed limits, taking into account the guidance set out in the Department for Transport Circular 01/2013: 'Setting Local Speed Limits'. The protocol states:

"The reasons for a limit need to be apparent. There should be a consistent message between the posted speed limit and what the road looks like to the road users. Changes in speed limit need to be reflective of changes in the road layout and characteristics. Every effort should be made to achieve an appropriate balance between actual vehicle speeds, speed limits, road design and other measures."

We would therefore always seek the opinion of North Yorkshire Police before we consider altering or introducing a speed limit. Without their support it is unlikely that we would continue with the proposal.

Helmsley Town Council – Helmsley Traffic Report.

We are keen to work with the Town Council and the other authorities involved to try to improve the situation in Helmsley and we would like to invite representatives from the Town Council to a meeting at the local highways office to further any items raised by our response.

With regards to any changes to on-street parking we are willing to look at this in certain locations but at some of the sites highlighted by the authors of the report residents have no alternative but to park on the road.

Before we can take any further action we would ask that the Town Council could demonstrate that there is community support for the introduction of waiting restrictions adjacent to residential properties so that we are fairly confident that any public consultations we then carried out would not attract a lot of objections.

On the following pages are our observations and comments relating to the specific sites highlighted in the report.

Once you have had time to study our responses please do get in touch and I will try to co-ordinate a meeting to discuss this further and to see what actions we can take forward.

Yours sincerely,

Andrew Santon
Highways Customer Communications Officer.

Page number	Concern	Comments
Page 4	The Market Square	Ryedale District Council
Page 5	<p>The Black Swan Car Park</p> <ul style="list-style-type: none"> Do residents staying at the hotel have a dispensation? If so when was it introduced? Do NYCC get anything for this? How do NYCC know which cars belong to hotel residents? 	<p>There is an order that exempts hotel guests who have permits which was made in 1999. There was an issue as anyone caught exceeding the ten minutes would produce a “permit” and claim they were guests at the hotel. There appears to be a lack of control of the number of permits in circulation because the hotel claimed that their guests had a tendency to drive off with them at the end of their visit, so the hotel had to keep copying them.</p> <p>NYCC do not get any financial contribution from the hotel. We have recently been in contact with The Black Swan hotel to try to resolve this issue but as yet we have had no response.</p>
Page 5	Long Stay Car Park	Ryedale District Council
Page 6	<p>Street parking in Helmsley</p> <ul style="list-style-type: none"> Pinch points/bottlenecks – cause issues Indiscriminate over the kerb parking. Lack of yellow lines Misuse of significant numbers of Disabled Parking Permit badges 	<p>We will deal with each location in the report.</p>
Page 6	<p>Carlton Road & Bondgate Ashdale Road and Linkfoot Lane</p>	<p>Casualty data –</p> <ul style="list-style-type: none"> 1 slight – A170 Bondgate 07/2014 – BATA garage. V2 travelling west – V1 travelling opposite direction TR into garage – V1 turns across path of V2 1 slight – A170 Bondgate 12/2014 C1 crossing Bondgate on Ped crossing northbound towards school. V1 travelling east clips heel of cyclist and fails to stop. No casualties on Carlton Road or Carlton Lane. <p>There doesn't appear to be a major issue on Carlton Lane, the road is wide enough to allow vehicles to pass adjacent to the on-street parking. We could consider yellow lines at the junction with Linkfoot Lane to keep vehicles away from the mouth of the junction.</p>
Page 7	<p>Carlton Lane / Elmslac Road and Warwick Place</p> <ul style="list-style-type: none"> Volume of parked vehicles parking on footways. Emergency vehicle access – 	<p>Casualty data -</p> <ul style="list-style-type: none"> No injury collision data for this location. <p>Vehicles parked blocking footways – obstruction – this should be reported to the Police. The Police have to witness the obstruction before taking action.</p> <p>This has been raised with us previously and our response has been that it has not been raised to us as an issue by the Emergency Services nor by Ryedale District Council, as operators of the refuse collection service. The on-street parking situation on Carlton Lane and the side roads leading off it has been assessed. Whilst there is parking in the area, excessive or inconsiderate parking that would cause us concern has not been witnessed. Also, there have been no recorded personal injury accidents along the stretch of road over the last 3 years. A certain level of on street parking has to be expected in roads around town centres.</p>

		<p>The width of road means that parking between Villiers Court and Warwick Place reduces the road to one-way working (similarly on Warwick Place) and drivers have to give way to approaching vehicles. It is not apparent if this is resident parking or not. If it is resident parking where else could they park in the vicinity of their properties?</p>
Page 8	<p>Station Road & Ryegate</p> <ul style="list-style-type: none"> • Cause most frustration to road users • Direct access from the A170 to Helmsley's Industrial Estate. HGV's. • Parking on both sides of the road – HGV's don't use these roads – use Pottergate and Ashdale Road. 	<p>Casualty data –</p> <ul style="list-style-type: none"> • 1 slight – V1 travelling on Station Road 07/2017 – driver loses control veers to offside colliding with V2 parked and unattended. V" pushed off carriageway. • No casualties in Pottergate or Ashdale Road <p>The on-street parking does reduce Ryegate to one-way working but there is no off-road parking available to residents. If parking restrictions were introduced where would the residents park? The situation is not as bad on Station Road as many of the properties have off-road parking. It would need to be demonstrated that the residents along these roads would support waiting restrictions or else the number of likely objections to a proposed TRO would mean that it could not reasonably be taken forward.</p>
Page 8	<p>Church Street</p> <ul style="list-style-type: none"> • Parking continually abused by Disabled Permit Holders – park on Western side of the road – large agricultural vehicles forced to mount the kerb 	<p>Casualty data –</p> <ul style="list-style-type: none"> • 1 serious - V1 travelling South on Church Street 03/2016 loses control when turning left into Market Place and leaves road to offside colliding with the building. <p>When officers have visited the area we have not observed any issues in this location. The Local Highway Authority cannot be accountable for inconsiderate blue badge parking.</p>
Page 8	<p>Cannon's Garth Lane</p> <ul style="list-style-type: none"> • Lots of parking – seasonal restriction on narrower section. Traffic has to stop/start and reverse into driveways – continual 'meet' situations. Agricultural traffic accessing Low/Middle and High Farms find it impassable. 	<p>Casualty data –</p> <ul style="list-style-type: none"> • No casualties in Cannon's Garth Lane <p>We could possibly consider increasing the length of the seasonal parking restrictions</p> <p>Agricultural vehicles are getting larger and larger – farmers/contractors surely need to consider access arrangements before choosing which vehicles to work in which locations. If parking is removed to allow access for farm vehicles, through traffic speeds would increase and where would these vehicles then park?</p>
Page 9	<p>Bridge Street</p> <ul style="list-style-type: none"> • Between Market Square and Buckingham Square – Double yellow lines on both sides at the narrowest part – Inconsiderate Disabled Parking causes tailbacks 	<p>Casualty data</p> <ul style="list-style-type: none"> • No casualty data in this section of Bridge Street. <p>When officers have visited the area we have not observed any such parking issues and the Local Highway Authority cannot be accountable for inconsiderate parking by blue badge</p>
Page 9	<p>Market Square / Northern Aspect</p> <ul style="list-style-type: none"> • Worst area of congestion in Helmsley. 	<p>Casualty data</p> <ul style="list-style-type: none"> • 1 serious - V1 Travelling south on Church Street 03/2016 loses control when turning left into Market Place – leaves road to offside colliding with

<p>Page 9 cont.</p>	<ul style="list-style-type: none"> Existing double yellow lines – massively abused – inconsiderate Disable parking – reduces traffic flow to single line of traffic. Single white line to provide pedestrian walkway outside Black Swan car park abused by drivers parking that can't get into hotel car park. Obstruction for pedestrians. 	<p>building.(previously listed in the Church Street section)</p> <p>-</p> <p>We could consider yellow lines adjacent to the pedestrian walkway to try to deter drivers from parking in this location.</p>
<p>Page 10</p>	<p>Borogate</p> <ul style="list-style-type: none"> Access only street – rarely policed – no other parking restrictions on this street. Barkers Yard – shops / businesses need delivery access at times this is difficult due to parked cars. 	<p>Casualty data</p> <ul style="list-style-type: none"> No casualty data for Borogate. <p>There are existing yellow lines at the Bridge Street End so vehicles shouldn't park in the access. Also "no vehicle signs" at either end.</p>
<p>Page 10</p>	<p>Castlegate</p> <ul style="list-style-type: none"> Double yellows parallel to Helmsley Beck – western side parking – with section of double yellows to allow traffic to pass – however this situation is due to get worse with the small housing development off Castlegate. Has the parking on Castlegate been taken into account regarding the planning permission for this development? If so what mitigation is planned? 	<p>Casualty data</p> <ul style="list-style-type: none"> No casualty data for Castlegate. <p>Development is a "change of use" it was always a traffic generator. The inter-visibility along the road is good which provides adequate warning to give-way to oncoming traffic. Appears to be resident parking so where else would they go as no off-street parking available?</p>
<p>Page 10</p>	<p>Pottergate</p> <ul style="list-style-type: none"> Terraced housing – vehicles parked both sides. Access issues for delivery vehicles to shops on Bridge Street and the Industrial Estate. 	<p>Casualty data</p> <ul style="list-style-type: none"> No casualty data for Pottergate. <p>Mainly residents parking as very little off-road parking available to them. Where would they go? It would need to be demonstrated that the residents along these roads would support waiting restrictions or else the number of likely</p>

<p>Page 10 cont.</p>	<ul style="list-style-type: none"> Refuse and Recycling – no longer take vehicles down Pottergate – wheel bins to the end of the road for collection. 	<p>objections to a proposed TRO would mean that it could not reasonably be taken forward.</p> <p>We have received no concerns from Ryedale District Council regarding access to properties in Pottergate.</p>
<p>Page 11</p>	<p>Paragraph 1</p> <p>Paragraph 2</p> <p>Paragraph 3 & 4</p> <p>Paragraph 5</p>	<p>“Ability to speed without sanction” – can we see the evidence?</p> <p>A170 west of Helmsley – no 40 mph buffer zone – why not? –</p> <ul style="list-style-type: none"> Where is the evidence that traffic is speeding downhill into the village? The reason for a speed restriction need to be apparent to drivers – would the police even support this as an idea? Unlikely to be supported by the Police, there is no change to the surrounding environment which would meet the criteria for a 40mph buffer. Has anybody applied for a SMP survey to be carried out within the 30 mph limit? <p>A170 to and from Scarborough –</p> <ul style="list-style-type: none"> Speed concern form submitted – waiting to get the speeds monitored. 40 mph buffer zone introduced as the road is straight. Drivers need to take responsibility for their behaviour – NYCC cannot do it for them. If the results of SMP show speeding issue then the Police will recommend enforcement. <p>B1257 – speeding issues both coming into and leaving Helmsley – particularly motorcycles.</p> <ul style="list-style-type: none"> Evidence? SMP? – Enforcement and education – Police and Road Safety – 95 Alive partnership.
<p>Page 12</p>	<p>Carlton Road / Ashdale Road / Bondgate / Linkfoot Lane</p> <ul style="list-style-type: none"> Largest concerns with regards to traffic, 	<p>Casualty data,</p> <ul style="list-style-type: none"> 1 slight – A170 Bondgate 07/2014 – BATA garage. V2 travelling west – V1 travelling opposite direction TR into garage – V1 turns across path of V2 1 slight – A170 Bondgate 12/2014 C1 crossing Bondgate on Ped crossing northbound towards school. V1 travelling east clips heel of cyclist and fails to stop. No casualties on Carlton Road or Carlton Lane. <p>We have already provided comments for this junction.</p>
<p>Page 12</p>	<p>Opposite All Saints Church on the B1257</p> <ul style="list-style-type: none"> Disable badge holders – indiscriminate parking on the double yellow lines 	<p>Unfortunately the Local Highway Authority cannot be accountable for inconsiderate parking by blue badge holders</p>
<p>Page 13</p>	<p>Northern Market Square</p> <ul style="list-style-type: none"> Disable badge holders – indiscriminate parking 	<p>Who can enforce disabled badge holders parking in such a position to cause inconvenience to other road users? Unfortunately the Local Highway Authority cannot be accountable for inconsiderate parking by blue badge holders</p>

Page 13 cont.	on the double yellow lines	<ul style="list-style-type: none"> Concerns raised about the difficulty such parking causes disabled pedestrians / mobility scooter users.
Page 14	<p>Road Safety</p> <ul style="list-style-type: none"> Incomplete or worn out road markings. Zig-Zag lines outside the garage / puffin crossing. No 'no loading' signs Market Square – lines and signage – Market Square – access available from several points – vehicles and pedestrians mix in this area – can lead to conflicts and safety concerns. 	<ul style="list-style-type: none"> Can these road markings be refreshed – are they at intervention levels. We can ask the Highways Officer to investigate. Are we aware there are any missing that should be there? Not aware of any missing signs. Ryedale District Council – responsibility – <p>We are happy to make contact with Ryedale District Council to discuss issues around the Market Square.</p> <p>Collision data –</p> <ul style="list-style-type: none"> Serious - V1 Parked on Market Place. Driver of V1 opens driver's door and leans in and turns ignition on in order to wind down window. Engine starts and vehicle reverses uncontrollably and collides with pedestrians nearby. Slight - V1 on Market Place and reversing slowly. C1 who has been looking in the shop window turns and steps out behind V1 and is knocked to the ground.
Page 15	<p>Swan Lane</p> <ul style="list-style-type: none"> Known locally as Black Swan Lane – serves parking and access to houses / shops at rear of Bondgate. Large delivery vehicles approaching from the north fail to realise there is no signage that they will be unable to exit onto Market Square because of the width of the road – large vehicle then have to reverse or turn. 	<p>Collision data</p> <ul style="list-style-type: none"> No casualty data for this location. <p>To implement such a restriction would require a new Traffic Regulation Order (TRO). The area does not meet the criteria for the introduction of a new TRO</p>
Page 16	<p>Suggestions</p> <ul style="list-style-type: none"> A170 west – 40 mph restriction leading into Helmsley. A170 east rumble strips from 40mph speed signs to 30 mph central island. One Way system around Helmsley main centre. 	<ul style="list-style-type: none"> To introduce a 40 mph buffer zone would require a new Traffic Regulation Order (TRO) – the area doesn't meet the criteria for a new TRO – no injury collision data for this area. The area is due to go through the SMP process so it would be best to wait until we have some current speed data before we make any decisions regarding traffic calming measures. There are already some yellow rumble markings on this section of the road for traffic coming into Helmsley.

	<ul style="list-style-type: none"> • 20 mph speed where the current 30 mph is. • 20 mph on Bridge Street. • Traffic island at junction of Linkfoot Lane and Riccal Drive with an access road from the island to Wharfedale Homes site to north of Swanland Road. • Increased speed monitoring. • More ticketing of offending vehicles 	<ul style="list-style-type: none"> • Would require new TRO's and a traffic model to see the implications of such a suggestion – no casualty data to support such investment. • We couldn't consider a town centre wide 20 mph zone as it would require major changes to the existing Traffic Regulation Orders and it doesn't meet the County Council's criteria on 20 mph limits. • We can investigate the possibility of introducing a 20 mph zone on Bridge Street. • Would require a significant financial investment – currently there are no funding options for the County Council to create this traffic island or new access road. • Speed concerns should be reported to the traffic bureau at North Yorkshire Police. We have attached a blank speed concern form at the rear of this report. • The County Council can ask Ryedale District Council to increase the enforcement levels.
--	--	--