

**Your Ref:**

**Our ref:** 92/TC

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Mr M Boden,  
Thornton le Dale Parish Clerk

Dear Mr Boden,

**THORNTON le DALE PARKING & TRAFFIC MANAGEMENT REVIEW**

As you are aware the County Councils Consulting partners were commissioned to undertake a Parking and Traffic Management Review in Thornton le Dale. This was published in April 2017. Unfortunately due to a change of management at the local highways office it appears from our records that the findings of the Review were never shared with the Parish Council. Please accept my apologies.

Below I have listed the headline points from the Review followed by an NYCC comment. If you require any further clarification on any of the points please do not hesitate to contact me.

**Whitbygate/A170 junction**

Pedestrian Crossing

The personal injury accidents were investigated as part of the Review. At which time there were a cluster of 4 accidents in a 6 year period which is relatively low. NYCC's accident interrogation criteria for further detailed investigation is a cluster of 4 accidents in 3 years. In view of the context of the accidents the review recommended that surface treatments were applied or improved to highlight the existing crossing and road markings renewed.

NYCC Comment

As the Local Highway Authority (LHA) is aware of the public concern regarding the safety at the junction due to the proximity of the pedestrian crossing our Traffic Engineering Team were asked to look in detail for any safety improvements which could be introduced. With the exception of removing the pedestrian crossing altogether (and possibly relocating further west along the A170) the only other potential solution would be to fully signalise the A170/Whitbygate/Maltongate intersection. This would accommodate controlled pedestrian crossing points on the 3 arms of the junction. A draft design is attached.

This is not without its issues. The introduction of a signal pole near the Buck Hotel (Pole number 6) will reduce the footway width, to possibly below the minimum standard of 1.2m. To accommodate the primary signal for westbound traffic (Pole number 7) a build-out would be required, resulting in a shorter bus bay. It would be preferable to relocate this bay as buses using it may obstruct the view of the signal head. Waiting restrictions would also need to be amended. Additionally the introduction of signal control would inevitably introduce delays to vehicles on the A170 at busy times of the day, particularly in the summer when the pedestrian crossings will be demanded continuously.

A conservative estimate for the cost of signalisation is in the vicinity of £125,000. Unfortunately there is no available funding to justify the signalisation of the junction. In terms of personal injury accidents there has only been one recorded in the last 3 years which involved a car travelling east on the A170 colliding with a car as it turned right into Maltongate. The Traffic Engineering Team confirm that presently there is no financial justification to provide a scheme based on the potential casualty reduction it would generate.

### Heavy Goods Vehicles

HGV's on Whitbygate were identified as an issue more due to the prevailing environment and impact on such an environment. Therefore it was suggested in the Review that a 7.5T Environmental Weight Limit (except for access) was implemented on Whitbygate, from the junction of the A170 northwards to the junction of Ellerburn Road. Additionally an absolute 7.5T Weight Limit with no exemptions on a 10m length of Whitbygate immediately south of the junction of Ellerburn Road.

The potential of HGV's over-running the footway as they exited Whybygate was identified as an issue and so the installation of traffic bollards on the corners of the footway were suggested.

### NYCC Comment

The Local Highway Authority would be willing to investigate a 7.5T weight restriction. However, the access road junction to Dalby Forest would require detailed investigation due to limited visibility to the left when exiting which may be an issue when all HGV's would have to turn right. The LHA seek comment from the Parish Council on this proposal.

### Additional Options

The Review identified that there were limitations to what other measures could be implemented at the junction. One-way Provision was considered but deemed that it would adversely impact on local residents and business owners and was not an option. Similarly Prohibition of Driving at Pickering Road/Whitbygate with "Access Only" was considered. However, this would be difficult to enforce and would involve considerable re-routing along unsuitable roads and was also discounted.

### NYCC Comment

The LHA agree with the conclusions regarding a one-way system and prohibition of driving.

## **Pedestrian Routes and Accessibility**

### Zebra Crossing on Maltongate

The study identified a strong desire line across Maltongate from the main car park to the western shops and public house. A zebra crossing was proposed just south of the existing no entry signs (western arm of Maltongate) adjacent to the existing loading bay. This bay would need to be re-located.

### NYCC Comment



It is not considered that this is an appropriate location for a zebra crossing due to the road alignment. Vehicles approaching from the south will have limited visibility of any pedestrians on the crossing due to the location of the bend. Also, relocation the loading bay would reduce the available road space for buses.

#### Zebra Crossing on A170

A zebra crossing was also suggested on the A170 just to the east of the arm of Maltongate which runs south to north. In order to accommodate this to realign/reconstruct the footways on both sides of the A170, losing one of the parking spaces on the northern side.

#### NYCC Comment

A zebra crossing at this location would be too close to the existing pedestrian crossing and particularly during busy tourist times would cause significant hold ups on the A170.

#### Bus Stops

There were suggestions that the bus stops on the northern and southern sides of the A170 were re-configured in order to –

- Accommodate 2 buses on the southern side.
- Accommodate a bus shelter on the northern side.

#### NYCC Comment

This is not considered to be a road safety issue and funding is not presently be available to undertake these works.

### **Parking and Access Review**

#### Parking on Western Arm of Maltongate

Although it was acknowledged that the existing one-way systems were well respected the Review recommended that the parking bays outside the shops on the western arm of Maltongate were realigned at 60 degrees to make them difficult to access if vehicles were tempted to enter the western arm of Maltongate against the one-way restriction. This would require new footway construction and white lining. A new disable bay was also recommended with a time limited 30 minute stay.

#### NYCC Comment

This is not considered to be a road safety issue and funding is not presently be available to undertake these works.

#### Maltongate

Maltongate was reviewed in terms of formalising parking and waiting arrangements for the benefits of residents, visitors and businesses. Also to maintain adequate road width for through traffic. The narrowest section of road between the existing railings and parked cars is approximately 3.5m adjacent to the former Ginger Pig. It was considered that damage caused to the existing railings was likely attributable to agricultural vehicles. The Review suggests a vehicle width limit to restrict oversized vehicle access. Also, the removal of two parking bays in the vicinity of the former Ginger Pig would reduce the possibility of damage at what is the narrowest part of Maltongate. Additional parking could be provided further south on Maltongate opposite Rosemary Cottage.

The level of observed parking on Maltongate was reported to be relatively low on the survey days with a number of vehicles occupying the designated parking spaces. However, in anticipation of higher periods of activity in the area it was recommended that the existing parking bays are line marked with consideration given for a 30 minute parking limit, with further parking provision for Sunday between 09:00 and 12:00 to provide potential parking for church visitors.



A suggestion for a loading bay to the north of the church to help serve the local shops and include any church servicing/loading requirements was made. This should have a reduction in the waiting time to 30 minutes consistent with a short stay environment throughout the village.

NYCC Comment

There have been no reported personal injury accidents along this stretch of road in the last 5 years. It is not considered that the implementation of a vehicle width restriction or any alterations to the waiting restrictions/parking arrangements are necessary. However, the LHA would welcome the views from the Parish Council.

**Other suggestions included in the Review were –**

1. Consideration of a 20mph speed limit against NYCC criteria on the A170 i (Prospect Place to Baldersons Shop), Maltongate (Roxby Terrace northwards), Whitbygate (Farm Chapel House southwards).

NYCC Comment

A review of NYCC's 20mph speed limit policy is presently under review and no new proposal are being considered until this work has been undertaken.

2. Renewal of all road markings.

NYCC Comment

The condition of road markings is assessed periodically in line with the Highway Safety Inspection Manual and replace when appropriate. Any issues with lining can be raised with the LHA.

3. Provide an edge of carriageway marking adjacent to the car parking area north of the A170. This would reduce the carriageway width and allow more room for vehicles to manoeuvre from the spaces.

NYCC Comment

This is not considered to be a road safety issue at the present time.

4. Main Village Car-Park – No provision for short term car parking. Opportunities for this to be explored with NY Moors National Park.

NYCC Comment

Perhaps this is something the Parish Council wish to pursue with NY Moors National Park?

5. Enhancement of existing car parking signage.

NYCC Comment

The LHA were contacted by the NY Moors National Park regarding upgrading the car park signage. We provided designs and costs but have heard nothing since.

Yours faithfully

copy to: County Councillor Janet Sanderson



Tim Coyne  
Improvement Manager

