Bedale Traffic Management Strategy

Final Report

27 July 2006

Produced for
North Yorkshire County Council

Prepared by
Matthew Steele

93 Water Lane
Leeds
LS11 5QN

T 0113 203 5600
F 0113 203 5601
E matthew.steele@mouchelparkman.com
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1 Introduction

North Yorkshire County Council (NYCC) in its role as the Highway Authority for Bedale has traditionally targeted local issues and problems by introducing appropriate remedial measures. This approach generated some success, but is felt that the time has been reached where the development of a long-term comprehensive strategy covering all modes of transport is required. To do nothing is not a viable option if the future prosperity of Bedale is to be assured.

The overall aim of the study is to produce an integrated traffic management strategy for Bedale. This strategy will be aimed at securing long lasting improvements, especially for vulnerable road users, whilst maximising economic and environmental well being and minimising existing or potential sources of detrimental impact.

A copy of the consultants brief is included as Appendix 1. Whilst not totally prescriptive, it sets out the stages to be included in the strategy development process, which have been used to establish the structure of this report. The strategy has been developed within the framework provided by the North Yorkshire Local Transport Plan 2001-2006 (dated July 2000) and the Hambleton Local Plan (dated January 1999). These plans have been produced within the wider scope of the national guidance including Planning Policy Guidance Note 13 (PPG13): Transport, which sets objectives to integrate planning and transport decision making at all levels.

The strategy also takes into account the aspirations of the Bedale Renaissance Team and their ‘Transport Study’ dated 22nd March 2004, and has been developed in parallel with design and traffic modelling for the proposed Bedale and Aiskew Bypass which is currently due to open in 2011.

Consultation has been carried out to ensure the views of the local people, Bedale Town Council and Hambleton District Council, transport operators, police and emergency services, and other key stakeholders have been taken into account at each stage of the study process. A list of those involved in developing the strategy is included as Appendix 2.

The strategy proposed within this document identifies costs and prioritises a programme of schemes for implementation. A Pedestrian Action Plan and Cycling Plan have been produced as an integral part of this strategy, but are included as separate documents within Appendix 3 and 4, respectively.
2 The Bedale Study Area

2.1 Location

Bedale is located close to the A1 and provides a gateway to the Yorkshire Dales. The nearest large settlements are Catterick Garrison 9 miles to the northwest, Northallerton 7 miles to the East, Ripon 12 miles to the South, and Leyburn 10 miles to the West. Bedale is shown in its regional context in Figure 1. The Bedale Traffic Management Strategy Study Area encompasses the built up areas of Bedale and Aiskew, extending to the level crossing on the A684 to the East and to the edge of the Golf Course to the West. To the south it extends along the B6285 to Open Farm (Figure 2).
2.2 Character of the Town

Bedale is the smallest of the five market towns within Hambleton, but still acts both as a traditional service, commercial and social centre for the surrounding rural hinterland, and as a dormitory town for nearby centres including Northallerton and the Teesside conurbation. Whilst Bedale has always been a convenient en-route stopping point for long distance travellers on the A1 and visitors to the Yorkshire Dales, tourism is becoming increasingly important as the town becomes recognised as a day-visitor destination. This has been assisted by the re-opening of the Wensleydale Railway, and the Thorpe Perrow Arboretum.

Bedale consists of a number of broadly definable districts. At its historic core lies the retail and commercial centre, grouped primarily around the partly cobbled Market Place. To the north end of the Market Place, St. Gregory’s Church and Bedale Hall form a northern gateway into the town. Surrounding the centre lie residential areas with a leisure centre and schools to the south of the town accessed off Firby Road and Fitzalan Road. Aiskew is largely residential with very few facilities or services. There is a distinct lack of industrial premises within the town, although there is an industrial estate to the East of the A1 at Leeming Bar.
In July 2003, Bedale was designated a Renaissance Market Town by Yorkshire Forward as part of their commitment to the development of rural economies. This provided support from town planning, transport, tourism and socio-economic experts to build on the existing Bedale Community Plan that was produced by the Bedale and Villages Community Plan Forum. This process resulted in the development of a Renaissance Market Town Charter, a Masterplan, and a Delivery Plan.

There are 4 educational establishments within the study area: Bedale High School; Mowbray School; Bedale C of E Primary School; and, Askham Bryan College. Other facilities in Bedale include a leisure centre, health centre and surgery, day care centre, various sports facilities, shops, banks, public houses and restaurants.

2.3 Demography of the Town
In 2001, the population of Bedale was recorded in the National Census at 4438, representing a growth of 25% from 1991. The census also provides useful information related to modes of travel to work (Table 1), and the availability of motor vehicles, the latter showing that 19% of households do not have access to a car, 46% of households have access to one car and 35% of households have access to two or more cars.

<table>
<thead>
<tr>
<th>Mode of Travel</th>
<th>% of Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Works or studies mainly at or from home</td>
<td>10%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>3%</td>
</tr>
<tr>
<td>Driving a car or a van</td>
<td>64%</td>
</tr>
<tr>
<td>Passenger in a car or van</td>
<td>6%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>3%</td>
</tr>
<tr>
<td>On foot</td>
<td>12%</td>
</tr>
<tr>
<td>Other</td>
<td>2%</td>
</tr>
</tbody>
</table>

Table 1: Modes of travel to work, Bedale 2001

2.4 Access
The A1 route passes less than a mile to the East of Bedale and Aiskew providing excellent access to the national trunk road and motorway network. The A684 passes through the town serving Wensleydale to the west and linking to the county town of Northallerton seven miles to the East.
Bedale has a limited train service westwards Leyburn and Redmire and eastwards to Leeming Bar, with onward bus connections to the national rail network at Northallerton, and is well served to the East and West being on a County Council Premier Specification Corridor.

The majority of the on and off street parking in Bedale is free, some short stay parking being controlled through the use of parking discs.

2.5 Historical Development
Bedale has been in existence for many centuries with evidence of a relatively thriving township before the Norman invasion. It is recorded in the Doomsday Book (1086) at which time its church had already been established. It was granted a Market Charter in 1251 by Henry III and the 14th Century Market Cross still stands in the centre of the Market Place. Change came very slowly to Bedale and until 1716 many of the buildings in Bedale were of timber, wattle and daub construction. In the latter half of the 1700s, some of the town's growing wealth was spent on improving buildings, such as rebuilding the western side of North End largely in a three-storey Georgian style.

2.6 Transport Development
Bedale has reputedly been an important meeting point since Saxon times, when the track from Ripon joined that from Northallerton to Wensleydale and it has also been a stopping point for travellers on the Great North Road, now the A1, who were attracted by the facilities on offer. The core highway network has developed little and is now generally considered to be inappropriate for the size of modern vehicles and current traffic volumes. The centre of the town suffers from poor traffic circulation and congestion at peak times.

The Wensleydale Railway was opened in stages over a 30 year period from 1848. Passenger services were withdrawn from Northallerton to Hawes in 1955, although stone trains from the quarries at Redmire to Teesside continued until 1992. Since 1996, the line has been sporadically used by the Ministry of Defence for transporting Heavy Armoured Units to the nearby ranges. The Wensleydale Railway PLC reopened the section of the line from Leeming Bar to Leyburn to passenger services in 2003 and opened additional stations at Bedale, Finghall and Redmire in 2004. There are plans to open a station at Northallerton to offer direct services from Bedale in the near future.
3 Transport in Bedale

3.1 Main traffic generators
Bedale acts as a service centre both for those living, working or being educated locally, and for those visiting or passing through. In turn, each of these groups uses the town for different purposes, in different ways and at different times. The main traffic generators in Bedale include:

- The Market Place functions as the commercial centre, with supermarkets, a Post Office, banks, restaurants and public houses.
- The local health clinic is located on Sussex Street, and a surgery is located on Firby Road.
- Bedale High School is located on Fitzalan Road with a roll of approximately 750 pupils. The Bedale C of E Primary School is located on Firby Road. Askham Bryan College which provides community and further education is located on Benkhill Drive, and Mowbray School catering for up to 150 pupils with special needs is located on Masham Road.
- St. Gregory’s Church, its Church Hall and Bedale Hall (including the town’s library), together form a community hub at the northern end of the Market Place.
- On the southern edge of the town Bedale Leisure Centre includes a swimming pool and fitness suite, and beyond the north-western edge of the town Bedale Athletics and Sports Association (BASA) activities include Cricket, Football and Squash.
- The main residential areas are to the South of the Market Place in Bedale and in Aiskew which is physically separated from Bedale by Bedale Beck, and the Wensleydale Railway.
- Much of the industrial employment for those living in Bedale is located at the Leeming Bar Industrial Estate to the East of the A1. This is outside the area covered by the Traffic Management Strategy.

3.2 Major pedestrian activities
The majority of pedestrian movements in the town are along footways adjacent to the roads although there are also a number of tracks and public footpath links that form an important part of the network. The condition and width of all elements of the network varies considerably. The existing pedestrian routes through the town have been identified within the Pedestrian Action Plan and are detailed in Appendix 3. In summary, they are:
- Route A - A684 Aiskew (with a spur via Newsteads and Sandhill Lane), Bridge Street, and Emgate
- Route B - Exelby Road, Iddison Drive, Fitzalan Road, Harbour Rise (spur) and South End
- Route C - Benkhill Drive and Sussex Close
- Route D - Firby Road and Sussex Street
- Route E - Masham Road, Burrill Road, Wycar, and The Wynd
- Route F - Market Place and North End

**Accidents Involving Pedestrians**

Six accidents were recorded involving injury to pedestrians between 1\textsuperscript{st} January 2001 and 30\textsuperscript{th} July 2004, of which one resulted in serious injury and five resulted in slight injuries. Five of the accidents occurred in the vicinity of the Market Place. The accidents involving pedestrians occurred when:

- Two young pedestrians were hit by a car which failed to stop at the pedestrian crossing in the Market Place, resulting in slight injury to both of the pedestrians;
- A pedestrian was struck by car as they stepped onto the carriageway of Bridge Street, unaware of the approaching car, resulting in serious injury to the pedestrian;
- A pedestrian stepped into a piece of wood protruding from the rear of an unattended parked car on the cobbled area of the Market Place. The pedestrian received slight facial injuries;
- A young pedestrian received a slight injury when a pipe rolled off the load of a passing HCV in the vicinity of the Methodist Church in Aiskew.
- A young pedestrian received slight injuries after being struck by a motorcyclist whilst trying to cross the Market Place;
- A young pedestrian was hit by a trailer’s supporting bar whilst standing on the footway at the edge of cobbled area at Market Place, near junction of Bridge Street and Sussex Street with Market Place. The pedestrian received slight injuries.
3.3 **Major cyclist activities**

Bedale is linked to The National Byway, a national cycle route formed from lightly traffic roads, via Burrill Road and Sussex Street. The route is signed and no formal facilities are provided for cyclists, but nevertheless, the presence of the Byway assists in attracting cycle tourists to Bedale, especially during the summer months.

Secure cycle parking is only provided in the centre of the Market Place (Plate 1) and at Bedale Leisure Centre. From observation, common practice in Bedale appears to be for cyclists to lean their bike against shop fronts or to secure their bike to the piece of street furniture located closest to their destination.

![Plate 1: Cycle Parking in Bedale Market Place](image)

Traffic counts undertaken between 2002 and 2004, show the number of cyclists using various roads in Bedale, to be at a constant but very low level. The latest data is provided in Table 2, although the count data may be under reported as the volume of vehicles using both the A684 and B6285 deters cyclists, and the ability of cyclists to use pavements and alternate informal routes which are not subject to counts at the present time. The Annual ‘Hands-Up’ surveys conducted at Bedale High School in October, suggest that less than ten pupils regularly cycle to school.
Table 2: 12-Hour Cycle Count Data, Bedale and Aiskew, June 2004

**Accidents involving cyclists**

Three accidents involving cyclists were recorded in the study area between the 1st January 2001 and 30th July 2004. These involved:

- A car colliding with a cyclist whilst attempting to overtake on the A684 near Aiskew level crossing, both travelling towards Bedale;
- A car colliding with a cyclist travelling along the footpath towards town centre whilst emerging from Mowbray Grange; and,
- A car wing mirror hitting a cyclist when a car turned right from Mowbray School towards the town centre.

**3.4 Public transport facilities and services**

Bedale is served by a number of bus operators and is located on North Yorkshire County Council ‘Premier Specification Route Network’ that serves Wensleydale. As part of this network, many of the bus stops within the town have been upgraded with the provision of new poles flags, timetables and where possible raised boarding kerbs (Plate 2). A large shelter is provided in the Market Place where interchange currently occurs between passengers of three separate services. Weekday bus services to and from Bedale are summarised in Table 3. Whilst many services also operate on Saturday, services on Sunday are limited to seven trips on route 156/157 between Northallerton and Hawes.
The Hambleton and Richmondshire Rural Transport Partnership was established in 1999 to coordinate the delivery of community transport services within the area.

3.5 Rail
The Wensleydale Railway Station located near Bedale Bridge re-opened in 2004. The railway is operated by Wensleydale Railway Plc under the terms of its 99-years lease with Network Rail.

Passenger services operate between Leeming Bar and Redmire, seven days a week during the summer months with a more limited service operating during the winter. Services operate to connect with Arriva service 73 from Leeming Bar to Northallerton, but the Wensleydale Railway has aspirations to establish to extend the line into the Northallerton East Coast Main Line Station.

At the time the strategy was undertaken, Bedale Station consists only of the platform, as the buildings and yard are currently still in use by Kerfoot Foods Ltd. However, Hambleton District Council, with funding support from Yorkshire Forward and NYCC, has purchased the station buildings and yard from Kerfoot Foods Ltd for re-development. As part of this re-development, buildings will be made available for passenger service facilities (waiting room, ticket office, etc) with the remainder of the site being converted into small business units.

The station is currently only accessible by foot, pedal and motorcycle, although disabled parking will be provided through the redevelopment of the site.
<table>
<thead>
<tr>
<th>Destination</th>
<th>Return services per day</th>
<th>Interval</th>
<th>First outward service departs</th>
<th>Last return service departs</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ainderby</td>
<td>28</td>
<td>Better than half hourly</td>
<td>07:25</td>
<td>22:47</td>
<td>00:18</td>
</tr>
<tr>
<td>Aiskew</td>
<td>1</td>
<td>Thursday only</td>
<td>09:00</td>
<td>15:27</td>
<td>00:03</td>
</tr>
<tr>
<td>Askrigg</td>
<td>8</td>
<td>Better than two hourly</td>
<td>07:30</td>
<td>23:10</td>
<td>01:05</td>
</tr>
<tr>
<td>Bainbridge</td>
<td>14</td>
<td>Hourly</td>
<td>05:50</td>
<td>23:03</td>
<td>01:10</td>
</tr>
<tr>
<td>Exelby</td>
<td>1</td>
<td>Thursday only</td>
<td>09:00</td>
<td>15:16</td>
<td>00:14</td>
</tr>
<tr>
<td>Hawes</td>
<td>13</td>
<td>Hourly</td>
<td>05:50</td>
<td>22:55</td>
<td>01:30</td>
</tr>
<tr>
<td>Hutton Conyers</td>
<td>1</td>
<td>Thursday only</td>
<td>09:00</td>
<td>14:35</td>
<td>00:55</td>
</tr>
<tr>
<td>Kirklington</td>
<td>1</td>
<td>Thursday only</td>
<td>09:00</td>
<td>15:00</td>
<td>00:30</td>
</tr>
<tr>
<td>Leeming</td>
<td>1</td>
<td>Thursday only</td>
<td>09:00</td>
<td>15:20</td>
<td>00:10</td>
</tr>
<tr>
<td>Leeming Bar</td>
<td>28</td>
<td>Better than half hourly</td>
<td>07:25</td>
<td>22:54</td>
<td>00:11</td>
</tr>
<tr>
<td>Leyburn</td>
<td>14</td>
<td>Hourly</td>
<td>05:50</td>
<td>23:40</td>
<td>00:40</td>
</tr>
<tr>
<td>Masham</td>
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<td>Hourly until 17:00</td>
<td>07:00</td>
<td>23:35</td>
<td>00:25</td>
</tr>
<tr>
<td>Melmerby</td>
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<td>09:00</td>
<td>14:48</td>
<td>00:42</td>
</tr>
<tr>
<td>Middleton</td>
<td>1</td>
<td>Thursday only</td>
<td>09:00</td>
<td>14:50</td>
<td>00:40</td>
</tr>
<tr>
<td>Northallerton (town centre)</td>
<td>26</td>
<td>Better than half hourly</td>
<td>07:25</td>
<td>22:35</td>
<td>00:27</td>
</tr>
<tr>
<td>Nunwick, Farmsteads</td>
<td>1</td>
<td>Thursday only</td>
<td>09:00</td>
<td>14:40</td>
<td>00:50</td>
</tr>
<tr>
<td>Richmond (town centre)</td>
<td>5</td>
<td></td>
<td>17:27</td>
<td>07:47</td>
<td>00:29</td>
</tr>
<tr>
<td>Ripon</td>
<td>1</td>
<td>Thursday only</td>
<td>09:00</td>
<td>14:30</td>
<td>01:00</td>
</tr>
<tr>
<td>Spennithorne</td>
<td>8</td>
<td>Two hourly</td>
<td>07:30</td>
<td>23:45</td>
<td>00:15</td>
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<tr>
<td>Sutton Howgrave</td>
<td>1</td>
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<td>09:00</td>
<td>14:57</td>
<td>00:33</td>
</tr>
<tr>
<td>Wath</td>
<td>1</td>
<td>Thursday only</td>
<td>09:00</td>
<td>14:45</td>
<td>00:45</td>
</tr>
</tbody>
</table>

*Table 3: Details on Weekday Bus Services for Destinations with at least one direct service per week*
3.6 Taxis
There are six taxi operators within Bedale, all licensed by Hambleton District Council: Alan’s Taxis; Bedale Cabs; Cooper’s Cabs; Dales Taxis; Proctors Taxis; and, Taxi “R” Us. Many of the taxis are used to operate school travel contracts and tend to be parked in the Bridge Street Car Park during non-operating periods. Hambleton District Council fund a taxi voucher scheme entitling those receiving Attendance Allowance or the Mobility Component of Disability Living Allowance, half price taxi travel within the district up to the value of £60 per year.

3.7 Motorcycles
Motorcycle activity is predominantly confined to the main radial routes through Bedale. Vehicle count data collected for the Bedale and Aiskew Bypass Traffic Model, recorded the level of motorcycle activity, shown in Table 4. Whilst an area for motorcycle parking is provided within the Market Place, there is currently no high visibility secure parking.

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Direction</th>
<th>Flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>08/06/2004</td>
<td>A684, Aiskew</td>
<td>East</td>
<td>37</td>
</tr>
<tr>
<td></td>
<td></td>
<td>West</td>
<td>42</td>
</tr>
<tr>
<td>09/06/2004</td>
<td>South End, Bedale</td>
<td>North</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South</td>
<td>10</td>
</tr>
<tr>
<td>10/06/2004</td>
<td>Sussex Street, Bedale</td>
<td>East</td>
<td>21</td>
</tr>
<tr>
<td></td>
<td></td>
<td>West</td>
<td>5</td>
</tr>
<tr>
<td>09/06/2004</td>
<td>North End, Bedale</td>
<td>North</td>
<td>33</td>
</tr>
<tr>
<td></td>
<td></td>
<td>South</td>
<td>30</td>
</tr>
</tbody>
</table>

*Table 4: 12-Hour Motorcycle Count Data, Bedale and Aiskew, June 2004*

3.8 Major vehicle activities
The main road passing through Bedale and Aiskew is the A684, which forms a primary east west route through Wensleydale, and functions as the main route from the A1 to the Yorkshire Dales National Park. Straddling the A684, the Market Place is the main foci of vehicle activity.

Typical traffic flows within Bedale, over a 12 hour period between 7am to 7pm are shown in Table 5.
<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Direction</th>
<th>12 – Hour Flow (vehicles)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Car</td>
</tr>
<tr>
<td>08/06/2004</td>
<td>A684, Aiskew</td>
<td>East</td>
<td>4313</td>
</tr>
<tr>
<td></td>
<td></td>
<td>West</td>
<td>4018</td>
</tr>
<tr>
<td>09/06/2004</td>
<td>South End, Bedale</td>
<td>North</td>
<td>1721</td>
</tr>
<tr>
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<tr>
<td></td>
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</table>

Table 5: 12-hour vehicle count data, Bedale, June 2004

3.9 On street and off street parking, coach parking and waiting restrictions
Hambleton District Council’s Car Parking Strategy, adopted in April 2004, stated that with improved management, the existing provision of off street parking in Bedale should have sufficient capacity to meet demand up to the year 2016. It recognised that additional short-stay parking was required in the Market Place and that improvements were needed to both pedestrian and vehicular signing to all of the off-street car parks, and also that the pedestrian routes to the car parks needed enhancement.

Within the work undertaken for Bedale Market Town Renaissance, an additional long-stay car park and coach park located between St Gregory’s Church and the western end of the Bypass was proposed. The Renaissance also suggested re-zoning the Bridge Street Car Park for retail, commercial and office development if such an additional car park was constructed.

There are four main types of car parking in Bedale:

- Public off street;
- Public on street;
- Private residential;
- Private non-residential.
This Traffic Management Strategy will primarily consider the two types of public parking, these being those over which NYCC and Hambleton District Council (HDC) exert control respectively.

**Public off street parking**

Hambleton District Council controls three off-street car parks within Bedale.

The Bridge Street Car Park has 63 car parking spaces and 5 disabled spaces. Surveys by HDC show that it is operating at capacity all day on market day and between 11:00 and 13:00 on non-market days. Up to 15 spaces are usually taken during the day by taxis which operate school contract services for North Yorkshire County Council, and access from the car park to the market place is limited for the mobility impaired.

The Auction Mart Car Park has 75 car parking spaces and 2 disabled spaces. Surveys by HDC show that it operates at close to capacity on market days. The car park has access to the footpath alongside Bedale Beck, but access to the Market Place is poor, being either along the narrow footways on Bridge Street, or through the Bridge Street Car Park.

Bedale Leisure Centre Car Park offers 47 car parking spaces and 4 disabled spaces for users of the leisure centre.

**Public on street parking (Short Stay)** – North Yorkshire County Council control the southeast and southwest quadrants of the Market Place through the use of parking discs which are available free of charge in local shops. The use of a disc allows free parking for up to two hours with a penalty charge of £40 for exceeding this length of stay. Surveys by Hambleton District Council suggest that this parking operates at capacity on market days, and at effective capacity (over 93% utilised) on non-market days. Whilst disabled parking is provided in the Market Place, the cobbled surface is not ideal for the mobility impaired (Plate 3).

**Public on street parking (Long Stay)** The northeast and northwest quadrants of the Market Place are controlled by North Yorkshire County Council and Hambleton District Council respectively. At present these two areas offers a total of 86 car parking spaces and 5 disabled spaces. The parking operates at close to capacity on market day. Although uncontrolled, South End is also used extensively for on-street parking, a practice which, tends to limit carriageway width (Plate 4).
Plate 3: Disabled Parking in Bedale Market Place

Plate 4: Parking on South End, Bedale
Waiting restrictions - Parking restrictions within Bedale are managed through the use of orders prohibiting parking at any time, indicted to driver by the presence of double-yellow lines. No waiting at any time restriction applies:

- In the vicinity of the Sandhill Lane, Blind Lane, Newsteads and Back Lane junctions with the A684 in Aiskew;
- In the vicinity of St Gregory’s Church at North End;
- Along sections of both Emgate and The Wynd;
- On Bridge Street and on short sections of the Market Place and South End in the vicinity of Bridge Street;
- On Sussex Street and on Firby Road at its junction with Sussex Street, although lining has not been replaced following resurfacing of the latter;
- On Firby Road between Grange Close and Grange Road; and,
- On Tom Hill Court, to its junction with South End.

3.10 One-way streets, roundabouts, access restrictions and speed limits
The only section of one-way street in Bedale is the circulatory road around the bowling club to the south of The Wynd. A section of The Wynd also operates as priority working. There is one three arm mini-roundabout, with limited deflection, at the junction of the A684 and Sandhill Lane in Aiskew. Firby Road, Sussex Close and South End are all subject to 7.5 tonne weight limits. Hambleton District Council imposes a 3.5 tonne weight limit on both the Bridge Street and Auction Mart Car Parks. The urban area is subject to a 30mph speed limit and a 50mph speed limit is in force along the A684 between Aiskew and Leeming Bar.

3.11 Traffic signals and pedestrian crossings
There are no signal controlled junctions in Bedale. There is one pelican pedestrian crossing located in the central section of the Market Place to the South of Emgate.

3.12 Known traffic speed problems, law breaking and enforcement
There is a public perception within Bedale that the speed of vehicles is a problem, both in terms of inappropriate speed limits and vehicles exceeding speed limits. Mouchel Parkman undertook a number of manual speed surveys in January 2005 (Table 6), which in addition to seven day automatic speed surveys conducted by NYCC (Table 7), do suggest that speeding is a problem along particular roads.
<table>
<thead>
<tr>
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<th>Speed Limit</th>
<th>85th Percentile Speeds</th>
</tr>
</thead>
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<td>Sussex Street</td>
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Table 6: Manual Speed Surveys at Various Locations in Bedale and Aiskew, January 2005

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<tr>
<th>Location</th>
<th>Speed Limit</th>
<th>85th Percentile Speeds</th>
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<td>A684 Market Place (Middle)</td>
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<td>A684 Aiskew (Eastern End)</td>
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<td>B6285 Masham Road</td>
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<td>Emgate</td>
<td>30</td>
<td>17</td>
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<tr>
<td>Sandhill Lane</td>
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</tbody>
</table>

Table 7: Automatic Speed Surveys at Various Locations in Bedale and Aiskew, 2005
3.13 Road traffic accidents

North Yorkshire County Council provided details of accident history within the study area for the period January 2001 to June 2004. In total 40 accidents were reported over this period, of which one was fatal, seven serious and 32 slight. There has been a general upward trend in the number of accidents over the period, seven being reported in 2001, 13 in 2003 and 16 in 2003. Eight of the accidents involved pedestrians and three involved pedal cyclists.

The fatal accident resulted when a driver travelling towards Bedale on Masham Road, lost control in dark and wet conditions, and collided with a vehicle travelling in the opposite direction.

Accident Hotspots

A cluster analysis was undertaken to establish locations with multiple accidents. The accidents at these locations are described below.

**A684/B6285 (Market Place/Bridge Street/Sussex Street/South End) Junction** - Six accidents were reported at this location, one resulting in serious injury, and five slight injury. The serious injury accident involved a vehicle heading towards Aiskew colliding with a pedestrian and failing to stop to assist. In a separate accident a driver became distracted by both pedestrians and temporary traffic lights and crashed. In another, a young pedestrian was hit by a trailer’s supporting bar whilst standing on the footway at the edge of cobbled area at Market Place receiving slight injuries. The remaining accidents occurred due to overtaking and colliding, manoeuvring, rear-end shunts, and drivers getting confused over who has right of way.

**Bedale Level Crossing** - Three accidents were reported at this location, one resulting in serious injury and two slight injury. The serious accident resulted from a vehicle failing to negotiate the crossing, losing control and colliding head on into another vehicle. One of the slight accidents involved a pedal cyclist being struck by a vehicle attempting to overtake, and the other accident involved a vehicle swerving for no apparent reason and colliding with another car.

**Bedale Market Place (Between Bridge Street and Emgate)** - Three accidents occurred on this section of the Market Place, all of which resulted in slight injury. Two of the accidents involved motorcyclists, one being knocked from his machine by a vehicle reversing from a parking space and the second colliding with a pedestrian who received slight injuries. In the remaining accident a pedestrian stepped into wood that was protruding from the rear of an unattended vehicle.
The Emgate/Wynd junction on Market Street - Four accidents were reported at this location. Two resulting in serious and two resulting in slight injury. In one of the serious accidents a cyclist was struck by a passing vehicle. Two of the accidents were rear end collisions and the other a single vehicle travelling from Market Place along The Wynd which then mounted the footway and collided with two bollards.

A684 Aiskew - Although not a cluster, five accidents were reported between Back Lane and Badger Hill Drive. Two of these involved motorcyclists attempting to overtake stationary traffic; one a rear-end collision; one a driver hitting a stationary vehicle; and, one a pipe falling of a HCV and hitting a pedestrian.

3.14 The views of the public
An initial stakeholder workshop was held in Bedale Hall on 13th September 2004. This consisted of presentation of relevant data by Mouchel Parkman, a brainstorming session to generate ideas and to identify key issues, and a number of smaller focus group type discussions to add detail to the issues and attempt to identify potential solutions. Detailed notes from this workshop are attached as Appendix 5 of this report, whilst summary is provided below.

Pedestrian Issues - Pedestrian access within Bedale and between Bedale and Aiskew is poor, although HDC have proposed a footbridge across Bedale Beck to the south of Bedale Bridge as part of their redevelopment of the Railway Station. Accessing the station from the Market Place is difficult, with narrow footways along Emgate and Bridge Street, or via an undefined route across the Bridge Street Car Park. Due to the volume and speed of vehicles, and lack of dedicated crossing facilities, crossing the A684 is particularly difficult for pedestrians at: the B6285 junction; in the vicinity of Bedale Hall; and at several key locations within Bedale. The poor condition of footways was also raised as a concern, as was parking at South End which restricts footway widths.

Cycling Issues - The safety of cyclists was raised as a concern, particularly at the A684/B6285 junction and on the approach to Bedale Level Crossing from Aiskew, where the layout of the road and retaining walls reduced the visibility of cyclists. A lack of adequate cycling parking was also noted, particularly at Bedale High School, Bedale Hall, and in the Market Place. Cycle lockers were suggested for the latter location.

Equestrian Issues - Concern was expressed at the lack of safe access within the area for local horse riders as there isn't a network of off road routes. The British Horse Society had previously provided NYCC with proposals and plans to link Bedale to Exelby, Firby and Snape using quite roads and tracks; and these were considered separately from the study.
Public transport and tourist coaches – The existing situation with three buses interchanging within the Market Place creates problems for car drivers wanting to exit adjacent parking spaces. The Town council was anxious not to lose further parking spaces in the Market Place. It was suggested that any opportunities for interchange between bus and rail services be exploited in the period covered by the strategy. It was noted that coach parking is also a problem, as is the layout of car parking bays adjacent to the coach bays, which makes coach access difficult and that the problems are exacerbated on market day when coaches are more likely to visit. The coach drop off facilities are also inadequate as passengers from one bay are expected to disembark onto a grass verge (Plate 5).

Plate 5: Coach Passengers Disembark onto the Grass Verge,
   at St Gregory’s Church, Bedale

School Travel - There is a public perception of a lack of safe pedestrian and cycle access to the schools in Bedale, particularly due to the speeds of vehicles on; and the difficulties in crossing, Masham Road, Firby Road (Plate 6) and Wycar / Sussex Street junction. The lack of a footway along part of Firby Road is also considered to endanger children walking to school. Requests were made to create a network of safer routes, introduce school safety zones, improve street lighting on routes to school, and provide secure cycle parking.
**Car/Motorcycle Parking** – Parking problems were perceived to be largely caused by inappropriate parking practices within Bedale, including in the Market Place. Those present at the workshop thought that additional parking restrictions were required, and that some restrictions may not have been replaced following carriageway resurfacing. Parking practices on South End severely limit the carriageway width and parking on Wycar restricts access. The practice of double parking on the Market Place limits visibility for those exiting The Wynd and there is a need to harmonise car parking facilities by removing the distinction between those areas of the Market Place controlled by NYCC and those controlled by HDC.

![Plate 6: Firby Road/Wycar/Sussex Street Junction, Bedale](image)

**Signing** – Both highway and pedestrian signing was considered to be inadequate, signing from the A1 to Bedale was considered to be poor and additional signing to car parks was requested. The existing signing was thought to give an impression of clutter rather than consistency (Plate 7). A request was also made for advance signing on the approaches to Bedale and Aiskew to warn of possible congestion or queuing traffic ahead.
**Road Safety, Speed Limits and Enforcement** – Vehicle speeds were perceived to be excessive on the approaches to the town and NYCC agreed to undertake additional speed measurements to assess the extent of the problem. Those present requested the introduction of 40mph buffer zones with gateway features and rumble strips. Traffic speeds were not considered to be excessive within the town centre and it was acknowledged that on-street parking, such as that on Firby Road, can help to reduce vehicle speeds.

*Plate 7: Existing signing gives an impression of clutter, Bedale 2004*
**Junction Improvements and Traffic Flows** – Numerous issues were raised by those attending the workshop, and these issues are summarised below:

- A684/Sandhill Lane junction – The lack of awareness of this mini-roundabout, particularly on the westbound approach, results in vehicles failing to give way to vehicles turning right from Sandhill Lane.

- Visibility exiting Back Lane onto the A684 in Aiskew was said to be limited, as was visibility exiting Emgate onto the Market Place. Relocation of the Market Cross was considered to be a possibility and some present thought that historically it may have been located further South in the Market Place.

- A684/B6285 (Market Place/Bridge Street/Sussex Street/South End) junction – Congestion is experienced during the PM peak period and HCVs experience difficulties negotiating this junction, particularly as two HCVs or buses cannot pass (Plate 8), a problem exacerbated by the limited visibility exiting Bridge Street. A one-way system was suggested as a possible improvement.

*Plate 8: HCV takes the full carriageway width to turn from Bridge Street on to the Market Place*
Interview Survey – An interview survey was conducted on street on a Market Day in October 2005 to assess the views of those using Bedale as a service centre, 167 interviews were conducted and the most frequent responses are summarised below.

- ‘What do you consider to be the main transport problem in Bedale?’
  - Too many cars on Bridge Street and Sussex Street;
  - Poor visibility at the Bridge Street (A684/B6285) junction;
  - Too many HCVs passing through the town;
  - The speed of vehicles travelling through Aiskew; and,
  - The lack of parking on Market Day.

- ‘Would anything encourage you to use a different mode of transport in Bedale?’
  - The introduction of cycle lanes;
  - Improvement to footways between residential areas and the Market Place; and,
  - More frequent bus services.

3.15 Other Problems and Issues
Other problems and issues identified through the workshop process that lie beyond the scope of this study have been recorded and passed to the appropriate NYCC officers for consideration.
4 Policies and Transport Plan Objectives

4.1 Local Transport Plan Objectives
The North Yorkshire Local Transport Plan (2001-2006) is based on a structure of aims and objectives, developed into a strategy that seeks to achieve a core vision:

‘Of a sustainable transport system which will not only meet the social and economic needs of local communities but also safeguard the environment.’

The five common aims linking transport to its role in the wider social and urban environment are:

- Promoting Economic Prosperity – by facilitating opportunities for economic regeneration and growth and improving the operational efficiency of the transport system and provision for tourism.
- Improving Community Life – through traffic management and measures to reduce pollution and opening up/maintaining access to social facilities for all age groups.
- Improving Safety – through controlling speed/routeing/traffic orders, giving priority to cyclists, pedestrians and people with disabilities.
- Protecting an Enhancing Environmental Quality – by integrating land use and planning and all forms of transport as a means of minimising environmental impact and reducing the need to travel.
- Promoting Social Equality and Opportunity – by providing genuine choices of travel mode and meeting the travel needs of the socially and physically disadvantaged.

4.2 Local Transport Plan Local Objectives
Bedale is located in the LTP’s Central policy sub-area. To take account of the particular needs of the area NYCC has set a number of local objectives with the LTP. These are:

- To reduce the number and severity of road accident casualties. Improving road safety both in market towns and villages and on the inter urban network is a paramount requirement.
- To reduce social exclusion by providing access to all with a high quality public transport system, and reducing dependency on private cars by providing viable alternatives to access Market Places within towns.
- The introduction of traffic calming measures where there are particular problems of volumes and speeds of traffic passing through towns and villages.
4.3 Local Plan Developments and Constraints

Hambleton District Council is the Local Planning Authority, and as such, controls land-use planning in Bedale. In relation to this study, reference has been made to the Hambleton District Local Plan dated January 1999. Transport is one of the four guiding principles of the plan. It states that:

‘New developments will, where practical, be encouraged to locate where it could reduce the need for travel, especially by car, and enable the use of more environmentally friendly means of transport such as public transport, walking and cycling.’

The local plan contains a number of main transport related objectives:

- To ensure that new development is served by a satisfactory access, adequate car parking, proper provision for loading, unloading and turning does not impair highway safety.
- To support the improvement of existing roads and construction of new roads (where existing roads are not sufficient) where they improve highway safety or result in a net environmental benefit.
- To promote safe and attractive facilities for pedestrians, cyclists and people with mobility problems.
- To ensure that there is an adequate supply of conveniently located car parking in shopping centres.
- To minimise the need for travel by locating housing, places of work and other facilities in reasonable proximity to each other and promoting the use of public transport, cycling and walking as alternatives to the car for journeys.

The Hambleton Local Plan also sets out a number of priorities with relevance to the Traffic Management Strategy. These include:

- Policy T3 - New bypasses with firm programmes – As the route of the A684 Bedale/Aiskew/Leeming Bar Bypass has not yet been determined, the potential alignment has been used to limit land use allocations.
- Policy T15 - Traffic Calming - The district council encourages the introduction of such measures to secure environmental improvements and to reduce the harmful effects of traffic in residential areas, near schools, in shopping centres and in other appropriate locations. The measures are defined as road humps, chicanes and narrowings.
- Policy T18 - Pedestrian Facilities - Improvements in the safety, convenience and attractiveness of facilities for pedestrians will be sought through encouraging the provision of new and widened footpaths alongside highways, improved road crossings and by extending the footpath network.
In relation to Bedale, there are a number of constraints to development, including:

- There is a development limit surrounding the town. This in general skirts the perimeter of the built-up area of Bedale.
- Outside the development limit of Bedale there is a “Green Wedge”, “Landscape Restoration Areas” and “Landscape Enhancement Areas”.
- There are open spaces within Bedale which are designated as “Land of Recreational Value” and “Open Space Allocations”.

Bedale does not have many sites designated for development within the development limit. The most significant developments are shown below.

- Much of the land identified for housing in the Local Plan already has planning permission and is committed for development.
- The Local Plan allocates 3.3 gross hectares off South End for housing - 75 dwellings including 15 affordable homes.
- The identification of a safeguarded employment area to the south western edge of Bedale off Masham Road for industrial/business use.

The area of the town surrounding North End, the Market Place and South End is a designated Conservation Area. In addition, most of the buildings fronting the Market Place are listed as being of historical importance.

4.4 National Planning Policy Guidance

Both the strategy and the aforementioned documents are produced within the context of wider government policy relating to land-use planning. This is generally issued in the form of Planning Policy Guidance Notes (PPG’s). PPG 13 relates specifically to transport and was revised in March 2001. It sets far reaching aims that include:

- To promote more sustainable transport choices for both people and for moving freight.
- To promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling.

PPG13 states that well designed traffic management measures can contribute to planning objectives in a number of ways including:

- Reducing community severance, noise, local air pollution and traffic accidents.
- Promoting safe walking, cycling and public transport across the whole journey.
- Improving the attractiveness of urban areas and allowing efficient use of land.
- Helping to avoid or manage congestion pressures that might arise in central areas from locational policies.
• Resident parking schemes and other controls to avoid on-street parking in areas adjacent to developments with limited on-site parking.

• Producing better and safer local road conditions in rural areas and reducing the impacts of traffic in sensitive locations, while facilitating the access that is important to maintaining a vibrant rural economy.

Where desirable, the strategy will also take account of PPG 7, which provides guidance on development in rural areas and PPG 15, which covers development in historic environments.

4.5 Traffic Management Strategy Objectives for Bedale

The overall aim for the Town Centre Traffic Management Strategy for Bedale is to produce an integrated strategy for the Town Centre aimed at securing long lasting improvements, especially for vulnerable road users, whilst maximising the economic and environmental well being of the town and minimising existing or potential sources of detrimental impact. To enable delivery of this aim, a number of objectives were developed following the first stakeholder workshop and their suitability was assessed using a survey of 10 percent of households and businesses within the area. The objectives and the level of support received through this 10% sample survey are:

• Improve pedestrian routes and access within Bedale including safer routes to schools (74% support)

• Improve pedestrian access between Bedale, the railway station and Aiskew (65% support)

• Improve safety for cyclists, particularly at key junctions (66% support)

• Provide secure cycle parking at key facilities within Aiskew and Bedale (50% support)

• Create off-road equestrian routes in the area around Bedale and Aiskew (33% support)

• Improve bus stop and coach parking facilities within the Market Place (59% support)

• Assessment of the existing parking spaces and restrictions, amendments to reduce vehicle conflict and improve pedestrian safety (83% support)

• Review and improve traffic and pedestrian sign provision in the town, reducing the number of signs (72% support)

• Introduction of additional speed reducing features on the approaches to Bedale and Aiskew (68% support)

• Assessment and alteration of existing junctions, including changes to priority, to improve safety for all road users, especially pedestrians (90% support)

• Improvement of motorcycle parking facilities (56% support)
4.6 Finance and Implementation

Identified problems and potential solutions to traffic issues in and around Bedale are collated and processed by the NYCC Area Improvement Manager who reports on progress to the North Yorkshire County Council’s County Hambleton Area Committee. In April 2005, the only such scheme in the Bedale area was the potential introduction of waiting restrictions on Firby Road and Wycar, which was being considered as part of this study.

The NYCC budget for capital expenditure on transport schemes is currently set by Central Government with indicative allocations for future years. NYCC programmes schemes based on priority and levels of available funding. In April 2005, no schemes were programmed for the funding period 2004 to 2006 with the exception of a block allocation of £85,000 for schemes resulting from this Strategy. Schemes on the County’s ‘Reserve List’ were reassessed, and if appropriate, were incorporated into this Strategy.
5 Developing the Traffic Management Strategy

5.1 Identification of Options
Based on the information provided in Sections 3 and 4 of this report, a number of practical measures for improving transportation in Bedale were identified with reference to the NYCC hierarchy of road users. These comprised of:

Pedestrian Improvements

- Identification of the key pedestrian network, consisting of footways, footpaths, bridleways and other tracks.
- Improvements across the network to ensure compliance with the Disability Discrimination Act 1995, including removal of obstructions, surface and lighting improvements, and the provision of dropped kerbs and tactile paving at crossing points.
- The provision of controlled pedestrian crossings across the A684 in the vicinity of Bedale Hall and in the vicinity of the Methodist Church in Aiskew.
- Footway improvements on Firby Road and the provision of traffic signals with controlled pedestrian crossing facilities at the junction of Firby Road and Sussex Street, to improve the safety on a key route to school.

Cycling Improvements

- Creation of a cycle network for Bedale and Aiskew consisting of the following routes:
  - Aiskew North – A signed route to the North of the A684, from Bedale Level Crossing, through Ascough Wynd and Back Lane, along the track to Meadowfields, with links via Newsteads to Badger Hill Drive and Holly Road and Hazel Court to Sandhill Lane.
  - South End – A route from the Market Place and South End, to Bedale High School via Fitzalan Road and Iddison Drive, continuing to Burrill Road via Grange Road, Pinewood Road, the track adjacent to the allotments on Masham Road and Ash Tree Road. The signed route would also continue on Firby Road to Wycar, and link to the existing National Byway on Burrill Road, and continue from Wycar to Bedale Bridge via Emgate, thus providing an alternative for those cyclists wanting to avoid the A684/B6285 junction.
  - Aspirational Routes – Additional routes in Aiskew from Meadowfields to Sandhill Lane via the Public Footpath running to the back of Willow Drive and Kingfisher Drive, and from Blind Lane to Bedale Railway Station via Love Lane, and an additional route in Bedale alongside Bedale Beck.
Post Bypass Routes – Following the opening of the Bedale Bypass, and the predicted reduction in traffic volumes that will result, it would be possible to introduce a continuous cycle route with advisory lanes along the existing A684 route.

Cycle Parking – Provision of secure cycle parking at key locations across the cycle network.

General Improvements

- Changing of the existing 50mph speed limit from the A1 to Aiskew to a 40mph limit, to reflect the increasingly urban nature of the road and reduce the speed of vehicles within Aiskew.
- Extension of the 30mph limit on the A684 in Aiskew to cover the entire built-up area.
- Enhanced signing and lining to increase the definition of the mini-roundabout junction of the A684 and Sandhill lane.
- Narrowing of the width of Emgate at its junction with the A684 to reduce the crossing distance for pedestrians.
- Additional signing and lining to reinforce the existing 30mph speed limit on the A684 approach to North End.
- Improvements to the coach pick-up and drop-off facility outside St Gregory’s Church and modification of the bus stop in the Market Place to accommodate the existing requirement for interchange between three local bus services. Also use of the lay-by near Mowbray School for coach layover.
- Introduction of traffic calming to reduce speeds on South End and Masham Road, the latter including the provision of a mini-roundabout at the junction with Burrill Road. Also the introduction of a 20mph Speed Limit and School Safety Zone, including parking restrictions, on Firby Road.
- The introduction of additional parking restrictions on Wycar and South End.

A684/B6285 (Bridge Street/Math Place) Junction

- Three options were developed for possible improvements to the junction, all of which involved revising the junction by realigning the Market Place carriageway further to the West, thereby easing the turning movements from Bridge Street into the Market Place and visa-versa, to allow two HCVs to pass safety.
  - Option A – retained the existing priority, whereby vehicles on Bridge Street and Sussex Street give way to vehicles on Market Place and South End.
  - Option B – gave priority to vehicles on the A684 (Bridge Street and the Market Place), with vehicles on Sussex Street also giving way to those on South End.
• Option C – Introduced traffic signals with pedestrian facilities on all arms of the junction and restricting Sussex Street to one-way in a westbound direction.

**Market Place/Emgate Junction**

• Three options were also developed to address safety concerns at the Market Place/Wycar/Emgate junction,
  - Option A (Drawing 740979/007) - involved the creation of a roundabout with the Market Cross, a historic monument, being relocated approximately 3 metres to the southwest to form the centre of the roundabout.
  - Option B (Drawing 740979/008) - Relocated the Market Cross some 15 metres to the North, allowing the carriageway within the Market Place to be widened and the Emgate arm of the junction straightened.
  - Option C – Involved realigning the Market Place carriageway further to the West, allowing sufficient visibility around the Market Cross which would remain in its current position.

5.2 **Stakeholder Workshop**

A second stakeholder workshop was held at The Lodge at The Leeming Bar Motel on 26th January 2005, attended by 16 stakeholders, 6 NYCC officers and 14 residents. A list of the workshop attendees is included in Appendix 2. Following the presentation, the stakeholders were given the opportunity to discuss the measures in detail. General concern was expressed about the length of time before the construction of the bypass and associated parking proposals developed through the Bedale Market Town Renaissance Strategy. However, the suggested measures were received positively and key elements of the discussions were:

**Pedestrian Improvements**

• The suggestion was made to consider creating a path linking to the southern side of Bedale Bridge if Hambleton District Council provide a footbridge as part of their station redevelopment.

• A request was made to continue the footpath improvements on Firby Road to its junction with Sussex Street, although land purchase would be required.

• Consideration needs to be given to conflict between pedestrians and vehicles at the entrance to Bedale High School.
**Cycling Improvements**

- The proposals were widely supported, although concern was expressed in relation to traffic speeds on Sandhill Lane, and whether some of the aspirational joint use routes had enough width for cyclists and pedestrians to pass safely.
- A request was received to show a route from the A684 to The Wynd via the North Side of Bedale Hall, and to provide cycle lanes on South End, acknowledging that this may require some removal of parking.

**General Improvements**

- Those present were concerned about the speed of vehicles on the A684 approach to North End and requested a buffer zone in addition to the measures proposed.
- As part of any extension to the existing bus stop in the Market Place, a request was made for signing, indicating to drivers that they may be blocked in by a bus for a short period.
- Use of the lay-by near Mowbray School for coach layover was not supported.
- It was suggested that parked vehicles on Firby Road, particularly on or near to junctions make the road particularly dangerous. The suggestion of a 20mph speed limit on Firby Road was welcomed, as was the introduction of traffic signals at the junction of Firby Road and Sussex Street.
- Concern was expressed about the number of taxis parking for long periods of time in HDC’s Bridge Street Car Park.
- Vehicle Activated Signing (VAS) was discussed, and it was agreed with those present that it may be appropriate to trial such signing on Wycar to the North of its junction with Burrill Road.

**A684/B6285 (Bridge Street/Market Place) Junction**

- Those present agreed that all three options should be presented to the public for consultation, but expressed a preference for Option C. There was also a request to retain two-way traffic on Sussex Street.

**Market Place/Emgate Junction**

- Concern was expressed about the heritage aspects of repositioning the Market Cross. Those present preferred to wait for the opening of the Bypass to see if such a measure was still required. NYCC agreed not to proceed to consultation with options for this junction.
5.3 The Strategy Options in Detail
The comments provided in the second stakeholder workshop were used to refine the measures and options into a package suitable for public consultation. The resulting measures were:

**Pedestrian Improvements** (Drawing 740979/001A)

- A controlled pedestrian crossing at North End between St. Gregory’s Church and Bedale Hall, incorporating ramped access to Bedale Hall, in order to provide a safe pedestrian connection between community facilities, and between the coach-drop off and the West side of the Market Place.

- Upgrading of the surface of the public footpath between Firby Road and Sussex Close to improve access along this route, which is used for access to school due to the absence of a footpath at the Firby Road/Sussex Street junction.

- Provision of a section of footway between The Surgery and Bedale Primary School on Firby Road, with a dropped crossing point between footways to facilitate pedestrian movement.

- A controlled pedestrian crossing across the A684 in Aiskew in the vicinity of Aiskew Methodist Church. There is a distinct lack of safe crossing points across the A684 in Aiskew, which severs the community to the South side of the A684 from the wider community and facilities provided in Bedale. There is a need to cross to the continuous footway on the North side of the A684.

- Provision of a footbridge (funded by Hambleton District Council) across Bedale Beck parallel to the existing road bridge, as part of the development of Bedale Railway Station.

- The provision of an uncontrolled crossing to facilitate pedestrian access to the proposed footbridge over Bedale Beck.

**Cycle Plan** (Drawing 740979/002A)

- Off road cycle routes in Aiskew: between Sandhill Lane and Holly Road, along the Public Footpath which connects Holly Road with Back Lane, between Masham Road and Pinewood Grove, and between Firby Road and Fitzalan Road (subject to agreement with land owners).

- On road signed cycle routes for various routes within Aiskew and Bedale to improve cross-town cycle access between residential areas, health facilities, schools, leisure facilities and the town centre.

- On road cycle route along the A684 connecting with a proposed joint use pedestrian/cycle part for access to Bedale Athletic and Sports Association on Leyburn Road to be constructed once the bypass is open.
Other cycle routes, extending south along Bedale Beck, between Badger Hill Drive and Bedale Railway Station and further east along the public footway north of Kingfisher Drive in Aiskew (funded external to of the Traffic Management Strategy).

Provision of secure cycle parking facilities at key locations in Bedale and Aiskew.

**General Improvements** (Drawing 740979/003A)

**Public Transport**
- Improvement of the Market Place bus stop to incorporate a level access boarding kerb for passenger interchange between the three connecting bus services.
- Improving the existing coach parking and drop-off facility in the vicinity of St. Gregory’s Church possibly with the introduction of a one-way (clockwise) traffic flow and parking restrictions (with exemptions for residents and Church access). Coaches are currently deterred from visiting Bedale due to the quality of the existing facilities, adversely impacting on tourist income for the town.

**Parking**
- Introduction of parking restrictions to improve safety along Sussex Street between the Burrill Road/ Masham Road and Firby Road junctions, and at South End in the vicinity of the A684 junction.

**Speed Reducing Measures**
- A number of changes to existing speed limits, all of which will include physical measures such as signing, lining and gateways in order to make them self-enforcing. Road humps are not proposed.
- 40mph buffer zones with speed reducing features for Exelby Road, the A684 approach to Aiskew, and the Masham Road approach into Bedale. Possible additional speed reducing features within the 30mph speed limits on these approach roads.
- A 40mph buffer zone with speed reducing features for Firby Road, complemented by a School Safety Zone including a 20mph limit in the vicinity of the schools to improve road safety. These must be implemented as a single scheme so that the 20mph zone is not entered from a national speed limit.
- Extension of the existing 30mph limit at North End along Leyburn Road with features to increase driver awareness of the speed limit.
• Junction Improvements
  • Improved signing and lining to increase driver awareness of the Sandhill Lane/A684 mini-roundabout in Aiskew.
  • Reduction in the width of the Emgate/A684 junction to reduce pedestrian crossing distance and improve visibility.
  • Construction of a mini-roundabout at the Burrill Road/Masham Road junction to improve vehicle turning movements and reduce vehicle speeds on the approach to Firby Road/Sussex Street junction.
  • Modifying the Firby Road/Sussex Street junction to signal control in order to assist pedestrian crossing movements on this key pedestrian route to education, health and leisure facilities.

• Sussex Street/A684 Market Place/A684 Bridge Street/South End junction (White Bear Corner)
  • Option A (Drawing 740979/004A) – Retains the existing vehicle priority when exiting the A684 Bridge Street and Sussex Street whilst the carriageway realignment would assist large vehicles turning the corner from Market Place to Bridge Street.
  • Option B (Drawing 740979/005A) – Alters vehicle priority on the A684 and South End. This option reverts vehicle priority to the A684, reducing vehicle queuing on Bridge Street whilst assisting the turning movements of large vehicles and improving visibility. Vehicle movement between Bridge Street and Sussex Street would be assisted by the provision of a box junction across the Sussex Street entrance.
  • Option C (Drawing 740979/006A) – Vehicle movement on all approaches to this junction would be traffic light controlled, improving safety for all road users including pedestrians who would have their own ‘Green Man’ Stage. Two-way access would be retained on Sussex Street.

5.4 Public Consultation
The measures and options described above were presented on a leaflet distributed to 79 stakeholders and Statutory Consultees and over 4,300 households and businesses within the Bedale area at the end of May 2005. This leaflet was accompanied by a questionnaire, and both are included in this report as Appendix 7.

An exhibition was held between Thursday 2nd June and Saturday 4th of June, in Bedale Hall. Staff from both Mouchel Parkman and NYCC manned this exhibition.

In addition, the consultation materials were posted on the internet at a site set up for the consultation exercise [http://www.nycc-consultation.info].

1,316 responses were received within the response period, representing a response rate of 30%. A total of 26 questionnaires were completed via the internet site.
5.5 Summary of Consultation Responses

The questionnaire listed a total of 8 questions which comprised proposed elements of the Traffic Management Strategy, the response to each of these questions are detailed as follows:

- 92% of respondents supported the proposed pedestrian improvements, 6% did not support the improvements, and 2% did not register an opinion.
- 80% of respondents supported the proposed ‘Cycle Plan’ including the network of cycle routes and cycle parking, 15% did not support the ‘Cycle Plan’, and 5% did not register an opinion.
- 86% of respondents supported the proposed safety related changes to speed limits and complementary speed reducing measures, 11% did not support these proposals, and 3% did not register an opinion.
- 94% of respondents supported the introduction of a School Safety Zone on Firby Road, 3% did not support the zone, and 3% did not register an opinion.
- 87% of respondents supported the introduction of additional parking restrictions, 9% did not support additional parking restrictions, and 4% did not register an opinion.
- 96% of respondents supported the proposal to adjust the alignment of the A684/B6285 junction, 3% did not support this proposal, and 1% did not register an opinion. Of those supporting the proposal,
  - 9% stated a preference for Option A,
  - 19% stated a preference for Option B,
  - 70% stated a preference for Option C,
  - 2% did not specify their preference
- 81% of respondents supported this proposal to introduce traffic signals at the Firby Road/Sussex Street junction, 15% did not support the introduction of signals at this location, and 4% did not register an opinion.
- 78% of respondents supported the proposal to improve the coach parking and drop-off facility in the vicinity of St Gregory’s Church, 15% did not support this proposal, and 7% did not register an opinion.

Additional Detailed Comments

A number of additional detailed comments were received. These are summarised in Appendix 2 of the North Yorkshire County Council, County Committee for Hambleton report, included within this report as Appendix 8.
6 The Bedale Traffic Management Strategy

6.1 Hambleton Area Committee Recommendations

The consultation results were reported to the North Yorkshire County Council Hambleton Area Committee on 26th September 2005. The report asked members of the committee to support the following proposals:

- Introduction of dropped kerbs and tactile paving.
- 40mph “buffer zone” and speed reducing features on Exelby Road, Firby Road, Masham Road and the A684 eastern approach to Aiskew.
- Speed reducing features on the A684 Leyburn Road.
- Additional secure cycle parking.
- Signed and advisory cycle routes.
- Traffic and pedestrian sign rationalisation and improvements.
- Other Pedestrian Action Plan improvements including footway and route improvements and controlled crossings.
- An integrated network of cycle routes.
- School Safety Zone in the vicinity of Bedale Primary School and Bedale High School on Firby Road.
- Parking restrictions on Sussex Street between the Masham Road/Burrill Road and Firby Road junction, and in the vicinity of the South End/Market Place junction.
- Adjusting the alignment of the existing carriageway at the Sussex Street/A684 Market Place/A684 Bridge Street/South End junction based on Option C (traffic signals).
- The introduction of signal control at the Firby Road/Sussex Street/Wycar junction.
- Improvement of the existing coach parking and drop-off facility in the vicinity of St. Gregory’s Church including one-way traffic flow and parking restrictions.
- Widening and upgrading the footway between Bedale and Crakehall to provide a shared use cycle route for which external funding support would be required.
- Options for an off-carriageway cycle route to Bedale School via South End if there is sufficient space available on the verges and for which external funding would be required.
• Consideration of the provision of an uncontrolled crossing point across the A684 near to Bedale Station and improvement of the ginnels which link Bridge Street car park to the Market Place.

• Further consideration of providing a funding contribution up to £50k towards the footbridge over Bedale Beck.

The members resolved to support the proposals. The main text of the committee report and minutes of the meeting are included as Appendix 8.

The North Yorkshire County Council Director of Environmental Services, Mike Moore, made an executive decision on 14th November 2005 as follows:

To approve the Traffic Management Strategy for Bedale following consultation with the Hambleton Area Committee on the 26 September 2005. The agreed recommendations were as follows:

1. That the proposal for the detailed design and implementation of a number of the short term measures referred to in paragraph 3.2 of the report to the Hambleton Area Committee in the 2005/06 financial year be applied and where appropriate these measures be subject to consultation with stakeholders, statutory consultees and frontagers.

2. The Corporate Director, Environmental Services be informed that it is the Committee’s view that a Traffic Management Strategy for Bedale which includes proposals in paragraphs 3.2 and 3.3 of the report be approved.

3. That the strategy should include the widening and upgrading the footway between Bedale and Crakehall to provide a shared use cycle route.

4. That the strategy should include options for an off-carriageway route cycle route to Bedale School via South End if there is space available on the verges.

5. That the strategy should include consideration of the provision of an uncontrolled crossing point on the A684 near to Bedale Station, and improvement of the alleys which link the Bridge Street car park with the Market Place.

6. That proposals for alterations to the Market Place/Sussex Street/South End/Bridge Street junction based on Option C (traffic signals) should be included in the strategy.

7. That further consideration be given to the provision for a funding contribution of up to £50k towards the footbridge over Bedale Beck during the development of the Integrated Transport Capital Programme for 2006/07.
6.2 Implementation of the Strategy
Implementation of the Bedale Traffic Management Strategy will take place over a number of years. An initial phasing programme has been devised to provide an indication of the cost and likely construction date of each element of the strategy (Table 8). North Yorkshire County Council’s Hambleton Area Committee has agreed the programme and an officer group has been established to oversee implementation.

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Cost (£)</th>
<th>Implementation</th>
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<tr>
<td>Dropped kerbs and tactile paving</td>
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<td>Pedestrian improvements at A684 Bridge Street / Emgate junction</td>
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<td>Footway surfacing and lighting improvements - Market Place to Bedale Bridge</td>
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<td>Footway surfacing and lighting improvements - Sussex Close to Firby Road</td>
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<tr>
<td>Construction of new footway - Firby Road</td>
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<td>Other pedestrian route improvements</td>
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<td>Puffin crossing A684 at Aiskew</td>
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<td>Signed cycle routes</td>
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<tr>
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<td>40mph buffer zone and speed reducing features on Exelby Road</td>
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<tr>
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<tr>
<td>Contribution to Hambleton District Council footbridge across Bedale Beck</td>
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*Table 8: Bedale Traffic Management Strategy Implementation Programme*
Appendix 1 - Consultants Brief
TRAFFIC MANAGEMENT STRATEGIES FOR MARKET TOWNS
CONSULTANTS BRIEF

Introduction
North Yorkshire County Council (The Client) has made provision in the current financial year for a study of traffic management in market towns within the county.

The study will:
• critically examine the existing traffic management arrangements, and any relevant existing study reports agreed with the Client;
• review with the Client existing survey data and prepare a programme for additional surveys;
• establish at an early stage whether traffic modelling is required;
• identify traffic related problems;
• develop a number of solutions;
  • with an emphasis on the introduction of higher levels of sustainable transportation;
  • designed to bring the conditions in the town centre area up to a level which is, as far as practicable, in line with the best of current practice;
  • which should remain suitable for a period of 10 years;
• expose the solutions, packaged as options, to public consultation;
• analyse and assess the results of the consultation, and formulate strategy recommendations for consideration by the Council's Area Committees;
• produce a final strategy report and costed implementation programme.

The study process will include reporting to the Clients fixed cycle of committees and for this reason a closely defined timetable will be produced and monitored on a regular basis.

Overview and Monitoring
The study will be funded on a reimbursable cost basis. The consultant is required agree a target cost with client, in order to facilitate monitoring of expenditure. The consultant is further required to develop a cost plan divided into the eight main stages of the study. These are set out in the table below with an indication of the percentage of the total fee that the Client feels appropriate for each stage. Although it is not possible to define an exact timetable for each study because of differing area committee dates, indicative times from the 'Start Point' are also shown.

The Consultant will be required to provide the following information, not later than the second Wednesday of each month, for monitoring purposes:
• An appraisal of the progress of the work measured against the plan together with a statement of how the agreed timetable will be recovered if slippage is reported.
• A statement of expenditure to date (the date at which the measurement took place) and a statement as to the expected out turn expenditure at the completion of the task.
• Any predicted over expenditure will be treated as a claim for extra payment for work that could not reasonably have been foreseen at the time of tender. The reasons for this extra must accompany the progress report.
<table>
<thead>
<tr>
<th>Stage</th>
<th>Description</th>
<th>Percentage of fee</th>
<th>Indicative time for each stage</th>
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<td>'Start Point' - Appoint Consultant</td>
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<td>2</td>
<td>Timetable and Reporting (meetings 1 &amp; 2)</td>
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<td>3</td>
<td>The Existing Situation</td>
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<tr>
<td>4</td>
<td>Overall Objectives, Guidelines and Constraints</td>
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<td>5</td>
<td>A Critical Appraisal (workshop 1 and sample survey)</td>
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<td>6</td>
<td>Specific Aims and Objectives</td>
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<td>7</td>
<td>Identification of Measures and Strategy Options (workshop 2)</td>
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<td>8</td>
<td>Public Consultation, analysis and assessment, reporting to Area Committee</td>
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<td>8</td>
<td>Scheme cost estimates, implementation programme, final report.</td>
<td>18</td>
<td>8 weeks</td>
</tr>
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</table>
The Brief in Detail

Preamble
The following Stages 1 to 8 are to be read in conjunction with ‘Traffic Management Strategies for Town Centres: Key Events and Reporting’, provided at Appendix A.

- The Client will nominate a representative called The Lead Officer who will be responsible for the development of the Traffic Management Strategy for each town.
- The Consultant will nominate a Partner or Associate and a Project Manager. The former having overall responsibility, the latter dealing with the day to day management of the project.

Stage 1: Timetable and reporting
The Client will arrange two meetings.

The first meeting will include the Chairman of the Clients Area Committee, appropriate local councillors and an officer sub-group. The purpose of the meeting will be as follows:

- Define the boundary of the study area;
- Identify key partners and consultees who will be involved in a variety of capacities during the study;
- Explain the reporting system, which will be influenced by the dates of the Council’s area committee meetings;
- Outline the key activities and events including the fixed committee reporting dates, which are to form the framework for the study timetable together with an indication of the level detail required;
- Explain the assistance and services, which are to be provided by the Client together with those aspects of the study, which the Client will fund directly;
- Provide an opportunity for the Consultant to identify any methods of working or work content not included in the brief and which are likely to lead to increased efficiency;
- An initial identification of problems and issues and discussion of the current status of any outstanding matters being dealt with through the Clients ‘Traffic Management Priority System’ and any schemes currently on the Clients ‘Reserve List’.

The second meeting will include the Client’s Officers, Officers of the District Council, North Yorkshire Police, and where directed by the Client the Clerk of the Town Council and Highways Agency representatives. The purpose of the meeting will be to:

- Discuss methods of consultation and communication;
- Consider local planning matters and car parking.

Stage 2: The Existing Situation
Ordnance Survey base mapping and associated datasets will be provided by the Client for use within each specific study. The Consultant will be expected to produce any additional layers for use within the subsequent process of consultation and design. Additional layers will highlight: main transport generators; pedestrian facilities; bus stops and/or rail stations; off-street car parks; on-street parking; major junctions and other similar features. It will also be necessary for the Consultant to identify any significant constraints including but not limited to: traffic orders; physical restraints and significant land use developments likely to materialise within the period of 10 years.

The Client will provide all available data relating to vehicular counts, pedestrian counts and speed surveys undertaken within the previous five-year period, and accident records for a three-year period. This will be supplemented by local knowledge from both the Client and Consultant. The Consultant will appraise this information, and any other information provided by the Client, and inform the Client of any additional data requirements that may be needed to test the feasibility of measures or support strategy options developed within the study. The client will consider if it is necessary to obtain this additional data and either make arrangements for its collection or award an extra payment within the contract.
The existing situation will be detailed within ‘The Report’ under headings such as:
- Main vehicular flows;
- Main pedestrian flows;
- Occupancy and turnover of short stay and long stay car parks;
- Excessive traffic speed;
- Abnormal incidence of personal injury accidents.

Stage 3: Overall Objectives, Guidelines and Constraints
The Consultant will be required to identify and summarise the main policies, guidelines and constraints that will influence the development of the alternative strategies for future transportation arrangements. In addition to including town centre developments which are funded from external sources, the client and consultant will work in partnership to identify opportunities to attract other forms of inward investment into the Town. Particular reference is made to the following:

- North Yorkshire County Council Local Transport Plan 2001/2006, and Annual Progress Reports;
- The relevant Local Plans / Local Development Frameworks of:
  a) The District Council;
  b) The National Park where appropriate;
- Regional Planning Guidance;
- Government Planning Policy Guidance, in particular PPG 13 Transport;
- The likely budgets available for capital and revenue expenditure in the short term and for the subsequent five years.

The Consultant will be guided by the Clients implicit objectives which, in priority order seek to improve conditions for pedestrians, cyclists, public transport users and vehicle drivers, all with particular regard to meeting the Clients road safety objectives and targets.

Stage 4: A Critical Appraisal
This will be undertaken through a two-stage process.
- Firstly, a workshop involving the key partners (as identified in Stage 1). The outcome of the workshop will be released in a press release agreed by the Client and Consultant, and a summary of the workshop proceedings will be sent to stakeholders.
- Secondly, a survey involving the local community, the format of which will be agreed with the client (unless a similar exercise has already been undertaken).

The main aim of the appraisal will be to identify the current problems and issues within the study area (defined in Stage 1), augmented by the technical appraisal and analysis (carried out in Stage 2).

The appraisal will be detailed within ‘The Report’ under headings such as:
- Pedestrian problems and needs.
- Cycling and cycle facilities.
- Public transport including rail (if appropriate), buses and taxis.
- Servicing
- Vehicular traffic - congestion/parking/demand management.
- The current management arrangements for car parking. (Including the balance between long stay and short stay parking provision, turnover of spaces and charging policy)
- Residents parking
- Mobility/Disabled access considerations.
- Safety problems and vehicle speed issues.
- Environmental concerns including identification of locations/sites likely to benefit from either school or Green Travel Plans.
- Land use allocations in District Local Plan so as to identify any future major traffic generators.
Stage 8: Specific Aims and Objectives
The Consultant will produce a statement specific to each study focused on what is achievable within the scope of the resources available to best meet the needs of the local community. Reference will be made to proposals which have been identified at Stage 4 but which would be impracticable owing to budget limitations.

This statement will consist of:
- The aims and policy goals of the future traffic management strategy
- Outline objectives specific to meeting the ongoing needs of the town
- The process required to identify transportation measures and options for the town

Stage 8: Identification of Measures and Strategy Options
The Consultant will be required to produce a number of traffic management options together with outline costs, which meet as closely as possible the aims and objectives identified (stated in Stage 5). It is expected that these will span the range between a minimum of change to the existing situation through to the maximum practicable within the expected lifespan of the project and with the resources available. A normal range would be three options, although, more or less, may be acceptable. The exact range will be agreed between the Client and Consultant for each individual study.

- The strategy options are to be produced as sketch drawings at an appropriate scale. Additional detailed representation may be required for specific measures if this is necessary to either 'prove the concept' or allow the Client or local community to make a decision regarding the measure.
- Improvements which are common to all strategy options and which do not require a long lead-time must be identified on a separate plan. This will enable the Client to make an early start on the implementation of the work.

The Consultant will make arrangements for the aims and objectives, and strategy options to be considered by members prior to a second workshop involving the key partners (identified in Stage 1, with additions as necessary).
- The Council's officers will introduce and chair the workshop and will interpret the result of the meeting to the extent that the options for public consultation will be identified.
- The Consultant will provide a presentation of the strategy options.
In addition, the Consultant will provide stand-alone Pedestrian Action and Local Cycling Plans in accordance with the Clients guidelines.

The Consultant shall also identify potential sources of third party funding.

Stage 7: Public Consultation
The views of the public will be obtained by means of an exhibition, a colour leaflet and a pre-paid postal questionnaire. A press release will introduce a period of public consultation appropriate to the study but not exceeding four weeks.

The Client will approve a timetable of dates for the development of the public consultation process, which should be submitted by the Consultant at the earliest practicable date. The Consultant will also design the leaflet and questionnaire, arrange their distribution, and arrange for the holding of the exhibition. The Consultant is required to seek Client approval of the leaflet, questionnaire, distribution, and exhibition arrangements. The Client requires an opportunity to review the printer's proofs prior to commencement of the print run.

The leaflet and questionnaire will be distributed to a large proportion of the population within the study area and in some cases it may be delivered to all postal addresses. The public exhibition will also represent an important outlet for leaflet distribution and further copies will be placed in prominent locations, for example public buildings and main service facilities.

The Consultant will code the responses electronically, and provide appropriate statistical and spatial analysis as determined by the levels of support indicated within the responses. The analysis will be reported to the Client, and should be provided in a format suitable for inclusion as an appendix to the Area Committee Report. The Consultant will be required to assist the Client to prepare the Area Committee Report, summarising the outcomes of the Public Consultation and drafting
recommendations on the strategy to be adopted. The Consultant will, if required, attend the Council's Area Committee.

Stage 8: The Final Report
Following a decision by the Area Committee, the Consultant will produce a Draft Final Report taking into account changes to the strategy requested by the Committee. The Report shall be consistent with the framework attached as Appendix C. This report is to be provided in both electronic format and as hard copy (6 no. required) for internal use.

The Consultant will prepare an outline programme for implementation, including cost estimates for each of the strategy elements. This will be reported to a subsequent meeting of the Council's Area Committee.

The Consultant will prepare a Final Traffic Management Strategy Report incorporating the costed implementation programme, taking into account changes to the programme requested by the Committee. The Final Report is to be provided in both electronic format and as hard copy (6 no. required) for internal use.

The Consultant will also prepare a Pedestrian Action Plan and Cycling Strategy for each town, in accordance with the NYCC guidelines for preparation of these documents. These stand alone documents are also to be included in the Appendixes to the Traffic Management Strategy final report.
**TRAFFIC MANAGEMENT STRATEGIES FOR MEDIUM SIZED TOWNS**

**Key Events and Reporting**

Note on reporting:
- Informal means oral approval by the appropriate clients representative as nominated by lead officer
- Formal means written approval in the form of minutes of a meeting or by letter.

(In the case of the final report identified in Stage 8, only written approval by the lead officer will suffice)

<table>
<thead>
<tr>
<th>Stage</th>
<th>Key Event</th>
<th>Actors by Consultant</th>
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<tr>
<td>1 (Timetable)</td>
<td>Initial meeting to identify key partners</td>
<td>Preparers list of partners/key stakeholders for future consultation</td>
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<td></td>
<td>Complete action plan</td>
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<tr>
<td></td>
<td>Public consultation format and timetable</td>
<td>Report to determine scope content and cost of consultation</td>
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<td></td>
<td>Commence survey</td>
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<td>Informal</td>
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<tr>
<td>2 (Existing Situation)</td>
<td>Progress meeting 1</td>
<td>Meetings programmed to facilitate a review of content and progress</td>
<td>Informal</td>
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<tr>
<td></td>
<td>Progress meeting 2</td>
<td></td>
<td>Informal</td>
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<tr>
<td></td>
<td>Complete report</td>
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<td>Informal</td>
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</table>
| 3 (Objectives, Guidelines, Constraints) | Completion | Informal discussion regarding the scope and content of report | Formal | Provide copies of:
- a) LPFAAPR
- b) Programme of expenditure
- c) Access to departmental library |
<p>|       | Survey involving the community | Consultant to undertake survey of local community in order to identify local problems and issues | Informal | Client observes progress and provides guidance if required |
|       | Presentation for Workshop 1 | Presentation to Client representative of visual display material and agenda for Workshop 1 | Informal | |
|       | Workshop 1 | Arrange, attend and present report | Informal | Lead Officer approves |
|       | Report on the findings of Workshop 1 | Copy to nominated officers | Formal | Introduce and interpret the result of Workshop 1 |
| 4 (Critical Appraisal) | Complete Report | Produce clear aims and objectives for the Study/Town | Formal | Give guidance in the development of the report |
|       | Develop practical outcomes | Arrange meeting with nominated officers | Formal | Guidance in refinement of options |
|       | Reality report for Workshop 2 | Arrange meeting with nominated officers and local members | Formal | Lead officer approves report to workshop 2 |
|       | Workshop 2 | Arrange and present report | Formal | Introduce and interpret the meeting and identify options for public consultation |
|       | Rationalisation of outcomes | Arrive at financial cost, feasibility, media publicity, leaflet, questionnaire, exhibition and analysis previously approved | Formal | Provide statement of NYCC responsibilities and costs which it will bear for the exercise |
| 6 (Identity Options) | Complete report for public consultation | Produce and deliver to clients office an appropriate number of reports to a specified format on a specific date | Formal | Distribute report to officers, local members and area chair |
|       | Public Consultation preparation | Prepare draft leaflet and questionnaire | Formal | |
|       | Meet with Client Officers | | Formal | Provide guidance on content and layout |
|       | Meet with Local Members and Area Chair | | Formal | Obtain approval to proposals for public consultation |
|       | Printing of leaflet and questionnaire | | | Review printer's proof |
|       | Public consultation commence | Distribution of leaflet and questionnaire | Formal | Client observes progress and provides guidance if required |
|       | Public exhibition | Carry out consultation process to agreed format | Formal | |
|       | Public consultation ends | | Formal | |
| 7 (Public Consultation) | Return analysed | Analyse responses and prepare summary for reporting to area committees | Formally | Client prepares report to Area Committee |
|       | Report to Area Committees | | Formally | Director signs decision record |
| 8 (The Final Report) | Director’s Decision | Provide information from responses and analysis | Formally | |</p>
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<td>Client provides feedback from Area Committee</td>
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<tr>
<td>Implementation programme with cost estimates</td>
<td>Prepare costed implementation programme</td>
<td>Formal</td>
<td>Lead officer provides comments</td>
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<tr>
<td>Report to Area Committee</td>
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<tr>
<td>Final report preparation</td>
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<td>Formal</td>
<td>Client prepares committee report</td>
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<td>Final report distribution</td>
<td></td>
<td>Formal</td>
<td>Lead officer gives written approval to final report prior to distribution</td>
</tr>
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<td></td>
<td></td>
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<td>Distribution to Officers and appropriate Libraries</td>
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Introduction

North Yorkshire County Council (NYCC) wishes to afford transport and access to residents within the Tadcaster area. Recent efforts have focused on the development of a Traffic Management Strategy for Tadcaster. The aim is to encourage long-haul transport improvements, especially for vulnerable road users, whilst maintaining economic and environmental well-being and minimising existing or potential sources of detrimental impact.

Many local organisations and individuals have participated in the development of the strategy options and measures contained within this document. The Council would like you to share your views in order to help finalise a strategy. Implementation of the strategy is likely to take at least two years from the end of this year.

What are the problems?

The problems and issues summarised in the list below were identified by stakeholders at a workshop in Tadcaster during 2001. They represent the first input to the Traffic Management Strategy:

- Pedestrian Issues - Pedestrian/Vehicle conflict, particularly on market days. A 20 mph zone has been suggested.
- Cycling - The lack of cycle facilities especially in relation to schools and a shortage of secure cycle parking facilities.
- Accessibility for the Mobility Impaired and Wheelchair Users - Many barriers to access, including low pathways and no facilities for those using walking frames.
- Public Transport - The bus station redevelopment is urgently needed. Entry and exit from the station is difficult. Bus stops generally need upgrading with provision of shelters and information.
- Motorised cross-town journeys - Proposals are perceived with considerable concern by residents and businesses. Proximity to other businesses and residents is exacerbated by the lack of directional access and crossings at the junctions.
- Retail Serving - The essential serving requirements of businesses and public facilities need to be addressed.

What are we trying to achieve?

The following objectives were used to develop the Transport Management Strategy options and complementary measures. They are not listed in a priority order.

- Identify and make necessary improvements to establish a network of signed routes for pedestrian, cyclists, and use of existing routes for school, the mobility and sensory impaired, key in the historic core and commercial area, schools, bus stops, and supermarket; residential areas; and key employment locations.
- Develop a network of cycle routes and facilities to make using a cycle a safe, comfortable, and realistic alternative to using a car.
- Limit the speed of traffic in the historic core and adjacent commercial area, to reduce the severity of collisions between motor vehicles, pedestrians, and cyclists.
- Facilitate the improvement of public transport services to those coming into and out of Tadcaster through both the upgrading of infrastructure and by working in partnership with national and local authorities and key employers.
- Improve and agree from the Tadcaster Bus Station site on the development of the proposal.
- Implement remedial measures at risk to pedestrian accidents. Rationalise on-street parking in the commercial area.
- Eliminate as far as practicable, through traffic within residential areas.
- Improve and consolidate signing within the town, especially in respect of changes resulting from measures developed as part of this strategy.

How can we achieve it?

NYCC has worked closely with its partner consultant Mouchel North Yorkshire to develop schemes that can deliver on the objectives and provide long-term benefits for all Tadcaster residents. The number of complementary measures and the outline of a long-term parking strategy have been developed for the town. NYCC has allocated funds in its capital budgets to allow schemes up to the value of £150,000 to commence this financial year (2002/03). In addition, a sum of £200,000 has been earmarked for the redevelopment of the bus station. The project team has now commenced the consultation and work is programmed to commence this autumn.

For one or more of the options to be developed, the necessary level of support will be required from the local community through the consultation process. Progression on the complementary measures is not dependent on the completion of the other options, so a number of improvements can proceed even if none of the options selected are developed by the community.

Option A

- Options A is a joint project of improving road safety and encouraging cycling and walking for those travelling around Tadcaster.
- At the core of this strategy option an extended 20 mph zone would be created from the existing zone on Wetherby Road. A new section of Station Road, Westgate, Tadcaster, Chapel Street, Kingate, High Street, Bridge Street, Mill Lane and the western end of Commercial Street.
- On Road and Wight Lane 40 mph buffer zones would be created between the existing zone on Wetherby Road. A new section of Station Road, Westgate, Tadcaster, Chapel Street, Kingate, High Street, Bridge Street, Mill Lane and the western end of Commercial Street.
- The road on Leeds Road would be improved to facilitate pedestrian and bicycle use and lighting the path would be considered. Additional footway improvements would be made on Leeds Road, Station Road, Wetherby Road, and to the Viaduct Walk, the latter being upgraded for the pedestrian/cycle use. An additional route would be provided through the residential area to the north of the Park Road linking to the Viaduct Path. The junction of Station Road and Leeds Road would be modified and cycle parking would be provided at a number of locations throughout the town.
- A box junction would be provided to assist egress from the bus station.

Option B

- Option B would create a modified one-way system with traffic travelling northbound on St. Joseph's Street and southbound on Chapel Street. The system would be designed to operate within a 20 mph zone and complementary traffic calming measures would be introduced to keep traffic speeds low.
- Part of Kingate would be pedestrianised and the system would be designed to accommodate these movements by essential Heavy Commercial Vehicles.
- A parking bay for at least 14 vehicles would be created on the south side of Westgate in the vicinity of the Post Office, with a similar space on St. Joseph's Street near residential properties.

Option C

- Option C removes the existing one-way system with two-way traffic being retained on St. Joseph's Street. As with Option B, Kingate would be pedestrianised.
- Chapel Street would have a one-way system as part of the development.
- The option would also operate within a 20 mph zone: complementary traffic calming measures would be introduced, and the junctions of St. Joseph's Street and Chapel Street with High Street would be re-designed.

Complementary Measures

The complementary measures include the introduction of dropped kerbs and tactile paving on key pedestrian routes and the improvement of existing informal pedestrian crossing points and the upgrading of bus stops to a minimum standard. The new pedestrian crossing points are to be located at existing and new stations as well as additional spaces created in the central area. The number of short-stay spaces would be created within the central area and the number of stop spaces on High Street and Bridge Street could be reduced, providing space for pedestrians and environmental improvements.

Pavement Strategy

Selby District Council has funds available for the improvement of both the Britannia and Central Car Parks. Proposals forwarded by Samuel Smith Brewery include the creation of additional spaces on Robin Hood's Way. As additional spaces are created, a number of short-stay spaces would be created within the central area and the number of stop spaces on High Street and Bridge Street could be reduced, providing space for pedestrians and environmental improvements.
Tadcaster Traffic Management Strategy
Consultation Questionnaire

1. Do you support Option A - 'Safety Improvements'?  Yes ☐ No ☐

2. Do you support Option B - 'Pedestrianisation of Kirkgate and a modified One-Way System on Chapel Street and St. Joseph's Street', in tandem with the proposals contained in Option A?  Yes ☐ No ☐

3. Do you support Option C - 'Pedestrianisation of Kirkgate and Two-Way traffic on St. Joseph's Street', in tandem with the proposals contained in Option A?  Yes ☐ No ☐

4. Do you support the Parking Strategy?  Yes ☐ No ☐

Complementary Measures

5. Do you support the introduction of dropped kerbs and tactile paving?  Yes ☐ No ☐

6. Do you support the improvement of existing informal pedestrian crossing points?  Yes ☐ No ☐

7. Do you support the upgrading of bus stops and associated information?  Yes ☐ No ☐

So that we can analyse the information that you have provided in the most effective way. We would appreciate if you could enter the name and/or number of your building and your full postcode in the boxes provided.

What is the name and/or number of your building

What is your full postcode (for example LS24 3XX)

Other Comments

Thank you for your time and assistance.
This questionnaire is also available for completion on-line at http://www.nycs-consultation.info
TRAFFIC MANAGEMENT STRATEGIES
STANDARD REPORT FRAMEWORK

Introduction
- State what is expected to be achieved.
- Refer to overall policies and the influence of PPG 13.
- Explain the concept that the main themes will be to create a better environment and to increase prosperity.
- Describe the public participation process in some detail including how the final scheme will be strongly influenced by the people of the town.

- The Study Area
- Location
  - Describe the geographic location. The character of the town and what major facilities it provides for the people of the area.
- Access
  - The access by road, rail and public transport and the provision of car parking. A general description.
- Historical development
  - A brief explanation indicating an appreciation of the area's historical heritage.

Transport in 'The Study Town'
- Field Survey
  - The results of the survey in brief.
- The Views of the Public
  - Include the findings from Workshop 1. Explain in some detail how the process was structured and the attendance level, including the range of attendees and how many people attended. A full list of attendees should be included in an appendix.
  - Identify issues raised at the meeting which are outside the scope of this study explain how these have been dealt with.

Policies and Transport Objectives
- The Objectives
  - The main objectives contained within the Local Transport Plan.
  - Any relevant local objectives stated in the Local Transport Plan.
  - Relevant District Council and National park (where appropriate) Local Plan developments and constraints.
  - The transportation aims of the study and the influence of PPG 13.
- Traffic Management Strategy Aims and Objectives for 'the particular town'
  - This section should be the one that local people should find the most interesting, it will consist of aims, some of which may almost be seen as projects. This sets the scene for the development of the options.
- Finance and Implementation
  - The budget provision from all relevant sources and the period over which the works will be implemented.

Developing the Traffic Management Strategy
- Identification of Options
  - An explanation of the format and attendance of workshop 2 as described above. Reference will be made to those options identified but excluded and the reasons for rejection will be stated.
  - The practicable options chosen for public consultation together with an indication of those aspects which are common to all options. The latter being those traffic management measures, which do not require any lead time for implementation.
- The Options in Detail
  - The practicable options will be covered by a brief but concise description. A detailed drawing of each at size A4 will be contained in an Appendix.

The Identification of a Recommended Strategy
- An explanation of how the different options and sub-options were put to public consultation, attendance and results:
- A description of the recommended strategy together with detailed drawings at A4 scale as an appendix.
- Drawings of the strategy at A1 scale as an appendix.

Programme of Implementation with costings
Appendix 2 - Workshop Attendees
# Bedale Workshop 1 – 13th September 2004 - Attendees

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<td>North Yorkshire County Council</td>
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<td>Cllr C Weighell</td>
<td>North Yorkshire County Council</td>
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<td>Mr B Mason</td>
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<tr>
<td>Mr C Brown</td>
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<tr>
<td>Mr S Barton</td>
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<tr>
<td>Ms J Charlton</td>
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<td>Ms A Smith</td>
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<tr>
<td>Mr N Linfoot</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Ms C Foster</td>
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<tr>
<td>Ms F Cashmore</td>
<td>North Yorkshire County Council</td>
</tr>
<tr>
<td>Mr C Boasman</td>
<td>North Yorkshire Fire and Rescue</td>
</tr>
<tr>
<td>Mr D Elders</td>
<td>North Yorkshire Police Authority</td>
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<tr>
<td>Ms T Adams</td>
<td>Hambleton District Council</td>
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<td>Mr M Young</td>
<td>Bedale Town Council</td>
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<tr>
<td>Mr R Calvert</td>
<td>Bedale Town Council</td>
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<tr>
<td>Ms A Le Druillene</td>
<td>Bedale Town Council</td>
</tr>
<tr>
<td>Mrs Reynolds</td>
<td>Bedale Town Council</td>
</tr>
<tr>
<td>Mr Lality</td>
<td>Bedale Chamber of Trade and Commerce</td>
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<td>Ms C Richardson</td>
<td>Bedale Riders</td>
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<td>Arriva North East</td>
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<td>Mr G Peach</td>
<td>Confederation for Passenger Transport UK</td>
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<td>Highways Agency</td>
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<tr>
<td>Ms L Curran</td>
<td>Disability Action in Richmond</td>
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<td>Ms C Megson</td>
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<td>Mr D Hewison</td>
<td>Bedale High School</td>
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<tr>
<td>Ms C Burne</td>
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<td>Mr R Healey</td>
<td>Cyclist Touring Club</td>
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<tr>
<td>Reverend P Wright</td>
<td>Bedale Methodist Church</td>
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<tr>
<td>Mr R Turnbull</td>
<td>Mouchel Parkman</td>
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<tr>
<td>Mr M Steele</td>
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<tr>
<td>Mr Francis Norku</td>
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<tr>
<td>Mr S Vona</td>
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</tr>
<tr>
<td>Miss P Townley</td>
<td>Mouchel Parkman</td>
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Workshop 2 – 26th January 2005 - Attendees

Kevin Poskett – Arriva North East
Mike Barningham – Bedale and Villages Community Plan
Catherine Megson – Bedale C of E Primary School
Rev. Peter Wright – Bedale Methodist Church
Ann Le Druillene – Bedale Town Council
Malcolm Young – Bedale Town Council
Carol Clark – Big Sheep and Little Cow (Farm)
George Peach – Confederation of Passenger Transport
Ron Healey – Cyclist Touring Club
Steve Dyne – Dales and District Travel
Tammy Adams – Hambleton District Council
Andrew Timms - Motorcycle Action Group
County Councillor William Barton OBE – North Yorkshire County Council
County Councillor Carl Les – North Yorkshire County Council
Rev. David Paton-Williams – St Gregory’s Church
Mr S Gibson

Mr and Mrs Bloor – Residents
Mr J Bowes - Resident
John Carr – Resident
Norman Coates - Resident
Brian Hall – Resident
Mr Hutchinson - Resident
Alan Johnson – Resident
Mr and Mrs Rand - Residents
Mr and Mrs Wanda Reynolds – Resident
Mr B Taylor – Resident
Joan Teesdale - Resident

Colin Brown – North Yorkshire County Council – Traffic Management
Fiona Cashmore – North Yorkshire County Council – Passenger Transport
Jayne Charlton – North Yorkshire County Council – Area Office – Traffic
Neil Linfoot – North Yorkshire County Council – Forward Planning - Cycling
Barrie Mason – North Yorkshire County Council – Road Safety
Ann Smith – North Yorkshire County Council - Conservation

Lyndsey Samuels – Mouchel Parkman
Matthew Steele – Mouchel Parkman
Pamela Townley – Mouchel Parkman
Rob Turnbull – Mouchel Parkman
Appendix 3 - Bedale Pedestrian Plan
Bedale
Traffic Management Strategy

Pedestrian Action Plan
27 July 2006

Produced for
North Yorkshire County Council

Prepared by
Pamela Townley
Transport Planner

Marlborough House
Westminster Place
York Business Park
Nether Poppleton
YO26 6RW
UK

T 01904 796222
F 01904 799112
E Pamela.townley@mouchelparkman.com
Document Control Sheet

Project Title  Bedale Traffic Management Strategy

Report Title  Pedestrian Action Plan

Revision  1

Status  Final

Control Date  27/07/06

Record of Issue

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1 Introduction

This Pedestrian Action Plan has been produced by Mouchel Parkman on behalf of North Yorkshire County Council in parallel to the development of the Bedale Traffic Management Strategy. The Strategy and Pedestrian Plan were adopted by North Yorkshire County Council on 14 November 2005.

The Pedestrian Action Plan is entirely consistent with the aforementioned strategy, but can be read separately without referring to the strategy document.

This report sets out:

- The objectives of North Yorkshire County Council for Pedestrians and specific aims for this plan
- The principal features and pedestrian attractors within the study area
- Key pedestrian routes within and around the study area
- Proposals for improvement
- Consultation responses

The outcome of the Pedestrian Action Plan is summarised in Appendices A, B and C and on Drawing 740979/001a (PEDPLAN).
2 Objectives

2.1 Overall Objectives
North Yorkshire has adopted an over-arching Pedestrian Strategy, which commits it to produce a Pedestrian Action Plan for all services areas within the county. This contains a number of objectives:

- To maximise the role of walking, in order to reduce the use of and the reliance on the private car.
- To identify and improve, based on an assessment of demand and potential demand, high quality networks providing safe, convenient and attractive routes for pedestrians in urban areas.
- To ensure that in assessing transport and development proposals, the needs of pedestrians are the first priority.
- To maintain and improve the network of rural, urban and interurban pedestrian routes, hence achieving greater public satisfaction.
- To ensure that suitable facilities for the mobility impaired are provided, wherever possible, on the key pedestrian route network. To improve the facilities on all pedestrian routes and to ensure appropriate facilities are always provided when new and refurbished pedestrian crossings are installed.

The preparation and implementation of the Pedestrian Action Plan is intended to provide a means to assist in achieving these objectives within the study area.

2.2 Specific Objectives
The specific aims of the Pedestrian Action Plan are outlined below:

- To identify key pedestrian routes based on an assessment of demand and potential demand;
- To determine any shortfall in facilities along these key routes and any significant shortfalls on any other important pedestrian routes;
- Identify actions and/or facilities to address any shortfall; and
- Prioritise proposals for improvements required to these routes

The ultimate aim of the Pedestrian Action Plan is to ensure that the key pedestrian routes are coherent and of a consistent design standard thereby contributing to the provision of a high quality of pedestrian route network. The Plan should also identify all improvements necessary to comply with the requirements of the Disability Discrimination Act 1995 (DDA).
3 Principal Facilities

3.1 Town Centre
This area of Bedale contains the majority of the local facilities required by both the residents of Bedale and Aiskew and the surrounding rural community. Facilities available include: a wide range of retail outlets including a supermarket and medium convenience store, banks, a library, a post office, and a range of places of worship and community facilities. Most of these facilities are concentrated within the vicinity of the Market Place – the historic core of Bedale. A local market is held alongside the carriageway of the Market Place each Tuesday, a tradition dating back to 1251 when Bedale was granted a Market Charter by King Henry III.

Although the majority of pedestrian activity is concentrated within the Market Place and North End area of Bedale town centre, the sections of arterial routes which link the residential areas of Aiskew and Bedale to the town centre and key facilities, serve as key pedestrian route links, including Bridge Street, Emgate, and Sussex Street.

3.2 Tourist Attractions
Bedale is increasingly becoming recognised as a day-visitor destination. In addition to the Georgian character of the town and the numerous historic buildings, formal tourist attractions located within the vicinity of Bedale include:

- Bedale Museum - Located in a room in the Georgian wing of Bedale Hall. It holds a collection of local artefacts concerned with agriculture, bonnet making, shoemaking, butter and cheese production, carpentry and other trades;
- A heritage trail which was designed by the local Heritage Trust to guide visitors around on a route of points and places of interest and notable architecture including Bedale Hall, The Ice House, The Leech House, Bedale Harbour, Mowbray Grange, and Emgate;
- Big Sheep Little Cow Farm Visitor Centre - A hands-on farm attraction;
- Thorp Perrow Arboretum – an 85 acre arboretum containing the largest collection of trees in the North of England, and centre for birds of prey and small animals.
- Wensleydale Railway Line – provides services between Leeming Bar, Leyburn and Redmire, with a connecting bus service between Leeming Bar and Northallerton; and,
- Bedale Tourist Information Centre is located within Bedale Hall and is open during the peak tourist season between April and October, providing information about Bedale, Aiskew, and the Wensleydale area.
3.3 Residential Areas
The residential areas are predominately located to the south and north-east of Bedale town centre. Aiskew extends from the northern bank of Bedale Beck to the A684 /A1 junction, aligning the A684 primary route. The residential area located to the south of Bedale town centre extends across a large area, encompassing Exelby Road, Benkhill Drive, Firby Road, Masham Road and Burrill Road and comprises mainly of twentieth century detached and semi-detached housing. The residential area which aligns the north and south side of the Market Place mainly comprises of Georgian three-storey houses of which some retain their original Georgian architectural facades.

3.4 Leisure Facilities
There are three main leisure facilities located within the town: Bedale Leisure Centre which is located within the southern area of the town with swimming pools, fitness studio and sauna facilities; Bedale Athletic Sports Association, located on the A684 Leyburn Road at which activities include cricket, football and squash; and, Bedale Golf Club which is also located on the A684 Leyburn Road.

3.5 Education
- There are three schools and one college located in Bedale. These are:
  - Mowbray School, located on Masham Road;
  - Bedale Church of England Primary, located on Firby Road;
  - Bedale High School, located on Fitzalan Road; and,
  - Askham Bryan College Bedale, located on Benkhill Drive (which provides higher, further and community education)
As these education establishments are all located within the southern residential area of Bedale, school pedestrian and vehicular access is predominately concentrated along Firby Road, Fitzalan Road, Benkhill Drive, Sussex Close, Sussex Street and Bridge Street, and across both the Sussex Street /Market Place junction and Sussex Street/ Firby Road junction, all increasing the potential for vehicle-pedestrian conflict.

3.6 Employment Centre
The local economy of Bedale is largely dominated by agriculture and small service and retail businesses, which together with the growing tourism sector, provide employment for many of those living within the local area. Leeming Bar Industrial Estate which is located to the north-east of Aiskew is developing as a prime location for establishing manufacturing and service industry within the Bedale area, and although this industrial estate does not currently serve as a key employment sub-centre for Bedale or Aiskew, it is anticipated that it will become a larger employer within the future.
3.7 Pedestrian Accidents
Six accidents were recorded within the study area involving seven pedestrians between the period 1st January 2001 and 30th July 2004, of which one resulted in serious injury and six resulted in slight injuries. The accidents involving pedestrians occurred when:

- Two young pedestrians were hit by a car which failed to stop at the signal controlled pedestrian crossing in the Market Place, resulting in slight injury to both of the pedestrians.
- A pedestrian was struck by a car as they stepped onto the carriageway of Bridge Street unaware of the approaching car, resulting in serious injury to the pedestrian;
- A pedestrian stepped into a piece of wood protruding from the rear of car which was parked on the cobbled area of the Market Place. The pedestrian received slight facial injuries;
- A young pedestrian received slight injury when a pipe rolled off the load of a passing HCV in the vicinity of Aiskew Methodist Church;
- A young pedestrian received slight injuries after being struck by a motorcyclist whilst trying to cross the Market Place; and,
- A young pedestrian was hit by the supporting bar of a trailer whilst standing on the footway at the edge of the cobbled area of Market Place, near the junction of Bridge Street and Sussex Street. The pedestrian received slight injuries.

As four of these recorded accidents occurred whilst pedestrians were attempting to cross the Market Place carriageway, increasing driver awareness of pedestrians, improving pedestrian access and facilitating crossing movements, and minimising pedestrian-vehicle conflict within this central area all must be considered a priority.
4 Key Pedestrian Routes

Key pedestrian routes, not in priority order, have been identified as:

**Route A: A684 Aiskew Road (with spur from Newsteads), Bridge Street, and Emgate**

The A684 Aiskew Road forms the main vehicular route and pedestrian route between the residential area of Aiskew and the services provided in Bedale. Bedale Bridge forms the only crossing point of Bedale Beck and is therefore a foci for movement between the two towns. To the west of Bedale Bridge the route provides access to South End via Bridge Street and the middle of the Market Place via Emgate. Further penetration into the residential area to the North of the A684 in Aiskew is provided by the spur leading from Newsteads.

Continuous footways are present along both sides of the A684 Aiskew Road between the northern residential perimeter of Aiskew and the junction with Newsteads. The typical width of the footways along both sides of this section of route measure between 1.3m and 2.0m, although there are several locations where the footway width is substantially narrowed on the eastern side of the carriageway. These locations are: in the vicinity of the property of Warwick House where the footway width is reduced by the property boundary to between 0.3m and 0.9m, and in the vicinity of the property of Kendora where the footway width is reduced to 0.4m (Plate 1). The dropped kerb uncontrolled crossing located in the vicinity of Ridby Terrace and the pedestrian refuge located at the A684 Aiskew Road / Sandhill Lane mini-roundabout junction both facilitate access across the A684 carriageway including for access to bus stops and enable pedestrians to avoid the aforementioned footway pinch-points, and assist internal access within Aiskew with links onto the popular public rights of way routes extending along the eastern perimeter of Bedale via Blind Lane routes adjacent to the railway track. The spur route extending from the A684 /Newsteads junction penetrates the residential area of Holly Road and Sandhill Lane, links to the playground and the popular public right of way routes which extend along the western perimeter of Aiskew between Back Lane and the northern area of Sandhill Lane. Several ginnel routes also serve as important pedestrian routes for access between the main residential area and the A684 Aiskew Road route, namely the ginnels leading onto Spruce Gill Avenue and onto Bielby Close, respectively.
Between the junctions with Newsteads and Hedworth, continuous footways are present along both sides of the A684 Aiskew Road carriageway, with typical footway widths extending between 1.1m and 2.0m, with one notable pinch-point reducing the footway to 0.9m in the vicinity of Aiskew Methodist Church. There are currently no formal pedestrian crossing facilities across the A684 carriageway in this locality to assist with access to either Aiskew Methodist Church or St Mary’s and St Joseph’s Roman Catholic Church, and their associated community facilities. The provision of a crossing facility in this locality would therefore greatly assist pedestrian access not only to these facilities, but also to access the continuous footway along the north-western side of the carriageway.
Continuing southwards from the A684 junction with Hedworth, both footways follow a retaining wall which raises the footway level some 2.0m above the carriageway. Whilst the footway along the north-western side of the carriageway is gently sloped, the corresponding footway on the south-eastern side of the carriageway in the vicinity of the railway level crossing is however sharply stepped and is severed between the railway level crossing and the southern side of Bedale Bridge. The only footway across the railway level crossing is located on the north-western side of the carriageway and is accessed via a pair of Wicket Gates, which although relatively narrow in width, are accessible by wheelchair and motorised scooters. The surface condition of the footway between the Wicket Gates is however unsatisfactory and requires urgent immediate repair (Plate 2). The absence of a continuous section of footway along the eastern side of the carriageway across the railway level crossing and Bedale Bridge and lack of crossing points in this locality serves not only to concentrate pedestrian activity onto the western side of the carriageway but severs the connectivity of pedestrian access, particularly onto the public right of way route along the southern bank of Bedale Beck which is a very popular leisure route and part of the Bedale Heritage Trail.

Plate 2: Footway in poor condition across Bedale Level Crossing
Between Bedale Bridge and the Market Place, the pedestrian route forks into two spurs, of which one follows Bridge Street, and the other follows Emgate. The route via Bridge Street is the only wheelchair accessible route between Aiskew and Bedale, but involves either crossing the A684 carriageway in the vicinity of Bedale Bridge, or continuing southwards crossing the Emgate junction. The crossing distance across the Emgate junction (Plate 3) is considered to be of excessive width and could be narrowed to facilitate pedestrian movement. Footways are present along both sides of Bridge Street and typically extend between 1.0m and 1.75m in width, although reduced to 0.7m in width at several locations by street lighting columns. This route is intersected on the western side of the carriageway by a private access and an access to a public car park (Bridge Street Car Park), and intersected on the eastern side of the carriageway by the access to another public car park (The Auction Mart Car Park). Although this route provides a direct route to the southern end of the Market Place, the high volume of vehicles and traffic noise along the enclosed canyon nature of Bridge Street does not make this route a pleasant walking route. As there is a lack of pedestrian crossing facilities across Bridge Street, it may be possible to provide an uncontrolled crossing point south of the Bridge Street Car Park to facilitate the pedestrian east-west crossing desire line, and connect with a potential pedestrian route between Bridge Street and Market Place via Bridge Street Car Park which was suggested in Hambleton District Council's Car Parking Strategy (adopted April 2004). This car-park pedestrian route would provide a valuable link route, but require careful alignment consideration to minimise the potential for pedestrian-vehicle conflict.

Plate 3: Junction of Emgate and Bridge Street - Excessive Crossing Width
Emgate exists as a parallel route to Bridge Street providing direct access to the central section of Market Place. This route is characterised by narrow footways aligning both sides of a narrow carriageway. The footways typically extend between 0.7m and 1.2m in width, but the stepped access into many of the terrace properties along Emgate substantially reduce the footway width, with footway width restricted to 0.4m in the vicinity of the Three Coopers Public House (Plate 4). The footway width is also particular narrow at the junction with Market Place where the eastern footway is narrowed in the vicinity of a dropped kerb and tactile crossing to 0.55m by a sign pole. In order to widen footways along Emgate to accommodate wheelchair access, a one-way traffic flow restriction would be necessary. The Bedale Renaissance Market Town Transportation Strategy (2004) identified the potential to convert Emgate into a Home Zone, which would greatly improve access and the environment for pedestrians.

Plate 4: Narrow footways on Emgate – Looking East
Dropped kerbs with tactile paving need to be provided across the majority of side-road junctions along the A684 Aiskew Road route and Newsteads Spur, and the existing tactile paving needs to be re-laid to current standard across the junction of Ascough Wynd link road (located immediately north of the railway level crossing), and re-laid as parallel across the Badger Hill Drive junction with the A684. Maintenance is also required on the footways along Bridge Street.

**Route B: B6285 South End, Iddison Drive, Fitzalan Road, Harbour Rise (spur)**

This route forms one of the main vehicular and pedestrian routes directly linking the south-eastern Bedale residential area of Iddison Drive, Fitzalan Road, Brookside Avenue, Harbour View and Harbour Rise to the Market Place. The western section of South End and the spur via Harbour Rise is also used as a key route to school for those students residing in Aiskew attending the schools located in the southern area of Bedale.

Continuous footways are present along both sides of South End between the junction with Market Place and the junction with Brookside Avenue. A number of side roads intersect onto South End, particularly along the southern side of the carriageway. Although these side roads reduce the continuity of pedestrian access, they do not adversely detract from South End being used as a direct pedestrian route, particularly as the majority of southern side roads are relatively lightly trafficked, and the footway along this side of the carriageway is mainly separated from the carriageway by a grassed verge. The condition of the footway along both sides of the carriageway is satisfactory with widths typically extending between 1.3m to 1.6m, flaring to 5.5m and 6.3m in width in the vicinity of the South End/Market Place junction. Although Harbour View serves as a key secondary pedestrian route enabling access to Bedale Bridge via Bedale Beck and avoiding the heavily trafficked Bridge Street, the presence of steps between Bedale Beck and Harbour View makes this route inaccessible to those with mobility impairments. The potential to provide ramped access should be considered for further investigation if deemed technically feasible. The provision of an uncontrolled crossing in the vicinity of Mowbray Grange would also facilitate the pedestrian crossing desire line between Harbour View and the south-eastern residential area of South End.

Harbour Rise serves as a spur route to link South End with Sussex Close and is used as a route to access the education facilities located in the southern area of Bedale. The footway widths and condition along this street-lit spur route are considered satisfactory. A number of street-lit ginnel routes which link the recessed residential properties off South End, to the main pedestrian route are also considered as important pedestrian routes.
Fitzalan Road serves as a key vehicular and pedestrian access route between the surrounding residential area including Benkhill Drive and the leisure and education facilities located within this area. Footways, although present along both sides of Fitzalan carriageway, are narrowed by pinch-points created by street-lighting columns, and require surface repairs along the extent of route. The provision of an uncontrolled crossing point across Fitzalan Road in the vicinity of the Benkhill Drive/Fitzalan Road junction would also benefit pedestrian access within this area. Pedestrian access between Fitzalan Road and Firby Road is currently facilitated by a route via the access through Bedale High School.

The route section of Iddison Drive serves as key route penetrating the south-eastern residential area of Bedale. Pedestrian access along Iddison Drive is assisted by the presence of several tactile and dropped kerb crossing points and adequate footway widths. The south-western section of Iddison Drive is linked via a ginnel route to Fitzalan Road, providing not only an invaluable route link for access to the education and leisure facilities via Fitzalan Road and Benkhill Drive, but increases the permeability of pedestrian movement within this residential area.

To facilitate access for the mobility impaired, dropped kerb and tactile crossings are required across the junctions of all the side roads along South End between the Market Place/South End junction and South End/Brookside junction, and at one location on Iddison Drive. The layout of the existing dropped kerb and tactile crossing point located across South End in the immediate vicinity of the Market Place/South End junction needs to be revised to current standards (Plate 5).

**Route C: Benkhill Drive, Sussex Close**

This key pedestrian route provides access to the education and leisure facilities located within the immediate area and serves as a connecting route between the other key routes of Fitzalan Road and Sussex Street, facilitating the east-west movement between residential areas and the Market Place area of Bedale. Footways are present along both sides of the carriageway along the entirety of this route and typically range between 1.2 to 1.7m in width. The footway on the north side of the carriageway is intersected by four side road junctions, which without the presence of dropped kerb crossings across these side roads can deter usage of this route by those with mobility impairments. The provision of uncontrolled dropped kerb crossing facilities across Benkhill Drive in the vicinity of Askham Bryan College and in the vicinity of the Sussex Close/Harbour Rise junction would also assist access for those with mobility impairments and for access to the bus stops located along the southern side of this route. Maintenance is also required at several locations along this route.
Route D: Sussex Street, and Firby Road

This route directly links the southern area of Market Place including Bridge Street to the medical, education and leisure facilities located on Firby Road and the medical facilities located on Sussex Street.

Between the Sussex Street/Market Place junction and the Firby Road / Sussex Street junction, pedestrian access is poor. Access is restricted to a continuous footway along the western side of the carriageway which typically ranges between 0.8m and 1.3m, and a narrow footway along the majority of the eastern side of the carriageway which ranges between 0.5m and 1.2m in width. Access is also not adequately facilitated at the Market Place / Sussex Street junction as: no footway facilities are provide along the eastern side of the carriageway in the immediate vicinity of the Market Place/Sussex Street junction; the footway on the corresponding western side is restricted to 0.7m at this junction (Plate 6); and there are no facilities provided along Sussex Street to assist pedestrians in crossing this trafficked route for access to either the key pedestrian route of Sussex Close or for access across the ‘Five Lanes End’ (Firby Road/Sussex Street) junction. Provision of a footway extending along the eastern side of Sussex Street carriageway from the Market Place junction and widening of the existing footways, through introducing traffic flow restrictions along Sussex Street should be considered a priority.
Pedestrian access along Firby Road is also poor, despite this route serving education, medical and leisure facilities. Although a continuous footway is provided along the southern side of the carriageway, a short section of footway is only provided between the adjacent entrances of Bedale Primary School and Bedale Leisure Centre and for a short section west of Glebe Surgery. As the entrances to the medical, education and leisure facilities are all located on the northern side of the carriageway, many pedestrians including school pedestrians choose to follow this desire line, particularly when emerging onto Firby Road from the popular public right of way route located opposite Queen Anne’s Drive.

The provision of a continuous footway along the northern side of Firby Road carriageway extending between the entrance of the Public Footway (located opposite St Anne’s Drive) and Bedale High School playing grounds with a crossing point in the vicinity of Glebe Surgery, and the provision of a signal controlled junction with pedestrian facilities on all arms of the ‘Five Lanes End’ (Firby Road / Sussex Street) junction would not only greatly facilitate pedestrian access to the education, leisure and medical facilities on Firby Road and access to the medical facilities on Sussex Street, but would serve to increase the connectivity of the key pedestrian route network. Improvements to this key pedestrian route would also include
upgrading the illumination level of existing street lighting, reconstructing the existing dropped kerb and tactile crossing located in the vicinity of Grange Road to meet current standards, and formally extending and improving the existing well used public footpath from Firby Road to Sussex Close and adding this route to the definitive plan.

**Route E: Masham Road, Burrill Road, Wycar, The Wynd**

This route forms a direct north-south pedestrian route between the south-western residential area of Bedale, Mowbray School and the town centre of Bedale.

Between the Burrill Road/Masham Road junction and Mowbray School, the route follows two spurs, one linking directly along the B6268 Masham Road serving the school and residential properties which align Masham Road, and the second spur serves to penetrate the enclosed Ashtree Close/Burrill Road residential area. Although the footways along both of these spur routes are of adequate width and surface condition, dropped kerb and tactile crossing points are required along:

- The side roads which intersect Ash Tree Road to improve access for those with mobility impairments;
- Across the Burrill Road carriageway at the location where the footway along the north side of the carriageway terminates; and,
- Across Masham Road linking the informal pedestrian route which links Masham Road to Pinewood Grove and Firby Road via the allotments, and enabling pedestrians to cross prior to the point where the footway along the eastern side of the carriageway terminates.

Continuing northwards from the Masham Road / Burrill Road junction, a lit footway is provided along the western side of Wycar. This footway is continuous in nature and extends the entire length of the route with widths ranging between 1.2m and 1.6m. A spur route extends towards the Sussex Street /Firby Road junction and not only enables connectivity between the Firby Road pedestrian route, particularly for access to the bus stop facilities located on this route, but facilitates access between the health centre, day-care centre and Market Place avoiding the Sussex Street /Market Place junction. The provision of a dropped kerb and tactile crossing point between the east and western footway of the main Wycar route at this location is required.
Continuing northwards along The Wynd, pedestrian access is facilitated by the provision of footways along both sides of the carriageway, of which the footway width ranges between 0.9m and 1.2m. Two secondary routes extend from the pedestrian route at the Wycar/The Wynd junction. One secondary route extends north-westwards to provide a link to Bedale Hall, and the other route extends eastwards of the village green to provide an alternative link to a supermarket facility and Bedale Health Centre. As both of these spur routes do not have footway facilities pedestrian warning signage is required to increase driver awareness of pedestrians using these routes.

**Route F: North End and the Market Place**

North End and the Market Place together serve as the commercial centre of Bedale, and pedestrian activity is correspondingly concentrated within this area. Access for pedestrians is currently facilitated through:

- The provision of a continuous footway along the northern side of the carriageway between Bedale Athletic and Sports Association and the Sussex Street/Market Place junction, with footway widths ranging between 1.3m and 2.9m;
- The provision of a continuous footway along the southern side of the carriageway extending between Bedale Hall and the Sussex Street/Market Place junction, with footway widths ranging between 1.2m and 2.7m;
- The provision of dropped kerb and tactile crossings across the each of the junctions with intersect with North End and the Market Place; and,
- The provision of a Pelican signal controlled crossing across the Market Place, east of the Market Place/Emgate junction.

The open nature of North End and the Market Place with its wide cobbled sections aligning both sides of the route, although enhancing the quality of the urban environment, impose an excessive crossing distance across the carriageway for pedestrians (Plate 7), which in combination with the cobbled area being a designated car park, reduces pedestrian safety further as they then have to weave through parked and manoeuvring vehicles to access the edge of the carriageway in order to cross. The provision of an additional controlled pedestrian crossing located in the vicinity of Bedale Hall and St Gregory’s Church, would therefore facilitate pedestrian crossing movements at North End, particularly for access to BASA and the various community facilities at Bedale Hall and St Gregory’s Church. Additionally the provision of crossing facilities across all arms of the Market Place/Sussex Street/Bridge Street/South End junction would also greatly assist pedestrian access both to the Market Place and improve access between the other key pedestrian routes.
Apart from the provision of dropped kerbs, pedestrian crossing movements are not facilitated at the South End /Market Place/Bridge Street / Sussex Street junction, despite this junction being not only a critical point in the connectivity between key pedestrian routes but the main gateway for pedestrians to access the Market Place. The provision of controlled crossing facilities across all arms of this heavily trafficked junction would greatly improve pedestrian access and safety and also encourage walking as a form of transport in a town which is dominated by vehicles.

*Plate 7: Excessive pedestrian crossing distance, North End*
Proposals and Consultation

The problems and issues regarding all modes of transport were identified at two stakeholder workshops held at the Bedale Hall and at Leeming Bar Hotel in Bedale, respectively, through observations, and from a number of other meetings with stakeholders. A visual study was also undertaken of footway widths, condition and obstructions.

Within the Traffic Management Strategy, a Pedestrian Improvements Plan encompasses all of the proposed pedestrian improvements. These included the introduction of dropped kerbs and tactile paving on key pedestrian routes, and improvements to existing informal pedestrian crossing points. In addition to this, improvements to pedestrian access and safety were proposed as part of the strategy options which included:

- Providing additional crossing facilities across the A684 Aiskew Road including a signal controlled crossing in the vicinity of Aiskew Methodist Church and a crossing in the vicinity of Bedale Bridge;
- Revising the Market Place /Sussex Street / South End /Bridge Street junction to signal controlled with pedestrian facilities on each of the junction arms;
- Implementing a School Safety Zone along Firby Road with the construction of a footway to improve pedestrian access along the north side of the carriageway for access to education, leisure and medical facilities;
- Introducing lower speed restrictions and gateway features along several vehicle and pedestrian arterial routes including Masham Road, A684 Aiskew Road, A684 Bedale Road, Firby Road, and on the approach to South End;
- Providing a signal controlled crossing in the vicinity of Bedale Hall, assisting pedestrian crossing movements across North End and improving access to leisure and community facilities in the North End area; and,
- Introducing signal control to the ‘Five Lane Ends’ junction (Firby Road /Sussex Street junction with pedestrian facilities on each of the junction arms, improving access to medical, leisure and education facilities located in the southern area of Bedale.

Public consultation was undertaken during May 2005 and included the distribution of a leaflet and questionnaire to 4,300 households and businesses within the Bedale area. A public exhibition held between Thursday 2nd June and Saturday 4th June in Bedale Hall.

The Pedestrian Plan received support from 92% of respondents to the public consultation exercise and was adopted by North Yorkshire County Council on 14th November 2005.
6 Summary

Key pedestrian routes in Bedale and Aiskew have been identified and the problems faced by pedestrians and the mobility-impaired, in using these routes, determined.

A strategy to address these problems has been prepared and integrated with the wider traffic management strategy for Bedale.

Local support for the proposed pedestrian route improvements has been tested through public consultation with the whole community.

Pedestrian signing is to be reviewed as part of a Signing Audit.

It is recommended that a review of street lighting should be conducted to assess whether the existing levels of footway lighting is adequate, as this is a factor which not only influences pedestrian road safety but also influences the transport mode used and ability to make journeys during hours of darkness.
Appendix A - Summary of Pedestrian Action Plan
<table>
<thead>
<tr>
<th>Route</th>
<th>Location</th>
<th>Action</th>
</tr>
</thead>
</table>
| A     | A684 Aiskew Road (with spur from Newsteads), Bridge Street, and Emgate | A1 – Provide dropped kerbs and tactile paving at required locations  
A2 – Revise existing tactile paving located across the junction of Ascough Wynd link road (located immediately north of the railway level crossing), to current standards.  
A3 – Revise existing dropped kerb and tactile paving located across Badger Hill Drive at junction with the A684 to provide a parallel crossing point.  
A3 – Provide uncontrolled crossing points: across the A684 in the vicinity of the Bedale Bridge (developer funded); and across the A684 Bridge Street in the vicinity of the entrance to Bridge Street Car Park  
A4 – Revise the Emgate / A684 junction to reduce the crossing distance across Emgate, including dropped kerb and tactile crossing point.  
A5 – Provide a pedestrian route through Bridge Street car park in agreement with Hambleton District Council  
A6 – Repair the footway across the railway level crossing between the western pair of wicket gates  
A7 – Provide a signal controlled crossing across the A684 Aiskew Road in the vicinity of Aiskew Methodist Church  
A8 – Maintenance required of footways on Bridge Street |
### B6285 South End, Iddison Drive, Fitzalan Road, Harbour Rise (spur)

<table>
<thead>
<tr>
<th>B1</th>
<th>Provide dropped kerbs and tactile paving at required locations.</th>
</tr>
</thead>
<tbody>
<tr>
<td>B2</td>
<td>Provide uncontrolled crossing points: across South End carriageway in the vicinity of Mowbray Grange; across Fitzalan Road in the vicinity of the junction with Benkhill Drive.</td>
</tr>
<tr>
<td>B3</td>
<td>Reconstruct the existing dropped kerb and tactile paving crossing point located across South End in the vicinity of the South End/Market Place junction to extend to the edge of the carriageway.</td>
</tr>
<tr>
<td>B4</td>
<td>Repair the surface of both footways along Fitzalan Road.</td>
</tr>
</tbody>
</table>

### Benkhill Drive, Sussex Close

<table>
<thead>
<tr>
<th>C1</th>
<th>Provide dropped kerb crossing points and tactile paving at required locations.</th>
</tr>
</thead>
<tbody>
<tr>
<td>C2</td>
<td>Provide uncontrolled crossing points: across Benkhill Drive carriageway in the vicinity of Askham Bryan College; and across Sussex Close carriageway in the vicinity of the Harbour Rise junction.</td>
</tr>
<tr>
<td>C3</td>
<td>Repair the surface of both footways along Benkhill Drive, particularly in the vicinity of Askham Bryan College.</td>
</tr>
<tr>
<td>D</td>
<td>Sussex Street, and Firby Road</td>
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</tr>
<tr>
<td>D1</td>
<td>Provide dropped kerb crossing points and tactile paving at required locations.</td>
</tr>
<tr>
<td>D2</td>
<td>Revise existing dropped kerb and tactile paving located across Firby Road in the vicinity of Grange Road to provide a parallel crossing point.</td>
</tr>
<tr>
<td>D3</td>
<td>Construct a footway along Firby Road extending between Bedale Primary School and the entrance to the Public Footpath located opposite Queen Anne’s Drive, with the provision of an uncontrolled crossing point across Firby Road in the vicinity of Glebe Surgery.</td>
</tr>
<tr>
<td>D4</td>
<td>Formally extend the Public Footpath routed between Firby Road and Sussex Close and upgrade surface and provide street lighting along this route.</td>
</tr>
<tr>
<td>D5</td>
<td>Improve the illumination level of the existing street lighting along Firby Road</td>
</tr>
<tr>
<td>D6</td>
<td>Provide a signal controlled crossing facility across all arms of the ‘Five Lane Ends’ (Firby Road /Sussex Street/ Wycar/ Masham Road junction)</td>
</tr>
<tr>
<td>D7</td>
<td>Provide a footway along the eastern footway of Sussex Street in the vicinity of the Market Place / Sussex Street junction.</td>
</tr>
</tbody>
</table>
|   | Masham Road, Burrill Road, Wycar, The Wynd | E1 – Provide dropped kerb crossing points and tactile paving at required locations.  
E2 - Provide uncontrolled crossing points: across Masham Road in the vicinity of property number 12 Masham Road (south of the Burrill Road / Masham Road junction); across Burrill Road in the vicinity of property number 8 Burrill Road; across Wycar immediately parallel to the eastern spur route of Wycar (in the vicinity of property number 10 Wycar)  
E3 – Repair the surface of the footway along Burrill Road.  
E4 – Install road signs in the vicinity of Bedale Bowling Green to increase driver's awareness of pedestrians walking along the carriageway. |
|---|---|---|
| F | North End and The Market Place | F1 – Provide a signal controlled crossing facility across North End carriageway in the vicinity of Bedale Hall and St Gregory's Church, with ramped footway connecting to Bedale Hall  
F2 – Provide signal controlled crossing facilities across all arms of the Market Place / Sussex Street / South End / Bridge Street junction through signalising the junction |
Appendix B - Summary of Implementation
<table>
<thead>
<tr>
<th>No.</th>
<th>Scheme</th>
<th>Description</th>
<th>Cost (£)</th>
<th>Timescale</th>
</tr>
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<tbody>
<tr>
<td>A</td>
<td>A684 Aiskew Road (with spur from Newsteads), Bridge Street, and Emgate</td>
<td><strong>A1</strong> – Provide dropped kerbs and tactile paving at required locations</td>
<td><strong>£10,000 (10 total)</strong></td>
<td>2005-2009</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>A2</strong> – Revise existing tactile paving located across the junction of Ascough Wynd link road (located immediately north of the railway level crossing), to current standards.</td>
<td><strong>£1,000</strong></td>
<td>2005-2009</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>A3</strong> – Revise existing dropped kerb and tactile paving located across Badger Hill Drive at junction with the A684 to provide a parallel crossing point.</td>
<td><strong>£1,000</strong></td>
<td>2005-2009</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>A3</strong> – Provide uncontrolled crossing points: across the A684 in the vicinity of the Bedale Bridge (developer funded); and across the A684 Bridge Street in the vicinity of the entrance to Bridge Street Car Park</td>
<td><strong>£3,000</strong></td>
<td>2005-2009</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>A4</strong> – Revise the Emgate / A684 junction to reduce the crossing distance across Emgate, including dropped kerb and tactile crossing point.</td>
<td><strong>£20,400</strong></td>
<td>2007-2008</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>A5</strong> – Provide a pedestrian route through Bridge Street car park in agreement with Hambleton District Council.</td>
<td><strong>£20,400</strong></td>
<td>2008-2009</td>
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</table>
### A6 – Repair the footway across the railway level crossing between the western pair of wicket gates.

- **Cost:** £1,500
- **Period:** 2005-2009

### A7 – Provide a signal controlled crossing across the A684 Aiskew Road in the vicinity of Aiskew Methodist Church.

- **Cost:** £40,800
- **Period:** 2006-2007

### A8 – Maintenance required of footways on Bridge Street.

- **Cost:** Highway maintenance

### B South End, Iddison Drive, Fitzalan Road, Harbour Rise (spur)

- **B1 – Provide dropped kerbs and tactile paving at required locations**
  - **Cost:** £9,000
  - **Period:** 2005-2009

- **B2 – Provide uncontrolled crossing points: across South End carriageway in the vicinity of Mowbray Grange; across Fitzalan Road in the vicinity of the junction with Benkhill Drive.**
  - **Cost:** £2,000
  - **Period:** 2005-2009

- **B3 – Reconstruct the existing dropped kerb and tactile paving crossing point located across South End in the vicinity of the South End/Market Place junction to extend to the edge of the carriageway.**
  - **Cost:** £1,500
  - **Period:** 2005-2009

- **B4 – Repair the surface of both footways along Fitzalan Road**
  - **Cost:** Highway maintenance

### C Benkhill Drive, Sussex Close

- **C1 – Provide dropped kerb crossing points and tactile paving at required locations.**
  - **Cost:** £4,000
  - **Period:** 2005-2009
|    | Sussex Street, and Firby Road | C2 – Provide uncontrolled crossing points: across Benkhill Drive carriageway in the vicinity of Askham Bryan College; and across Sussex Close carriageway in the vicinity of the Harbour Rise junction | £3,000 | 2005-2009 |
|    |                                | C3 – Repair the surface of both footways along Benkhill Drive, particularly in the vicinity of Askham Bryan College | Highway maintenance |   |
### D5 – Improve the illumination level of the existing street lighting along Firby Road

- **Highway maintenance**
  - £88,400
  - 2007-2008

### D6 – Provide a signal controlled crossing facility across all arms of the ‘Five Lane Ends’ (Firby Road / Sussex Street / Wycar / Masham Road junction)

- Deferred for future consideration

### D7 – Provide a footway along the eastern footway of Sussex Street in the vicinity of the Market Place / Sussex Street junction.

- **Highway maintenance**

### E

<table>
<thead>
<tr>
<th>E</th>
<th>Masham Road, Burrill Road, Wycar, The Wynd</th>
<th>E1 – Provide dropped kerb crossing points and tactile paving at required locations.</th>
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<tbody>
<tr>
<td>E</td>
<td></td>
<td>E2 - Provide uncontrolled crossing points: across Masham Road in the vicinity of property number 12 Masham Road (south of the Burrill Road / Masham Road junction); across Burrill Road in the vicinity of property number 8 Burrill Road; across Wycar immediately parallel to the eastern spur route of Wycar (in the vicinity of property number 10 Wycar).</td>
<td>£2,000</td>
<td>2005-2009</td>
</tr>
<tr>
<td>E</td>
<td></td>
<td>E3 – Repair the surface of the footway along Burrill Road.</td>
<td>Highway maintenance</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>E4 – Install road signs in the vicinity of Bedale Bowling Green to increase driver’s awareness of pedestrians walking along the carriageway</td>
<td>£750</td>
<td>2005-2009</td>
</tr>
<tr>
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<tr>
<td>F</td>
<td>North End and Market Place</td>
<td>F1 – Provide a signal controlled crossing facility across North End carriageway in the vicinity of Bedale Hall and St Gregory’s Church, with ramped footway connecting to Bedale Hall</td>
<td>£50,320</td>
<td>2008-2009</td>
</tr>
<tr>
<td></td>
<td></td>
<td>F2 – Provide signal controlled crossing facilities across all arms of the Market Place / Sussex Street / South End / Bridge Street junction through signalising the junction</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Appendix 4 - Bedale Cycle Plan
Bedale
Traffic Management Strategy

Bedale and Aiskew Cycling Plan

24 July 2006

Produced for
North Yorkshire County Council

Prepared by
Matthew Steele

93 Water Lane
Leeds
LS11 5QN

T 0113 203 5600
F 0113 203 5601
E matthew.steele@mouchelparkman.com
Document Control Sheet

Project Title: Bedale Traffic Management Strategy

Report Title: Bedale and Aiskew Cycling Plan

Revision: 1

Status: Final

Control Date: 24 July 2006

Record of Issue

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<td>North Yorkshire County Council</td>
<td>Colin Brown (copies distributed with Bedale Traffic Management Strategy Final Report)</td>
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1 Introduction

1.1 The North Yorkshire Cycling Strategy
North Yorkshire County Council (NYCC) adopted the North Yorkshire Cycling Strategy in March 1999. The overall objectives of the strategy are:

- To maximise the role of cycling as a transport mode, in order to reduce the use of private cars for utility and recreational purposes.
- To develop a safe, convenient, efficient and attractive transport infrastructure that encourages and facilitates the use for walking, cycling and public transport and which minimises reliance on, and discourages unnecessary use of, private cars.
- To ensure that policies to increase cycling and meet the needs of cyclists are fully integrated into the Structure Plan, Local Transport Plan, the Road Safety Plan and all other relevant strategies to encourage the appropriate authorities to do likewise for the District Local Plans.

Policy 2 of the strategy states:

‘Cycle studies for each of the major market towns, the two National Parks and other rural areas of the county will be carried out and where appropriate cycle plans developed and implemented. The Sustrans National Cycle Network will form an integral part of these plans’.

‘The local cycling plans will identify, on a local basis, facilities and promotional opportunities, which will contribute towards achieving the objectives of North Yorkshire Cycling Strategy. Additionally, they will prioritise the implementation of facilities, set local targets for increased cycle use. They are intended primarily for use as a guide to the provision of cycling facilities and will also form the basis of a bid for funding through the Local Transport Plan’.

1.2 The Bedale and Aiskew Cycling Plan
This Cycling Plan has been produced by Mouchel Parkman (MP) as an integral part of the Bedale Traffic Management Strategy, although early work towards developing this plan was undertaken by Neil Linfoot of NYCC in partnership with the Bedale and Aiskew Cycle Working Group.
Membership of the working group included:

- Neil Linfoot – North Yorkshire County Council
- Dave Goodwin – Hambleton District Council
- Tammy Adams – Hambleton District Council
- M Barningham – Bedale Town Council
- Graham Claridge – Bedale Town Council
- Ian Marr – Bedale Town Council
- Allyson Marr – Aiskew Parish Council
- B Sampson – Newton-le-Willows Parish Council
- Tom Middleton – Local Cyclist
- M Peacock – Local Cyclist
- J Paton-Williams

Other Organisations involved in developing this strategy included:

- Arriva North East
- The Confederation of Passenger Transport
- Bedale Chamber of Trade and Commerce
- Bedale C of E Primary School
- Bedale High School
- Bedale Methodist Church
- Bedale Riders
- The Cyclists Touring Club
- Dales and District Travel
- Disability Action in Richmondshire
- The Highways Agency
- Mowbray School
- North Yorkshire Fire and Rescue
- North Yorkshire Police Authority

This Cycling Plan is entirely consistent with the Traffic Management Strategy, but can be read separately without referring to the strategy document.
2 Problems and Opportunities

2.1 The Topography of Bedale
Bedale is a market town located in the heart of the North Yorkshire countryside, on the edge of the Dales, and within 10 miles the attractive and ancient towns of Northallerton and Richmond. The market town acts as a traditional service, commercial and social centre for the surrounding rural hinterland. It is also increasingly becoming recognised as a day-visitor destination. Key services and generators of trips within the town include:

- The Market Place functions as the centre of business, with supermarkets, the Post Office, banks, restaurants and public houses.
- The local health clinic is located on Sussex Street, and surgery on Firby Road.
- Bedale High School is located on Firby Road with a roll of approximately 750 pupils, as is the Bedale C of E Primary School. Askham Bryan College which provides community and further education is located on Benkhill Drive, and Mowbray School catering for up to 150 pupils with special needs is located on Masham Road.
- St. Gregory’s Church, its Church Hall and Bedale Hall (including the town’s library), together form a social hub at the northern end of the Market Place.
- On the southern edge of the town Bedale Leisure Centre includes a swimming pool and fitness suite, and beyond the north-western edge of the town Bedale Athletics and Sports Association (BASA) activities include Cricket, Football and Squash.
- The main residential areas are to the South of the Market Place in Bedale and in Aiskew which is physically separated from Bedale by Bedale Beck and the Wensleydale Railway.

2.2 The Local Highway Network
The A684 and B6285 meet at the southern end of Bedale Market Place and carry considerable amounts of traffic (Table 1). Traffic levels make use of the main route through the towns and the link across the level crossing and bridge (Plate 1) intimidating for all but confident cyclists. There are a number of alternative parallel routes that are largely free of through traffic and heavy vehicles, and there are also opportunities to create shared pedestrian and cycle links between residential areas and key services.

A bypass is proposed for Bedale and Aiskew, with an opening year of 2011. This is forecast to remove a considerable amount of traffic from the A684, providing further opportunities for cycle priority in the medium term.

During the production of this plan a short section of joint use cycle track was constructed to link Ascough Wynd to the A684 at the Bedale Level Crossing.
2.3 Cycle Use
Traffic counts undertaken between 2002 and 2004, show the number of cyclists using various roads in Bedale, to be at a constant but very low level. The latest data (June 2004) is provided in Table 1.

This data is also corroborated by the annual ‘Hands-Up’ surveys conducted at Bedale High School in October, which suggest that less than 10 pupils regularly cycle to school.

The count data may be skewed slightly downwards because of the large number of vehicles using both the A684 and B6285, and the ability of cyclists to use pavements (Plate 3), and find alternate informal routes (Plate 4) which do not correspond with the locations of the count sites.
### Table 1: Cycle counts at various locations in Bedale, June 2004

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Direction</th>
<th>Cycles</th>
<th>Other Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>08/06/2004</td>
<td>A684, Aiskew</td>
<td>Eastbound</td>
<td>19</td>
<td>5165</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Westbound</td>
<td>11</td>
<td>4845</td>
</tr>
<tr>
<td>09/06/2004</td>
<td>B6285, South End, Bedale</td>
<td>Northbound</td>
<td>23</td>
<td>1906</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Southbound</td>
<td>18</td>
<td>1754</td>
</tr>
<tr>
<td>10/06/2004</td>
<td>B6285, Sussex Street, Bedale</td>
<td>Eastbound</td>
<td>9</td>
<td>1591</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Westbound</td>
<td>10</td>
<td>1910</td>
</tr>
<tr>
<td>09/06/2004</td>
<td>A684, North End, Bedale</td>
<td>Southbound</td>
<td>10</td>
<td>3254</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Northbound</td>
<td>9</td>
<td>3272</td>
</tr>
</tbody>
</table>

2.4 **The National Byway**

Bedale is linked to The National Byway, a national cycle route formed using lightly traffic roads, via Burrill Road and Sussex Street. The route is signed and no formal facilities are provided for cyclists, but nevertheless, the presence of the Byway may attract cycle tourists to Bedale, especially during the summer months.

2.5 **Cycle Parking**

Secure cycle parking is only present at two locations in the centre of the Market Place (Plate 2) and at Bedale Leisure Centre. At each of these locations 'Sheffield Type Strands' are provided. From observation, common practice in Bedale appears to be for cyclists to lean their bike against shop fronts or to secure their bike to the piece of street furniture located nearest to their destination. This is particularly apparent at both North End and South End where no secure parking is provided.
2.6 Cycling Accidents

Three accidents involving cyclists were recorded in the study area between the 1st January 2001 and 30th July 2004. These involved:

- A car colliding with a cyclist whilst attempting to overtake on the A684 near Aiskew level crossing;
- A car colliding with a cyclist travelling along the footpath towards town centre whilst emerging from Mowbray Grange; and,
- A car wing mirror hitting a cyclist when a car turned right from Mowbray School towards the town centre.
2.7 Problems identified by the Cycle Working Group, Stakeholders and the Public

Many of the problems associated with cycling in Bedale and Aiskew are generic to cycling. These include traffic congestion on the main arterial routes, traffic speed, driver behaviour, inadequate cycle parking facilities, lack of facilities for cyclists at the place of work, fear of cycle theft and road safety hazards. Whilst developing this strategy both NYCC and MP engaged: the Cycle Working Group: other stakeholders; and, the general public through a sample survey, in order to identify specific problems that could result in specific and relevant solutions. These can be summarised as:

- **Safety** – Apart from traffic volumes, people considered three areas to be problematic: complex vehicle movements and large vehicles at the A684/B6285 junction at the southern end of the Market Place; limited visibility of cyclists due to the raised bank alongside the A684 in Aiskew on the approach to Bedale Bridge; and, the carriageway width of Emgate and The Wynd. Pedestrians also perceived cyclists using pavements as a specific safety concern, although pavements seem to be particularly attractive to younger cyclists given current traffic levels through the area.

*Plate 3: Pavements provide an attractive alternative for younger cyclists*
• **Potential Routes** – People highlighted the need to create a safe network of routes, including routes to schools, which may need street lighting improvements. The importance of adequate cycle access to the Railway Station was also noted, as was the potential for creating a routes parallel to Bedale Beck and parallel to the railway line.

• **Secure Cycle Parking** – Was raised as an issue that needed to be addressed, including the suggestion that cycle lockers should be provided in the Market Place, and that the cycle parking at the Leisure Centre was currently being used by those attending Bedale High School, because the latter did not possess any secure parking facilities. There was a request to provide secure cycle parking at all schools.

• **Training** – Bedale Primary School has embarked on a cycle training scheme for older school pupils but this scheme does not take the pupils onto the carriageway or through the town. The school would however be interested in the NYCC cycle training scheme.
3 Proposals for Bedale and Aiskew

An integrated network of proposed routes has been developed, comprising on-road, off-road, post-bypass and other aspirational routes. The proposals are shown on Drawing 740979/002A included at the end of this plan.

3.1 Bedale
Two short sections of off-road route are proposed in Bedale, the first linking Fitzalan Road to Iddison Drive and Firby Road and the second linking Pinewood Grove to Masham Road by upgrading the track adjacent to the allotments. Together with signed on-road routes on Ash Tree Road, Grange Road, Firby Road, Benkhill Drive, Harbour Rise and South End, a comprehensive network is formed linking the key residential areas to the main facilities within the town. Additional signing would be provided on Wycar, The Wynd, in The Market Place and Emgate, providing an alternative for cyclists to negotiating the A684/B6285 junction and Bridge Street.

3.2 Aiskew
Following the recent construction of the joint use track routed through Ascough Wynd to the A684 at the Bedale Level Crossing, there is an opportunity to continue this route to serve the whole of the residential area within Aiskew without using the A684. The route would continue following the existing public footpath linking Back Lane and Meadowfields which would require surface and lighting improvements. The route would then be signed on-road following Meadowfields, Newsteads and Holly Road before using the public footpath link to Hazel Court (Plate 4), and continuing on Sandhill Lane. A spur could be provided across the A684 from Newsteads to connect the residential area off Badger Hill Drive. The sections of existing public footpath would require conversion to a cycle track under the powers granted to the Highway Authority by The Cycle Tracks Act 1984.

3.3 Cycle Parking
To encourage the use of the cycle network, secure cycle parking needs to be provided at all key destinations and services. It is acknowledged that such facilities will often need to be provided on private land with consent of the land owner. The following locations have been identified as locations for additional cycle parking.

- Bedale Hall – serving the Hall and Library
- North End – serving St Gregory’s Church, it’s hall and adjacent businesses
- South End – serving adjacent businesses
- Bedale Primary School – to encourage cycle training and use
- Bedale High School – to encourage cycling to school and enable users of the leisure centre to use the cycle parking facilities provided for their use.
- Glebe House Surgery and Bedale Surgery – for the users of these facilities and to promote healthy living.
3.4 Post Bypass On-Road Cycle Routes

Following construction of the Bedale and Aiskew Bypass, traffic volumes are forecast to fall significantly on the A684 through Bedale and Aiskew. This will provide an opportunity to:

- Provide a continuous route with advisory cycle lanes on the A684 between Bedale and Leeming Bar; and,
- Provide a route between North End and BASA, consisting of advisory cycle lanes to the proposed northern junction of the bypass and continuing as a joint use off-road pedestrian and cycle route between the bypass and BASA. It may also be necessary to provide a controlled crossing facility across the A684 in the vicinity of BASA.
3.5 Other Aspirational Routes

Three aspirational routes which were unlikely to be progressed in the period from 2005 to 2011 were also considered but would require considerable additional feasibility work before being costed or programmed.

- **Bedale Beck** – A route was requested between Bedale Bridge and South End, involving the upgrading the existing public footpath alongside Bedale Back (Plate 5). This route is currently of limited width and may require the construction of a retaining wall alongside Bedale Beck in order for this route to be realised.

- **Meadowfields to Sandhill Lane** – Requests were received to upgrade this public footpath which runs behind the properties on Willow Drive and Kingfisher Drive. The cost of providing an improved surface and lighting on this route would be considerable and it would duplicate the proposed on-road route via Sandhill Lane.

- **Blind Lane and Love Lane** – This would provide an alternative route from Aiskew to the Railway Station using Love Lane, which extends to the south of the railway line. The route is currently an access to Aiskew Farm, and although a public footpath, this route is of limited width and may need widening to safely accommodate cyclists.
3.6 **Other Traffic Management Strategy Measures**

The Bedale Traffic Management Strategy contains a number of other measures which would improve conditions for cycling in Bedale and Aiskew. These include:

- Physical measures to enforce existing speed limits on Masham Road, South End, North End and the A684 in Aiskew;
- A 20mph zone on Firby Road in the vicinity of the Schools, Leisure Centre and Surgery; and,
- Realignment and provision of traffic signals at the A684/B6285 junction.
4 Cycle Promotion and Education

To ensure that the cycling facilities provided are fully used, the County Council will promote cycle use in Bedale and Aiskew, focusing on utility cycling, for example, trips to work, school and shopping. Leisure trips, where the cycling itself is the purpose of the trip, will not be neglected as such trips can encourage utility trips in the future.

When the provision of facilities are substantially complete, the County Council will promote the network, including the production of a route map, which will be distributed to all households and businesses in the Bedale and Aiskew area.

The County Council will also seek to encourage cycle use through the promotion of Green Travel Plans to employers, and School Travel Plans. Locally based Road Safety Officers will undertake much of this work. The County Council will continue to give support to ensure that cycle training is given to 10 year old pupils and will assist as far as it is able to provide secure and enclosed cycle parking at schools to protect the machines from tampering and theft.

During the course of a year, there are a number of national and local events, which can be used to promote cycling. The County Council will where appropriate participate in these events and hold local events promoting cycling. The most important of these events is Bike Week which will be promoted in the Bedale and Aiskew area.

As an integral part of all cycling promotion the County Council reminds all road users of their responsibilities towards each other. The contribution that considerate behaviour by all road users can make in providing a safer and more pleasant environment should not be underestimated.
5 Local Cycling Targets

5.1 North Yorkshire Cycling Strategy Targets
Within the North Yorkshire Cycling Strategy a total of seven key targets were established. These are:-

• Target 1 - To identify current levels of cycle usage in North Yorkshire and to subsequently determine and adopt locally appropriate targets which will contribute to a national doubling of cycle usage by 2002 and a further doubling by 2012
• Target 2 - To identify current and potential levels of cycle use for trips to school and to determine and adopt targets to increase the modal share of cycling by pupils of 10 years or older.
• Target 3 - To identify and adopt targets to reduce the casualty rate for pedal cyclists per km cycled.
• Target 4 - To provide, and seek provision by other parties, a minimum of 50 cycle parking facilities per year throughout North Yorkshire.
• Target 5 - To provide on-road cycle training for 20% of 10-12 years olds.
• Target 6 - To identify and ensure that funding bids include significant plans and schemes to benefit cycling, in line with the local cycling strategy.
• Target 7 - To spend, in addition to funding from external sources, at least £70000 p.a. of the County Council Local Transport Plan budget on measures to improve facilities for cyclists.

5.2 Development of local targets
Following further consideration by the County Council, it was felt more appropriate to set Target 1 and Target 3 at the Local Cycle Plan level rather than on a county wide basis. Thus, Target 1 has been established using the existing count data and the targets set out within the Government’s Ten Year Transport Plan, combined with the measures to encourage cycling in Bedale and Aiskew.

• Target 1 - To increase cycle use Bedale and Aiskew by 20% by 2009 and 50% by 2012 based on 2003/04 figures. At South End in Bedale, this would mean cycle counts recording 50 daily trips by 2009 and 63 daily trips by 2012. In Aiskew, this would mean cycle counts recording 36 daily trips by 2009 and 45 daily trips by 2012.
The National Cycling Strategy suggests that targets for accident reduction for cyclists should be based on a reduction in the casualty rate per km cycled. This was essentially brought about due to past experience of cycle casualty reduction being brought about by reduced cycle use. Target 3 in the North Yorkshire Cycling Strategy was originally to identify and adopt targets based on this philosophy. At present there is no accurate method of establishing cycle accident rates per km cycled. This plan therefore sets a target to maintain at the present low level the total number of cyclist casualties in Bedale and Aiskew. Maintaining of the number of cyclist casualties, when set against increased cycle use, would indicate a decreased cycle casualty rate. In order to minimise random variations from year to year targets will be set based on accidents as far as possible in the three years before the target date. In the three year period 2001 to 2004 there were on average 1 cyclist injured in the plan area each year.

• Target 3 - To ensure that no more than 1 cyclist per year is injured in the area covered by the Bedale and Aiskew Cycle Plan.
6 Consultation and Implementation

6.1 Consultation
Consultation on this plan was undertaken though the Bedale Traffic Management Strategy full public consultation exercise in June 2005. Every household and business in Bedale, Aiskew and the surrounding area was sent a leaflet and questionnaire, and an exhibition was held in Bedale Hall. This Cycling Plan received support from 80% of respondents.

North Yorkshire County Council’s County Committee for Hambleton considered the proposals at its meeting on 26th September 2005. It supported the proposals but asked whether the following could be included:

- Widening and upgrading of the footway between Bedale and Crakehall to provide a shared-use cycle route; and,
- Options for an off-carriageway cycle route to Bedale School via South End if there is space available on the verges.

The Bedale and Aiskew Cycling Plan was adopted as policy by North Yorkshire County Council on 14th November 2005.

6.2 Implementation
The implementation of the measures set out in this plan will occur over a number of years, however sections of plan can be implemented on an incremental basis to meet the prevailing capital funding allocation. The estimated cost of the works at 2005 prices is shown in Table 2, although the costs of other Bedale Traffic Management Strategy Measures that are complementary to many of the signed routes, such as speed reduction and traffic calming, are not included.
## Bedale Traffic Management Strategy
### Bedale and Aiskew Cycling Plan

<table>
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<th>Year</th>
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<td>Cycle route (off-road(^1)) from Market Place to schools via South End</td>
<td>60</td>
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<tr>
<td>Off road cycle track adjacent to Masham Road allotments *</td>
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<td>Surfacing and lighting improvement to convert existing path to cycle track (back of Aiskew)</td>
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<td>Signed cycle routes</td>
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<td>Post bypass Cycle route A684 - Bedale to Aiskew &amp; Leeming</td>
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<td>Post bypass cycle route shared North End to BASA</td>
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<td>Post Bypass</td>
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<tr>
<td>Post Bypass off-road cycle route from BASA to Crakehall - requires external funding</td>
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<tr>
<td>Cycle parking (various locations)</td>
<td>8</td>
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\(^1\) If technically feasible within budget allocation

*NP - Not Programmed*

Table 2: Costs associated with the implementation of the Bedale and Aiskew Cycling Plan
Appendix 5 - Workshop 1 Discussion Notes
Bedale Traffic Management Strategy

Workshop 1: List of Issues Identified and Group Discussion Notes

18 November 2004

Produced for
North Yorkshire County Council

Prepared by
P A Townley
Assistant Transport Planner

Mouchel Parkman
Marlborough House
Westminster Place
York Business Park
Nether Poppleton
YO26 6RW

T +44 (0)1904 796222
F +44 (0)1904 799112
E pam.townley@mouchelparkman.com
Document Control Sheet

Project Title  Bedale Traffic Management Strategy

Report Title  Notes from Stakeholder Workshop 1

Revision  2

Status

Control Date  18 September 2004

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1.0 Bedale TMS Workshop 1

This document comprises the comments, question and concerns expressed by those attending the first Bedale Traffic Management Strategy workshop, held in Bedale Hall, Bedale on the 13\textsuperscript{th} September 2004.
### 2.0 Issues identified during the brainstorming session

A list of all of the issues identified during the brain-storming session of the workshop is detailed below:

<table>
<thead>
<tr>
<th>Issues</th>
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</thead>
<tbody>
<tr>
<td>1 Pedestrian access along Firby Road is considered dangerous due to the lack of footways, speed of vehicles, levels of congestion in the vicinity of Bedale Primary School and the Leisure Centre, and vehicle turning movements at both Grange Drive and Wycar junctions.</td>
</tr>
<tr>
<td>2 A bypass for Aiskew and Bedale would reduce traffic levels within the town, and alleviate the pm peak traffic congestion derived from Northallerton particularly along the A684 route through Aiskew to the Bridge Street junction in Bedale.</td>
</tr>
<tr>
<td>3 The traffic management strategy should encourage and facilitate modal shift through improving public transport and cycling facilities.</td>
</tr>
<tr>
<td>4 Change the traffic flow priorities at junctions, particularly the Market Place and Bridge Street junction in order to ease traffic flow and improve cycle access.</td>
</tr>
<tr>
<td>5 Improve cycle parking facilities through the provision of covered cycle parking stands or lockers at key locations such as the train station, library and town centre.</td>
</tr>
<tr>
<td>6 Introduce warning signs (variable message signs) indicating accidents or traffic congestion to enable drivers to use alternative routes. One location suggested was on the perimeter of Aiskew to warn of traffic congestion.</td>
</tr>
<tr>
<td>7 Lack of safe access within the area for local horse riders.</td>
</tr>
<tr>
<td>8 Improve pedestrian access within Bedale, and between Aiskew and Bedale. It was reported that Hambleton District Council already have plans for a footbridge across Bedale Beck.</td>
</tr>
<tr>
<td>9 Lack of enforcement of coach parking facilities. The existing coach parking bays in Bedale are used for car parking and the layout of surrounding car parking makes it difficult for coaches to access these coach bays.</td>
</tr>
<tr>
<td>10 A coach passenger drop-off (sheltered) facility is required in the Market Place.</td>
</tr>
<tr>
<td>11 Large vehicles including coaches experience difficulty negotiating the Bridge Street junction.</td>
</tr>
<tr>
<td>12 Additional carriageway parking restrictions are required. Furthermore some double yellow line markings have not been repainted upon carriageway resurfacing work.</td>
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© Mouchel Parkman 2004 6
facility once the bypass has been constructed.

| 41 | The restriction of traffic using Emgate through the creation of a Home Zone as suggested by the Renaissance Market Town study was considered unnecessary as this would only increase the level of traffic congestion within Bedale. |
3.0 Workshop Discussion Group notes

The issues discussed by both workshop groups are summarised below according to transport topics.

3.1 Pedestrian issues

The Problem

- Lack of pedestrian accessibility within the town and between Aiskew and Bedale.

Observations

- Limited pedestrian access between Aiskew and Bedale. A footway is required along the south side of the raised bank in Aiskew and across the level crossing to link with footway along Bridge Street. It was noted that a pedestrian crossing facility has already been proposed and designed for the vicinity of St Mary and St Joseph’s Church in Aiskew and a footbridge across Bedale Beck has been proposed by HDC.
- Pedestrians experience difficulty crossing the A684 in the vicinity of Bedale Hall due to the speed of inbound traffic. The introduction of a pedestrian crossing facility at Bedale Hall in conjunction with a gateway feature demarcating the 30mph speed limit boundary was requested.
- The footway width and surface condition along Sussex Street, Wycar, Bridge Street and Emgate are considered inadequate.
- The footway is restricted to one side of the carriageway along Wycar and part of Sussex Street, Firby Road, and North End (towards Bedale Sports and Athletic Ground).
- Lack of pedestrian route to the potential car park, linked to the construction of the bypass.
- Ensure adequate facilities are provided to enable pedestrians to cross the A684 once the proposed Bedale Beck pedestrian footbridge has been constructed.
- The pedestrian desire line indicates a natural crossing point outside Towlers in the Market Place.
- There is a lack of facilities to enable pedestrians to cross safely on all arms of the Bridge Street / Sussex Street/ Market Place / South End junction.
- Improve pedestrian access between car parking facilities, the town centre and the railway station.
- Lack of pedestrian crossing facilities in the vicinity of the Wycar / Sussex Street / Firby Road junction.
• Existing tactile paving facilities are excessive in terms of the number of tactile paving blocks used.
• Pedestrian access in the South End area of Bedale is reduced due to the layout of parked cars.

Suggested Options
• Improve pedestrian access between Aiskew and Bedale, at key junction and along main pedestrian routes, and to key facilities in the town.
• Improve pedestrian access between Wycar, Bedale Hall and Emgate including the potential for a pedestrian crossing facility in the vicinity of Bedale Hall.
• Improve access between the railway station and Bedale town centre including the potential to assist pedestrians across the A684 in the vicinity of the railway station.
• Consider the potential for widening footways.
• Investigate the nature of pedestrian desire lines across the A684 between Bedale Hall and Sussex Street and along South End.
• Consider constructing a continuous footway to Bedale Sports Club.

Suggested Surveys
• Assess current and potential pedestrian routes and facilities including the condition of footway surfaces and street lighting.
• Identify any proposed residential developments and railways station developments to ensure that the required pedestrian links are included.

3.2 Cycle routes and parking

The Problem
• Lack of safe access for cyclists and lack of secure cycle parking facilities.

Observations
• The safety of cyclists at key junctions within the area need to be addressed, particularly at the A684 / Sussex Street / South End junction.
• The nature of the carriageway along Bedale Bridge and the raised bank in Aiskew reduces the visibility of cyclists travelling towards Bedale.
• The traffic management strategy should encourage modal shift through improving facilities for cycling.
• The provision of secure cycle parking at key facilities within the town, including the potential provision of cycle lockers, needs to be addressed. The Market Place is considered to be an appropriate location for providing cycle locker facilities. The cycle stands located at the leisure
centre are currently used by pupils attending Bedale High School due to the lack of facilities at the school.

- Ensure adequate cycle access to the railway station.
- It was noted that NYCC Forward Planning have prepared a cycle plan for Bedale and Aiskew which comprises of eight defined routes including joint cyclist/pedestrian access across the proposed Bedale Beck footbridge.

**Suggested Options**

- Improve safety and access for cycling within Bedale and Aiskew.
- Improve the number and location of cycle parking facilities, particularly at key facilities.
- Investigate the potential for providing off-road cycle routes, including a route parallel to Bedale Beck and the railway line.
- Review the draft cycle plan proposals formulated by NYCC and incorporate the resulting routes into the TMS proposals.

**Suggested Surveys**

- Identification of hazards to cycling.
- Assessment of potential intra-urban (residential /school / town centre) cycle routes.
- Assessment of current cycle parking facilities.

### 3.3 Equestrian issues

**The Problem**

- Lack of safe equestrian access within the area.

**Observations**

- Lack of safe facilities within the area for local horse riders. There are a total of 64 horse-riders within the area without access to a network of off-road routes. Combined equestrian and cycle access or routes should be considered.
- Maximise the safety of horse-riding along carriageways by reducing existing speed limits.

**Suggested Options**

- Create off-road equestrian routes or bridleways in the Bedale / Aiskew area.
- Consider the ability to bypass Bedale and Aiskew using existing and new equestrian routes.
Suggested Surveys

- Ascertain current routing patterns of local stables or organised hack routes.
- Identify additional issues regarding equestrian access.

3.4 Public transport and coach facilities

The Problem

- Improvement of bus stop and coach facilities, and the integration of bus and rail services.

Observations

- The existing lay-by located in the vicinity of St Gregory Church is restricted by a no-waiting traffic order, and is also not physically adequate to accommodate coach parking.
- A sheltered coach passenger drop-off facility is required in the Market Place.
- There has been a reduction in the number of coaches visiting the town due to lack of adequate facilities, which impacts upon trade within the town. The coach parking facilities located in the vicinity of St Gregory Church are used as car parking bays and the layout of surrounding car parking also makes it difficult for coaches to access these coach bays. Problems with coach parking and access were particularly exacerbated during market day. A coach passenger drop-off facility located in the Market Place and adequate parking facilities are required in order to retain existing coach traffic and to attract additional coach operators.
- Encourage and facilitate modal shift by integrating bus and rail services and by ensuring that the railway station can be accessed by pedestrians and cyclists
- The presence of connecting buses waiting at the Market Place bus stop create problems for accessing adjacent car parking bays as the length of the vehicles prevent cars existing from several parking bays during the short bus service connection time. Bedale Town Council do not wish to loose any car parking bays in order to physically extend this bus stop. A total of three bus services connect at the Market Place bus stop at any one time and thus this bus stop may need to be physically extended.
- The potential to create a bus stop with level passenger boarding access on the opposite side of the carriageway should be considered.
- The railway level crossing adversely affects the bus timetable.
Suggested Options

- Improve existing coach parking and layover facilities and provide a designated sheltered coach passenger drop-off/pick-up point.
- Relocate the Market Place bus stop to the opposite side of the carriageway to provide adequate access for connecting bus services.
- Examine the potential to integrate bus and rail services.

Suggested Surveys

- Conduct an audit of seating, lighting, information and shelter provision at bus stops within Bedale and Aiskew.
- Examine potential locations for providing a designated coach passenger drop-off/pick-up facility.
- Assess current coach parking provision and the potential for improving coach parking facilities.
- Examine the potential of relocating the Market Place bus stop to the opposite side of the carriageway.
- Assess the potential for integrating bus and rail services and for improving pedestrian and cycle access to the railway station.
- Assess car parking facilities and restrictions within the Market Place.

3.5 School travel

The Problem

- Lack of safe pedestrian access to schools and lack of cycle access to schools.

Observations

- Vehicle speeds along Masham Road and Wycar are considered excessive, particularly on the approach to junctions, endangering school pedestrians.
- Improve safety for school pedestrians crossing the Wycar / Firby Road junction and the Wycar / Masham Road junction.
- The introduction of a school safety zone outside Mowbray Primary School and Bedale Primary School was requested.
- Lack of footway along part of Firby Road, endangering school pedestrians as they have to cross the carriageway in order to use the sections of available footway.
- Bedale Primary School had revised its walking routes to school due to access restrictions associated with school bus parking at Bedale High School. However, school bus parking at the High School is to be revised
(pending planning permission) which again will affect primary school pedestrian access via Benkhill Drive.

- Bedale High School does not possess any secure cycle parking facilities.
- Bedale Primary School travel plan questionnaire was conducted in May 2004 but the school has not received any analysis of the questionnaire or had any discussion of routes to school with a NYCC school travel representative.
- Bedale Primary School has embarked on a cycle training scheme for older school pupils but this scheme does not take the pupils onto the carriageway or through the town. The school would however be interested in the NYCC cycle training scheme.

**Suggested Options**

- Improve pedestrian crossing facilities in the vicinity of the Wycar and Firby Road junction and the Masham Road / Burrill Road junction.
- Improve school pedestrian access along Firby Road.
- Firby Road, Grange Road and Pasture Drive all experience congestion relating to the school run and drivers attending the leisure centre and health centre.
- Create a network of safe pedestrian / cycle routes to all schools.
- Improve street lighting in the vicinity of schools and along pedestrian / cycle routes to school.
- Introduce measures to reduce the speed of traffic in the vicinity of schools on Masham Road and Firby Road, potentially creating school safety zones around both primary schools.
- Provide adequate secure cycle parking facilities at all schools

**Suggested Surveys**

- Assess street lighting provision and pedestrian / cycle access at all schools.
- Assess existing cycle parking provision at schools and assess the potential location for installing secure cycle parking facilities where required.
- Assess the existing and proposed school bus parking facilities at Bedale High School.
- Assess vehicle parking, traffic speed and traffic flow conditions at all schools.
- Identify and assess current routes used for pedestrian / cycle access to school.
- Review school travel issues with relevant officer at NYCC.
3.6 Car parking issues

The Problem

- Unsuitable parking practice within the Market Place and along routes within the town.

Observations

- Additional carriageway parking restrictions are required. Furthermore some double yellow line markings have not been repainted upon carriageway resurfacing work.
- Parking along the carriageway of South End effectively narrows the route down to one lane. It was noted that residents have in the past offered HDC to purchase a strip of land at the rear of their property parallel to Bedale Beck in order to create rear property access and parking. It was suggested that the creation of rear access could also be used for pedestrian and cycling access.
- The practice of double parking on the cobbled area of the Market Place to the east of the junction with the Wynd reduces visibility for those exiting from the Wynd.
- On-street parking along Wycar restricts traffic flow along this route.
- There is currently insufficient car parking provision at the leisure centre with patrons parking within the surrounding residential area and along Firby Road. This problem will increase as the proposed new sports pitch generates additional parking demand at this facility.
- The provision of additional car parking facilities in the centre of Bedale is required. It was noted that off-street car parking facilities were rarely full to capacity.
- Owners and employees of businesses located on the HDC controlled parking area of the Market Place tend to use the parking facilities located in the vicinity of St Gregory Church and Chantry Hall thus reducing local parking for those wishing to use these facilities. It was suggested that HDC and NYCC on-street parking along the Market Place should be harmonised by applying a short-stay disc parking system operating between 0800 and 1800 hours to all on-street parking areas within the town centre.
- The number of taxis parking for long-stay periods within the town centre was considered excessive. It was noted that the 15 HDC licensed taxis use the town as a base for contract runs within the county.
Suggested Options

- Potential restructuring of on-street parking facilities in terms of layout arrangement to both maximise parking provision and minimise parking hazards, and to harmonise the on-street parking system via short-stay disc parking control.
- Restrict the amount of car parking along Firby Road, South End and Wycar to aid traffic flow and pedestrian access.
- Ensure that designated parking restrictions are visible in terms of lining and signing.
- Introduce parking restrictions at junctions to enable full visibility for all road users.

Suggested Surveys

- Assess current town centre parking restrictions.
- Assess current parking practice along South End, Wycar and the Firby Road area.
- Assess all parking facilities within the Bedale including disabled parking and coach parking facilities.

3.7 Signing

The Problem

- Lack of highway and pedestrian signing

Observations

- The current standard of directional signing indicating Bedale from the A1 was considered inadequate.
- Pedestrian signs indicating routes, public convenience facilities, and car parking facilities are required.

Suggested Options

- Improve highway, tourist, and pedestrian signing.
- Provide signing for cycle parking facilities / routes and coach parking facilities.
- Improve and ensure regular maintenance of existing signs.

Suggested Surveys

- Undertake a full signing audit (including pedestrian and cycle signing) to establish a baseline of existing levels and conditions.
3.8 Speeding and traffic calming

The Problem

- Excessive vehicle speed, particularly on the approach routes into the town.

Observations

- Vehicle speeds are considered excessive along the Masham Road, Burrill Road, Wycar, and A684 approaches into the town. The extension of 40mph buffer zones, gateway features with rumble strips, and vehicle activated speed message signs should be considered on these routes in order to reduce vehicle speeds.
- The mini-roundabout at the Sandhill Lane / A684 junction in Aiskew was considered to be ineffective in reducing speeds on approach to that junction as the mini-roundabout is largely ignored due to lack of deflection and lack of awareness of this junction feature.
- Vehicle speeds are considered excessive along routes within the residential area of South End.
- Traffic speeds are not considered excessive within the town centre, or along Firby Road as the presence of parking along the carriageway acts as a natural form of traffic calming.

Suggested Options

- Introduce measures to reduce speeds on the Burrill Road, Masham Road, and A684 approach roads into Bedale and Aiskew

Suggested Surveys

- Assess vehicle speeds on all approach roads, outside schools, within South End residential area, and at road junctions.
- Investigate the potential for traffic calming in the vicinity of schools.
- Check the degree of deflection and visibility of the mini-roundabout at the Sandhill Lane / A684 junction in Aiskew.
3.9 Junction improvements and traffic flows

The Problem

- Junction hazards and vehicle access / egress problems.

Observations

- Lack of awareness and deflection at the Sandhill Lane mini-roundabout in Aiskew results in incorrect usage of this junction feature.
- The introduction of a roundabout at the Burrill Road / Masham Road junction should be considered as this would also aid traffic flow at the Firby Road / Wycar junction.
- Visibility for vehicles exiting Firby Road onto Wycar was considered as insufficient, exacerbated by the number of vehicles parked along Wycar, and thus reducing the ability to manoeuvre from Firby Road onto Wycar which have reportedly resulted in numerous near and minor vehicle collision incidents. The visibility and manoeuvring problems experienced at the Firby Road / Wycar junction add to the problems of pedestrian access and congestion experienced along Firby Road.
- The practice of double parking on the cobbled area of the Market Place to the east of the junction with the Wynd reduces visibility for those exiting from the Wynd.
- Visibility for vehicles exiting Back Lane in Aiskew onto the A684 was regarded as insufficient. It was noted that the proposed installation of a controlled pedestrian crossing facility on the A684 in the vicinity of this junction would aid vehicle turning onto the A684 from Back Lane.
- The Emgate / Market Place junction tends to be incorrectly used by those unfamiliar with the junction layout. The relocation of the Market Cross to the centre of the carriageway was suggested, thus making Emgate / Market Place and the Wynd a roundabout junction. It was also noted that the Market Cross had historically been positioned further south along the Market Place.
- Long vehicles and coaches currently experience difficulties negotiating the Market Place / Bridge Street / Sussex Street / South End junction. This junction also creates congestion along Bridge Street during the pm peak period. Changes in the priority of traffic flow or the installation of signal controls were suggested as options to reduce the level of congestion, and improve cycle access and pedestrian crossing movements at this junction.
- The creation of a one-way traffic system via Sussex Street, Wycar and the Wynd should be considered once the bypass is constructed as traffic diversion via this route during the Royal visit operated effectively, and
would enable the Market Place to be pedestrianised with the creation of a bus interchange and a car parking area.

- One-way traffic flow along the Wynd (towards the Market Place) should be examined.
- The restriction of traffic using Emgate through the creation of a Home Zone as suggested by the Renaissance Market Town study was considered unnecessary as this would only increase the level of traffic congestion within Bedale.
- The length of time which the railway level crossing barriers are down causes congestion and impedes the emergency services. The level of congestion along Bridge Street and the A684 into Aiskew will become more of a problem with the number of additional train services planned for this route.
- Advance warning signs indicating the presence of congestion or accidents affecting routes through Bedale and Aiskew are required. The installation of a variable message signs located on the perimeter of Aiskew or south of Bedale along the A1 should be considered.
- Access from the supermarket in Bedale is considered difficult.

**Suggested Options**

- Consider changing the traffic flow priorities at the Wycar / Sussex Street / Firby Road junction, the Burrill Road / Masham Road / Wycar junction and the Market Place / Bridge Street / Sussex Street / South End junction.
- Consider changing the layout of the Emgate / Market Place junction to improve vehicle turning movements.
- Ensure parking restrictions at the Wynd / Market Place junction are sufficient to enable safe egress from the Wynd.
- Consider revising the Wynd to one-way traffic flow (northbound towards the Market Place)
- Improve the awareness, positioning and deflection of the mini-roundabout at the Sandhill Lane / A684 junction in Aiskew.
- Improve egress visibility from Back Lane onto the A684 in Aiskew.
- Install a hurry call mechanism to indicate the presence of emergency services waiting to cross the railway level crossing when the barriers are down.

**Suggested Surveys**

- Assess junction turning movements and visibility at the Burrill Road / Masham Road junction, the Wycar / Sussex Street / Firby Road junction, the Emgate / Market Place junction, and at the A684 / Sussex Street / South End junction.
• Assess visibility and deflection of the mini-roundabout at the Sandhill lane / A684 junction in Aiskew
• Assess the carriageway geometry and traffic movement along The Wynd
• Assess vehicular access and egress from all parking areas including at key facilities within Bedale.
• Conduct an audit of street lighting and signing at junctions

3.10 Other issues
• Identify whether there are any proposals for a green travel plan for Leeming Bar Industrial Estate.
• Assess motorcycle parking facilities within Bedale town centre and at key facilities.
4.0 Bedale TMS Workshop 1: Attendance list

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<tr>
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<th>Organisation</th>
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<tr>
<td>Cllr W Barton</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Cllr C Weighell</td>
<td>North Yorkshire County Council</td>
</tr>
<tr>
<td>Mr B Mason</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Mr C Brown</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Mr S Barton</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Ms J Charlton</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Ms A Smith</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Mr N Linfoot</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Ms C Foster</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Ms F Cashmore</td>
<td>North Yorkshire County Council</td>
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<tr>
<td>Mr C Boasman</td>
<td>North Yorkshire Fire and Rescue</td>
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<tr>
<td>Mr D Elders</td>
<td>North Yorkshire Police Authority</td>
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<td>Ms T Adams</td>
<td>Hambleton District Council</td>
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<tr>
<td>Mr M Young</td>
<td>Bedale Town Council</td>
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<td>Mr R Calvert</td>
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<td>Ms A Le Druillenec</td>
<td>Bedale Town Council</td>
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<td>Mrs Reynolds</td>
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<tr>
<td>Mr Laity</td>
<td>Bedale Chamber of Trade and Commerce</td>
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<tr>
<td>Ms C Richardson</td>
<td>Bedale Riders</td>
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<tr>
<td>Mr K Paskett</td>
<td>Arriva North East</td>
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<td>Mr G Peach</td>
<td>Confederation for Passenger Transport UK</td>
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<tr>
<td>Mr P Godfrey</td>
<td>Highways Agency</td>
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<tr>
<td>Ms L Curran</td>
<td>Disability Action in Richmond</td>
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<td>Ms C Megson</td>
<td>Bedale Church of England Primary School</td>
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<td>Mr D Hewison</td>
<td>Bedale High School</td>
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<td>Ms C Burne</td>
<td>Mowbray School</td>
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<td>Mr I Marr</td>
<td>Community Education</td>
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<td>Mr S Dyne</td>
<td>Dales and District Travel</td>
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<td>Mr R Healey</td>
<td>Cyclist Touring Club</td>
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<td>Reverend P Wright</td>
<td>Bedale Methodist Church</td>
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<td>Mr R Turnbull</td>
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<td>Mr S Vona</td>
<td>Mouchel Parkman</td>
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Appendix 6 - NYCC LTP1 Targets

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TARGETS AND PERFORMANCE INDICATORS

The County Council's transport objectives have been used to develop a series of headline targets for measuring progress and achievement of the policies in action. A series of causal chains is included in the Plan which identify specific aspects to be monitored in each of the policy areas set out in the “Transport Strategy” section. To enable progress to be measured in the short term a number of performance indicators and targets are also identified in Appendix 1.

These targets are based upon full implementation of the programme set out in the Plan. If funding allocations are below this level, the targets will need to be reviewed.

Objective = To promote social equity by providing choices of travel mode which meet the needs of the socially and physically disadvantaged.

- Target = To increase the total annual distance in km covered by local buses within the area of the Authority by 10% by 2005/06.
- Target = To introduce facilities for people with disabilities at all new signalised pedestrian crossing facilities and to retrofit all existing facilities by 2004.

Objective = To limit traffic growth by minimising the need to travel and developing alternative non car modes.

- Target = To achieve zero traffic growth in the town centres of the two main urban areas of Harrogate and Scarborough from 2000.
- Target = To limit traffic growth in the North York Moors National Park to at least 1% below average national traffic growth over the period of the Plan.
- Target = To limit traffic growth in the Yorkshire Dales National Park to at least 2% below average national traffic growth over the period of the Plan.
- Target = To reduce traffic flow on the A19 through Selby by 30% on the opening of the Selby Bypass and restrain growth not to exceed national low growth forecasts from that time to the end of the Plan period.
- Target = To reduce the cost per passenger journey of subsidised bus services from £1.35 (1999/2000) to £1.30 (2000/2001) and by a further 10% by 2005/2006.
• Target = To increase the total number of passenger journeys made annually on local buses within the area of the Authority by 10% by 2005/06.

Objective =
To provide a safe, efficient and well maintained highway network as part of an integrated transport strategy.

• Target = To reduce to 6% the length of principal road network with negative residual life during the Plan period.
• Target = To reduce to 14% the length of principal road network with skidding resistance below investigatory level during the Plan period.

Objective =
To minimise the adverse impact of traffic on the environment, particularly with regard to noise and pollution.

• Target = To achieve zero traffic growth in the town centres of the two main urban areas of Harrogate and Scarborough from 2000.
• Target = To limit traffic growth in the North York Moors National Park to at least 1% below average national traffic growth over the period of the Plan.
• Target = To limit traffic growth in the Yorkshire Dales National Park to at least 2% below average national traffic growth over the period of the Plan.
• Target = To reduce traffic flow on the A19 through Selby by 30% on the opening of the Selby Bypass and restrain growth not to exceed national low growth forecasts from that time to the end of the Plan period.
• Target = To establish three quality freight partnerships during the life of the Plan.
• Target = To introduce 10 calming/gateway schemes per annum.
• Target = To increase the total number of public transport journeys made annually in the two National Parks and AONB by 15% by 2005/06.

Objective =
To provide a quality public transport system for as many residents as possible which recognises the importance and impact of tourism in the County.
• Target = To ensure that 75% of users are satisfied with local bus services by the end of the Plan period.
• Target = To ensure that 75% of users are satisfied with local provision of public transport information by the end of the Plan period.
• Target = To increase the total number of public transport journeys made annually in the two National Parks and AONB by 15% by 2005/06.

Objective =
To reduce the number and severity of casualties arising from road accidents in the County.

• Target = To achieve a 40% reduction in the number of people killed or seriously injured by 2010 compared with the average for 1994 – 1998.
• Target = To achieve a 50% reduction in children under 16 years of age killed and seriously injured by 2010 compared with the average for 1994 – 1998.
• Target = To achieve a 10% reduction in slight casualty rate (expressed as the number of people slightly injured per 100 million vehicle km) compared with the average for 1994 – 1998.

Objective =
• To facilitate opportunities for economic regeneration, growth and the sustainable movement of goods.
• Target = To establish a lorry routing database for the County in the first two years of the Plan.

Target = To establish three quality freight partnerships during the life of the Plan.
Appendix 7 - Consultation Materials
How can you help?

Please read this leaflet and then, for a clearer understanding of the plans at a larger scale or to discuss the proposals with representatives of NYCC and Mouchel Parkman, visit the exhibition which will be held at Bedale Hall, on Thursday 2nd June between 12:00 and 18:00, Friday 3rd June between 10:00 and 18:00, and on Saturday 4th June between 09:00 and 12:00.

In order for your views to be taken into account, you need to complete the questionnaire accompanying this leaflet. Questionnaires and any additional comments can be handed in at the exhibition, completed on the internet at [http://www.nycc-consultation.info], or returned by FREEPOST, to be received by NYCC no later than Monday 13th June 2005.

Your views will be considered on an equal basis with those of other people and organisations. The final strategy for implementation will be guided by the majority view obtained from responses received. The implementation of individual major elements of the strategy will still be subject to later detailed local consultation prior to their construction. For further information contact Colin Brown on 01609 532563 or Pamela Townley on 01904 789573.
## Pedestrian Improvements

**Introduction**

The Pedestrian Action Plan identifies key pedestrian routes to be considered as part of NYCC’s response to the Basiing of Discrimination Act 1995 (DDA). In order to allow use of these routes to be improved, dropped kerbs and tactile paving will be provided, and a more pedestrian-friendly environment developed for the whole community, as a result of consultation in the area. This leaflet summarises current traffic and pedestrian problems and provides options for improvement, including the need for long lasting improvements, especially for vulnerable pedestrians who would have their own Green Man stage. The plan aims to improve the pedestrian environment.

### Problem Identified: Pedestrian Improvements

- **What problems were identified?**
  - Excessive pedestrian crossings at corners and junctions.
  - Lack of pedestrian facilities on Firby Road.
  - Inadequate pedestrian facilities on Firby Road.
  - A lack of safe cycling routes and secure cycle parking.
  - Misleading and poor highway and pedestrian signing.

### General Improvements

- **What are our aims?**
  - To improve safety and reduce accidents in Bedale and Aiskew.
  - To improve facility for passenger interchange between the three connecting bus services.
  - To improve pedestrian safety at the Firby Road / Sussex Street junction (Five Lane End).

### How can we achieve these?

- **Option 1**
  - Retains the existing pedestrian crossing and introduces pedestrian crossing on the same footprint, with a new zebra crossing added.
  - Introduces the proposed cycle path layout.
  - A footbridge across Bedale Beck parallel to the existing road bridge to be provided to facilitate pedestrian access to the footbridge.

### Junction Improvements

- **Option 3**
  - Improving the Market Place bus stop to incorporate a level access bus stop.

### Cycle Plan

- **What are our aims?**
  - To improve safety and reduce accidents in Bedale and Aiskew.
  - To improve facility for passenger interchange between the three connecting bus services.

### What are our aims?

- **What are our aims?**
  - To reduce vehicle speeds on the A684 and around Bedale and Aiskew.
  - To reduce vehicle speeds on the A684 and around Bedale and Aiskew.

### How can we achieve these?

- **Option 2**
  - Alternative routes for pedestrians and cyclists to the Market Place.
  - Alternative routes for pedestrians and cyclists to the Market Place.

### What are our aims?

- **What are our aims?**
  - To improve safety and reduce accidents in Bedale and Aiskew.
  - To improve facility for passenger interchange between the three connecting bus services.

### How can we achieve these?

- **Option 1**
  - Retains the existing pedestrian crossing and introduces pedestrian crossing on the same footprint, with a new zebra crossing added.
  - Introduces the proposed cycle path layout.
  - A footbridge across Bedale Beck parallel to the existing road bridge to be provided to facilitate pedestrian access to the footbridge.

### Junction Improvements

- **Option 3**
  - Improving the Market Place bus stop to incorporate a level access bus stop.

### Cycle Plan

- **What are our aims?**
  - To improve safety and reduce accidents in Bedale and Aiskew.
  - To improve facility for passenger interchange between the three connecting bus services.

### What are our aims?

- **What are our aims?**
  - To improve safety and reduce accidents in Bedale and Aiskew.
  - To improve facility for passenger interchange between the three connecting bus services.

### How can we achieve these?

- **Option 2**
  - Alternative routes for pedestrians and cyclists to the Market Place.
  - Alternative routes for pedestrians and cyclists to the Market Place.

### Cycle Plan

- **What are our aims?**
  - To improve safety and reduce accidents in Bedale and Aiskew.
  - To improve facility for passenger interchange between the three connecting bus services.

### What are our aims?

- **What are our aims?**
  - To improve safety and reduce accidents in Bedale and Aiskew.
  - To improve facility for passenger interchange between the three connecting bus services.
1. Do you support the proposed pedestrian improvements including dropped kerbs, tactile paving, footway and route improvements, and controlled crossings?  
   - [ ] Yes  
   - [ ] No

2. Do you support the proposed ‘Cycle Plan’ including the development of an integrated network of cycle routes and provision of additional secure cycle parking?  
   - [ ] Yes  
   - [ ] No

3. Do you support the proposed safety related changes to speed limits and complementary speed reducing measures on the A684 Leyburn Road and Aiskew Road, Masham Road, Firby Road and Exelby Road approaches into Bedale and Aiskew?  
   - [ ] Yes  
   - [ ] No

4. Do you support the introduction of a School Safety Zone in the vicinity of Bedale Primary School and Bedale High School on Firby Road?  
   - [ ] Yes  
   - [ ] No

5. Do you support the introduction of parking restrictions on Sussex Street between the Masham Road / Burrill Road and Firby Road junction, and in the vicinity of the South End / Market Place junction?  
   - [ ] Yes  
   - [ ] No

6. Do you support adjusting the alignment of the existing carriageway Sussex Street / A684 Market Place / A684 Bridge Street / South End junction to improve safety for all road users and improve vehicle turning movement at this junction?  
   - [ ] Yes  
   - [ ] No
   If Yes to Q6. Please tick your preferred option (one box only)
   a. Option A - Realigning the carriageway but retaining existing priority  
   b. Option B - Realigning the carriageway and giving priority to the A684  
   c. Option C - Signal control with pedestrian facilities on all approaches
   - [ ] a.  
   - [ ] b.  
   - [ ] c.

7. Do you support the introduction of signal control at the Firby Road / Sussex Street / Wycar (Five Lane Ends) junction to assist pedestrian safety?  
   - [ ] Yes  
   - [ ] No

8. Do you support the proposal to improve the existing coach parking and drop-off facility in the vicinity of St Gregory’s Church including one-way traffic flow and parking restrictions?  
   - [ ] Yes  
   - [ ] No

Additional Comments

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So that we can analyse the information that you have provided in the most effective way, we would appreciate if you could enter the number and/or name of your building and your full postcode in the boxes provided.

What is the number and/or name of your building

What is your full postcode (for example DL8 5XX)

Thank you for your time and assistance

This questionnaire is also available for completion on-line at http://www.nycc-consultation.info

Questionnaires should be returned by Monday 13th June 2005
Appendix 8 - Area Committee Report and Consultation Responses
BEDALE TRAFFIC MANAGEMENT STRATEGY

1.0 PURPOSE OF REPORT

1.1 The purpose of this report is to advise Members of the outcome of the public consultation exercise on the proposed Traffic Management Strategy options for Bedale.

1.2 In addition, the report makes recommendations on the Traffic Management Strategy for Bedale.

1.3 The report also indicates those short term measures which have received high levels of support during the consultation process, and which will now be progressed as quickly as possible to the detailed design stage. It is intended that these measures will be commenced during the 2005/06 financial year using funds already identified in the Local Transport Plan (LTP) budget allocation.

2.0 BACKGROUND

2.1 Members will recall that at the meeting of your Committee on 15 March 2004 a report was presented on the 2004/05 Capital Programme that included the development of a Traffic Management Strategy for Bedale.

2.2 The public consultation exercise for the Bedale Traffic Management Strategy has been completed, and a public exhibition was held in Bedale Hall on 2, 3 and 4 June 2005. County Council officers and Mouchel Parkman representatives were present at the exhibition to discuss and explain the proposals.

2.3 4,344 leaflets and questionnaires were delivered to addresses in Bedale and the surrounding villages, and to 79 stakeholders and statutory consultees. A copy of the consultation leaflet, the contents of which were agreed with your Chairman and the local Member, is included with this report to remind Members of the details of the proposals presented for consultation. The leaflet and questionnaire were also made available via the internet.

2.4 A summary of the numbers of responses to the questionnaires and to individual questions is attached to this report, as Appendix 1.
2.5 Members will note that 1,316 responses have been received (30%) and will also note the very positive nature of the response in terms of the levels of support for the majority of the various suggested proposals. 26 questionnaires were completed via the internet.

2.6 Many of the questionnaires were accompanied by detailed written comments and suggestions, and in the case of many of the statutory consultees and stakeholders, more formal written submissions were made. A summary of these comments is provided at Appendix 2. Comments have not been reproduced verbatim; rather, particular issues and categories of comment have been assembled together, and an indication of the numbers of respondents supporting or mentioning the issue is given.

2.7 In relation to the formal submissions from statutory consultees and/or stakeholders, a schedule which summarises their views, together with your officers’ comments, is attached as Appendix 3.

2.8 Members will also recall that a report was presented to the 15 March 2004 County Committee for Hambleton regarding a petition received with 30 signatures expressing concern for the safety of pedestrians at the Bedale Market Place/Bridge Street/South End/Sussex Street junction. It was agreed that the originator of the petition should be informed by the Corporate Director, Environmental Services that this location would be investigated as part of the Bedale Traffic Management Strategy.

3.0 INTERPRETATION OF PUBLIC RESPONSES

3.1 Members will note from the appendices that a very wide range of views have been expressed in the responses to this public consultation exercise, from residents, businesses, stakeholders and statutory consultees.

3.2 It is quite clear from the responses that all of the measures have been well received, with all measures gaining at least 78% support. It is therefore proposed to proceed to the detailed design and implementation of a selected number of these measures, being those which require minimal further consultation. The suggested selected schemes would be funded from this years budget allocation and are as follows:

i. Dropped kerb crossings
ii. 40mph ‘buffer zone’ and speed reducing features on Exelby Road
iii. 40mph ‘buffer zone’ and speed reducing features on Firby Road
iv. 40mph ‘buffer zone’ and speed reducing features on Masham Road
v. 40mph ‘buffer zone’ and speed reducing features on the A684 eastern approach to Aiskew
vi. Speed reducing measures on the A684 Leyburn Road
vii. Additional secure cycle parking
viii. Signed and advisory cycle routes
ix. Traffic and pedestrian of sign rationalisation and improvements
3.3 Other measures in the proposed strategy were also well supported as follows:

i. Pedestrian Action Plan improvements, including dropped kerbs, tactile paving, and footway and route improvements, and controlled crossings (92% support)

ii. Integrated network of cycle routes (80% support)

iii. Safety related changes to speed limits and complementary speed reducing measures on the A684 Leyburn Road and Aiskew Road, Masham Road, Firby Road and Exelby Road approaches into Bedale and Aiskew (86% support)

iv. School Safety Zone in the vicinity of Bedale Primary School and Bedale High School on Firby Road (94% support)

v. Parking restrictions on Sussex Street between the Masham Road/Burrill Road and Firby Road junction, and in the vicinity of the South End/Market Place junction (87%)

vi. Adjusting the alignment of the existing carriageway at the Sussex Street / A684 Market Place/A684 Bridge Street/South End junction was well supported (96% support). Of the 1,258 respondents who supported alterations to this junction, their views were as follows:
   a) 9% (110 respondents) preferred Option A, realigning the carriageway but retaining existing priority
   b) 19% (233 respondents) preferred Option B, realigning the carriageway and giving priority to the A684
   c) 70% (884 respondents) preferred Option C, signal control with pedestrian facilities on all approaches
   d) 2% (31 respondents) did not specify any preference

vii. The introduction of signal control at the Firby Road Sussex Street/Wycar (Five Lane Ends) junction was well supported (81% support).

viii. The proposal to improve the existing coach parking and drop-off facility in the vicinity of St Gregory’s Church including one-way traffic flow and parking restrictions was supported (78% support).

4.0 INTERPRETATION OF STAKEHOLDERS AND STATUTORY CONSULTEE RESPONSES

Bedale Conservation Area

4.1 The County Council’s Conservation Officer and Hambleton District Council made strong representations regarding the desirability to preserve and enhance the character and appearance of the conservation area and the setting of the many Listed buildings. Detailed design will incorporate materials appropriate to the conservation area. For schemes in the Conservation Area, further consultation will be carried out with local people, Town Council, District Council, English Heritage, and other statutory consultees.
Hambleton District Council

4.2 Hambleton District Council considered that the proposed pedestrian crossing at North End between the Church and Bedale Hall is not needed. However, local support is strong for the proposed pedestrian improvements including dropped kerbs, tactile paving, and footway and route improvements, and controlled crossings (92% support).

4.3 Hambleton District Council considered that pedestrian and cycle links should be provided to Crakehall. A continuous footway already exists between Bedale and Crakehall. This could be upgraded to shared use by widening.

4.4 Hambleton District Council requested that a designated cycle route to Bedale School should be provided at South End. The signed cycle route to Bedale School via South End is proposed to be on carriageway. However, consideration could be given, at the detailed design stage, to options for an off-carriageway route if there is space available on the verges.

4.5 Turning to the options for improving the Sussex Street / A684 Market Place / Bridge Street/South End junction. Although the District Council prefers Option B (realigning the carriageway and giving priority to the A684), further consideration is requested about what measures could be put in place to enable pedestrians to cross safely whilst respecting the historic street scene. Option C would enable pedestrians to cross safely by the provision of traffic signals but it would have an impact on the historic street scene. There is insufficient footway width for the provision of pedestrian refuges or zebra crossings on Sussex Street and Bridge Street which are the main pedestrian routes. Also, due to the limited visibility for turning traffic from Sussex Street and Bridge Street into Market Place, a zebra crossing would not be recommended on the A684 across Market Place close to the junction; and the swept path of large vehicles turning at the junction would preclude the provision of a pedestrian refuge.

4.6 It considers that the best solution to these issues is the proposed A684 Bedale/Aiskew/Leeming Bar relief road. However, it is acknowledged that as the road is not due to open until 2011 and there is a need for an interim solution.

4.7 Taking into account the comments of the District Council your officers consider that the negative impact of the provision of traffic signals upon the character and appearance of the conservation area should be weighed against the benefits of improved pedestrian safety and reduced traffic congestion.

4.8 The District Council is pleased that attempts are being made to improve the Market Place/Sussex Street/South End/Bridge Street junction, which it accepts currently has a negative impact on Bedale both in terms of environmental aesthetics and road safety.
4.9 The District Council expressed support for the general improvements and the pedestrian action plan, and requested that provision of an uncontrolled crossing point on the A684 near to Bedale Station should be considered and also improvement of the alleys which link the Bridge Street car park with the Market Place. It is considered by your officers that both of these suggestions have merit and that they should be included in the strategy.

4.10 The District Council supports the proposed cycling improvements and in addition asked that provision of a cycle route alongside the Wensleydale Railway between Bedale and Northallerton should be considered. However this route is outside the scope of the Bedale Traffic Management Strategy. It would be considered for inclusion in the cycle plan for the Northallerton to Bedale area.

4.11 The District Council would like to see reference to the “Gateway” car park, identified in the Renaissance Market Towns initiative, (incorporating coach parking north of the church) which is proposed to be implemented at the same time as the Bedale - Aiskew - Leeming Bypass. The design of the Bypass is being carried out to take into consideration the proposed car park and the position of the roundabout on the A684 to the west of Bedale will minimise walking distance to the town. Some commitment from the County Council towards implementing this with other partners would also be welcomed by the District Council. However, provision of additional off-street car parking is a District Council function to which the County Council would not normally contribute funds. The County Council could however assist with measures to improve access to the car park for pedestrians.

4.12 The District Council has commented that the consultation leaflet makes no reference to the types of materials to be used for any of the proposals and that this is a major omission. However, the purpose of the current consultation is to establish whether there is local support in principal for the various strategy elements before costs are incurred on the detailed design. Detailed design will incorporate materials appropriate to the conservation area and include further consultation with local people, Town Council, District Council, English Heritage, and other statutory consultees. Highway signage will be kept to the minimum required.

4.13 The District Council welcomes the inclusion of improvement of facilities for coaches, the development of a cycle network, entrance signage and gateways, improving pedestrian links between the Market Place and the car parks, and the provision of a new pedestrian crossing in Aiskew. The District Council acknowledges that other aspirations that arose through the Renaissance Market Town initiative will need to wait until the relief road is in place before they can be brought forward – particularly the provision of a Gateway Car Park, Market Place Pedestrian Orientation and Emgate Home Zone.
4.14 Hambleton District Council has also requested that consideration be given by the County Council to providing a funding contribution out of the Bedale Traffic Management Strategy of up to £50k towards the provision of the footbridge over Bedale Beck. This would be additional to the funds already allocated towards the Railway Station project in the Capital Programme for 2004/05 (£75k) and 2005/06 (£75k). This request will be considered as part of the Bedale Traffic Management Strategy implementation report to your next Committee meeting.

Bedale Town Council

4.15 Bedale Town Council decided to respond to the consultation as individuals.

North Yorkshire Police

4.16 North Yorkshire Police have expressed support for all of the proposals with a preference for Option C (traffic signals) at the Market Place/Bridge Street junction. The police consider that parking restrictions may be required in conjunction with any alterations to the junction and that the other options put forward would not alleviate congestion and could increase the risk of collisions.

Market Place/Sussex Street/South End/Bridge Street Junction

4.17 Option A (realigning the carriageway) was preferred by 3 stakeholders and statutory consultees; the NYCC Conservation Officer, Arriva North East and North Yorkshire Ambulance Service.

4.18 Option B (change in priority) was preferred by five stakeholders and statutory consultees; Hambleton District Council, Bedale Tourist Information Centre, Confederation of Passenger Transport, and Cyclists’ Touring Club (CTC).

4.19 Option C (traffic signals with realigning the carriageway) was preferred by 11 stakeholders and statutory consultees; Bedale Chamber of Trade, Bedale Health Clinic, Bedale High School, Bedale Riders, Bedale Volunteer Bureau, Community Education Bedale School, Dales Care Centre, Exelby, Leeming & Newton Parish Council, Mowbray School. The provision of traffic signals was also supported by North Yorkshire Police and Steer Davies Gleave (transport consultants involved in the Renaissance Market Towns project). Wensleydale Railway plc supported traffic signals at the Market Place/Bridge Street junction but without the road realignment.

4.20 North Yorkshire Ambulance Service considered that traffic signals at the Market Place/Bridge Street junction could cause more delay to emergency vehicles than Options A or B.
5.0 **FURTHER INFORMATION**

4.1 Members are asked to note that the decision on the Traffic Management Strategy to be adopted for Bedale is a matter which is delegated to the Corporate Director, Environmental Services.

4.2 It is however vital that the views of the Area Committee are sought on the Strategy to be adopted, since this is clearly a matter of significant local interest.

4.3 It will also be noted, at Appendices 2 and 3, that a variety of other issues and requests have been raised by respondents. These will be further assessed and, where appropriate, additional investigations will be undertaken to determine whether they should be taken forward, as part of the implementation of the strategy in consultation with the Area Committee.

5.0 **RECOMMENDATIONS**

5.1 That the proposal for the detailed design and implementation of a number of the short term measures referred to in paragraph 3.2 of this report in the 2005/06 financial year be applied and where appropriate these measures be subject to consultation with stakeholders, statutory consultees and frontagers.

5.2 The Corporate Director, Environmental Services be informed that it is the Committee’s view that a Traffic Management Strategy for Bedale which includes proposals in paragraphs 3.2 and 3.3 be approved.

6.3 That the strategy should include the widening and upgrading the footway between Bedale and Crakehall to provide a shared use cycle route.

6.4 That the strategy should include options for an off-carriageway route cycle route to Bedale School via South End if there is space available on the verges.

6.5 That the strategy should include consideration of the provision of an uncontrolled crossing point on the A684 near to Bedale Station, and improvement of the alleys which link the Bridge Street car park with the Market Place.

6.6 That proposals for alterations to the Market Place/Sussex Street/South End/Bridge Street junction based on Option C (traffic signals) should be included in the strategy.

6.7 That further consideration be given to the provision for a funding contribution of up to £50k towards the footbridge over Bedale Beck during the development of the Integrated Transport Capital Programme for 2006/07.

M O MOORE  
Corporate Director, Environmental Services
Background Papers - None

Author of Report: C J Brown
Presenter of Report: B Mason
Bedale Traffic Management Project
Consultation Response

1.0 Consultation Process

The consultation process for the Bedale Traffic Management Strategy consisted of:

• An Exhibition held at Bedale Hall between Thursday 2nd June 2005 and Saturday 4th June 2005.
• A consultation leaflet and questionnaire distributed in paper format to stakeholders, statutory consultees and all 4344 households in the Bedale study area.
• A version of the leaflet and questionnaire available on the County Council’s Website [http://www.nycc-consultation.info].

• Of the questionnaires distributed, 30.3% have been returned, including 26 questionnaires completed on the Internet and 23 questionnaires received from those distributed at the exhibition.
• A total of 20 questionnaires have been returned by statutory consultees and stakeholders.

2.0 Summary of Consultation Responses

The questionnaire listed a total of 8 questions which comprised proposed elements of the Traffic Management Strategy, the response to each of these questions are detailed as follows:

Question 1 - Do you support the proposed pedestrian improvements including dropped kerbs, tactile paving, and footway and route improvements, and controlled crossings?
• 92% of respondents supported these improvements, 6% did not support this option, and 2% did not register an opinion

Question 2 - Do you support the proposed ‘Cycle Plan’, including the development of an integrated network of cycle routes and provision of additional secure cycle parking?
• 80% of respondents supported these improvements, 15% did not support this option, and 5% did not register an opinion

Question 3 - Do you support the proposed safety related changes to speed limits and complementary speed reducing measures on the A684 Leyburn Road and Aiskew Road, Masham Road, Firby Road and Exelby Road approaches into Bedale and Aiskew?
• 86% of respondents supported these measures, 11% did not support these measures, and 3% did not register an opinion

Question 4 - Do you support the introduction of a School Safety Zone in the vicinity of Bedale Primary School and Bedale High School on Firby Road?
• 94% of respondents supported these measures, 3% did not support these measures, and 3% did not register an opinion
Question 5 - Do you support the introduction of parking restrictions on Sussex Street between the Masham Road / Burrill Road and Firby Road junction, and in the vicinity of the South End / Market Place junction?
  • 87% of respondents supported this proposal, 9% did not support this proposal, and 4% did not register an opinion

Question 6 - Do you support adjusting the alignment of the existing carriageway at the Sussex Street / A684 Market Place / A684 Bridge Street / South End junction to improve safety for all road users and improve vehicle turning movement at this junctions?
  • 96% of respondents supported this proposal, 3% did not support this proposal, and 1% did not register an opinion

The following three options were presented for Question 6:
  a. Option A – Realigning the carriageway but retaining existing priority
  b. Option B – Realigning the carriageway and giving priority to the A684
  c. Option C – Signal control with pedestrian facilities on all approaches

Of the 1258 respondents who supported Question 6:
  • 9% (110 respondents) stated preference for Option A,
  • 19% (233 respondents) stated preference for Option B,
  • 70% (884 respondents) stated preference for Option C,
  • 2% (31 respondents) did not specify their preference

Question 7 - Do you support the introduction of signal control at the Firby Road / Sussex Street / Wycar (Five Lane Ends) junction to assist pedestrian safety?
  • 81% of respondents supported this proposal, 15% did not support this proposal, and 4% did not register an opinion

Question 8 - Do you support the proposal to improve the existing coach parking and drop-off facility in the vicinity of St Gregory’s Church including one-way traffic flow and parking restrictions?
  • 78% of respondents supported this proposal, 15% did not support this proposal, and 7% did not register an opinion
Bedale Traffic Management Strategy
Consultation Questionnaire Comments

This document comprises the comments submitted by those responding to the Bedale Traffic Management Strategy Consultation Questionnaire. The comments are listed in accordance with the questions posed.

Question 1 – Do you support the proposed pedestrian improvements including dropped kerbs, tactile paving, footway and route improvements, and controlled crossings?

Proposals to improve pedestrian access include: providing controlled crossings at North End near Bedale Hall and near Aiskew Methodist Church; improving access at the Firby Road / Sussex Street (Five Lane Ends) junction; construction a footway along Firby Road between The Surgery and Bedale Primary School; and footpath improvements between Firby Road and Sussex Close.

The following comments were made:

- Support the construction of a section of footway on Firby Road between The Surgery and Bedale Primary School (26) of which 18 requested to extend this along the entire eastern side of Firby Road for access to school, leisure and health facilities
- The provision of a controlled pedestrian crossing in Aiskew is considered priority (15)
- The pedestrian plan proposals will greatly benefit pedestrian safety (14)
- The provision of a controlled pedestrian crossing at Bedale Hall is essential (10) as this will prove beneficial for older pedestrians (2)
- Support any improvement to facilitate pedestrian crossing movement at the Five Lane End junction (7)
- Oppose the provision of a controlled pedestrian crossing in the vicinity of Bedale Hall (3) as: this will impede traffic flow (1), ruin the aesthetics of this important conservation area with associated signing, poles and road markings (1).
- Oppose the use of tactile paving (5) as this paving is: both painful and difficult for those with poor mobility (3); makes wheelchair access more difficult (2); is dangerous in wet weather (1)
- Oppose the introduction of signal controlled pedestrian crossings as these delay traffic flows (2)
- Provide additional dropped kerbs along Fitzalan Road (2)
- Construct the footbridge across Bedale Beck as soon as possible (2)
- Oppose the provision of dropped kerbs as these bring pedestrians in closer proximity to vehicles (1)

Other pedestrian issues:

- Prevent cyclists from using footways (9)
- Widen the footways along Sussex Street to improve pedestrian access (7)
- Improve pedestrian access across Emgate at the Bridge Street junction (7) of which 4 requested the provision of a controlled crossing facility
- Improve disabled pedestrian access between Aiskew and Bedale across the railway level crossing (6) as difficulties with the footway at Ascough Wynd and getting through the wicket gate force many wheelchair and electric scooter users to use the carriageway
- Widen the footways along Emgate to improve pedestrian safety and access (5), particularly for wheelchair and pram access, residential access, and to prevent pedestrians being struck by vehicle wing mirrors
- Widen the footway along Aiskew Road between the railway level crossing and Back Lane (5) as there is insufficient room for two prams, wheelchairs or electric scooters to pass one another
- Prohibit vehicles parking on footways, obstructing pedestrian access (5)
- Prevent vehicles from mounting the footway along Sussex Street (3) particularly when any cars or other large vehicles have to pass an approaching HGV
• Raise the height of kerbs along Emgate to prevent vehicles from mounting the footway (3)
• Adopt and upgrade the lane between Emgate and Market Place via the public toilets as an alternative pedestrian route to walking through Bridge Street car park (2)
• Upgrade the footway between Crakehall and Bedale (2)
• Provide a controlled pedestrian crossing facility: across A684 in the vicinity of the railway station (1); across the A684 in the vicinity of Spruce Gill Avenue (2)
• Provide a public footpath between Sandhill Lane and Leeming Bar Industrial Estate (1)
• Provide a pedestrian crossing between Iddison Drive and Fitzalan Road (1)
• Widen the existing footway across Bedale Bridge (1)
• Widen the footway along Exelby Road between Fitzalan Road and South End Avenue (1)
• Upgrade Bedale Beck path to a bridleway (1)
• Provide a pedestrian crossing on: Masham Road in the vicinity of Ash Tree Road (1); on Sussex Street in the vicinity of the Health Centre and Dentist (1)
• Maintain the footways and flagstones (2)
• Provide a continuous footway along the southern side of Masham Road and Sussex Street to the Sussex Street / Market Place junction (1)
• Improve pedestrian access across Exelby Road in the vicinity of Harbour View, assisting pedestrians access to Bedale Beck footpath (1)

Question 2 – Do you support the proposed ‘Cycle Plan’ including the development of an integrated network of cycle routes and provision of additional secure cycle parking?
These included provision of a several off-road and on-road signed cycle routes connecting Aiskew and Bedale to improve cross-town cycle access between residential areas, health facilities, schools, leisure facilities and the town centre.

The following comments were made:
• Oppose the cycle plan proposals (29) as:
  • There is insufficient demand for cycle routes in the area (8);
  • The limited demand for cycling does not justify the cost (7);
  • The facilities will not be used (5);
  • The routes are not needed as cyclist currently use the footways (4);
  • The current volume of traffic discourages cycling (1);
  • The proposed route segments forces cyclist back onto the main road at the most dangerous locations (1)
• Oppose joint-use cycle paths as these routes pose greater hazards for pedestrians (9)
• Oppose the creation of on-roads cycle routes, as the priority should be to make the roads safer for cyclists instead (1)
• Support the introduction of proposed cycle routes except for:
  • The route via Back Lane (7) stating that Back Lane is inappropriate as a cycle route due to agricultural vehicle access, the narrow and poor surface nature of the route, and would encourage anti-social behaviour in a secluded area,
  • Along Bedale Beck (6) as this would significantly reduce pedestrian safety;
  • Along Holly Road and Meadowfield as these are areas where elderly residents live (3);
  • Along Ascough Wynd as this road is a quite street on which young children play (1);
  • The route to the rear of Heron Close as this would encourage anti-social behaviour and infringe residential privacy (1)
  • Along Blind Lane as this route is inappropriate as a cycle route due to: the nature of route, infringement upon residential privacy, and the constant agricultural vehicle access (1)
  • Via Love Lane as permissive access is due to terminate in 2010 (1)
• Ensure new footbridge can be used by cyclists (5)
• Would support cycle plan proposals if the law prohibiting cyclists using footways would be enforced (3)
• Provide a cycle route between Bedale and:
  • Crakehall (4);
Appendix 2

- Leeming Bar Industrial Estate (1),
- Leeming Bar, Morton on Swale and Romanby (1)
- Bedale to Kirklington via Burneston (1)
- to Northerallerton (1);
- to nearby villages (1)
- Reduce vehicle speed to improve safety for cyclists (3)
- Improve the visibility of cyclists egressing from Badger Hill Drive onto South End (1)
- Provide additional cycle parking in the Market Place (1)
- The approach roads into Bedale are too narrow for cycling, with cyclists using the narrow footway along Sussex Street rather than the carriageway (1)
- Convert the railway route into a cycle route between Leyburn and Northallerton (1)

Question 3 – do you support the proposed safety related changes to speed limits and complementary speed reducing measures on the A684 Leyburn Road and Aiskew Road, Masham Road, Firby Road and Exelby Road approaches into Bedale and Aiskew?

The following comments were made:
- Support the reduction of existing speed limits but oppose the introduction of speed humps (11)
- Oppose any reduction in existing speed limits as these will not be enforced (5)
- Oppose all proposed road safety measures due to opposition towards the introduction of gateways (3) and speed ‘humps’ (9)
- Oppose the introduction of speed buffer zones as they will only be effective if existing speed limits are obeyed (3)
- Support the introduction of buffer zones but oppose the introduction of speed humps (2)
- Oppose the introduction of any ‘bump’ features (4)
- Ensure agricultural vehicles have full access along carriageways with 30mph speed restrictions in place (1)
- Extend the buffer zone to the BASA entrance (1)
- Sandhill Lane / A684 proposed junction improvements:
  - Improve visibility at this junction (14), particularly westbound from the A1
  - Implement physical measures to slow traffic on the approach to the Sandhill Lane junction (4)
  - Improve road safety at Sandhill Lane / A684 junction (3)
  - The junction and central island are too close together for large vehicles to manoeuvre (2)
  - Improve lighting and signing at this junction (2)
  - Implement measure to enforce drivers to give way at this junction (2)
  - Revert this junction back to a T-junction to improve safety for all road users (1)
- Oppose the proposed Masham Road / Burrill Lane junction improvements: as this is considered unnecessary (9), provide a turning lane only (1), proposed improvements will not reduce speeds along this approach route (2)

Other issues which were raised relating to vehicle speed:
- Enforce existing speed limits (14)
- Enforce speed limits along Masham Road (3)

- Measures were requested to reduce vehicle speeds along the following routes:
  - Exelby Road (21), particularly for improving the safety of equestrians
  - Masham Road (16), particularly in the vicinity of Masham School (6)
  - South End (8)
  - A684 route through Aiskew (4)
  - A684 Leyburn Road (3), in the vicinity of the Bedale Golf / BASA
  - A684 approach to Aiskew from the A1 junction (2)
  - Sussex Street (2)
  - Sussex Close (1)
  - Firby Road (1)
• Fitzalan Road (1)

• The introduction of speed cameras were requested for the following routes:
  • Masham Road (5)
  • Firby Road (2)
  • On all routes into Bedale (1)

• The introduction of a 20mph speed limit was requested along the following routes:
  • Masham Road (4), of which 2 specified between the Mowbray School and the Burrill Road junction
  • Fitzalan Road (2) as this is used as a route to school
  • Along the Market Place and North End (1)

• The introduction of Vehicle Activated Signs were requested for the following locations:
  • On all approach roads into Bedale and Aiskew (2)
  • On Masham Road (2)
  • On Aiskew Road

• The introduction of traffic calming measures were requested for the following routes:
  • Along Masham Road (4), particularly in the vicinity of the school entrance
  • Along Exelby Road (3) of which 2 specifically requested the introduction of speed ‘humps’
  • Along Kingfisher Drive (2)
  • Along Sandhill Lane (1)
  • Along A684 between Aiskew and the A1 junction (1)
  • Between Bedale and Crakehall (1)
  • Along Burrill Road (1)
  • At the Newsteads / Exelby Road junction (1)
  • Along Benkhill Drive (5), specifically requesting the introduction of speed humps
  • Along Wycar in order to prevent this being used as a short-cut route to avoid the White Bear junction (1)
  • Along South End to enforce existing 30mph speed limit
  • Through the centre of Leeming village (1)
  • At Leeming Bar (1)
  • Speed humps along South End in the vicinity of Brookside Avenue (1)
  • At the Exelby Road / Fitzalan Road junction (1)

• Introduce a 30mph speed limit between Sandhill Lane and Leeming Bar Industrial Estate (1)
• Provide additional signing to reinforce driver awareness of the 30mph speed limit through Aiskew (1)
• Introduce a 40mph speed limit along Firby Road between the school playing fields to the junction with Masham Road (1)
• Remove existing speed humps to benefit disabled drivers and passengers (1)
• Use chicanes to enforce speed limits (1)
• Extend the gateways to the A1 boundary and along Exelby Road bridleways to improve safety for equestrians (1)
Question 4 – do you support the proposed introduction of a School Safety Zone in the vicinity of Bedale Primary School and Bedale High School on Firby Road?

The following comments were made:
• Prohibit parking along Firby Road:
  • In the vicinity of the leisure centre and primary school (17);
  • Opposite Grange Road (9)
  • To improve egress visibility from junctions (5)
  • At Queen Annes Drive (4)
  • At the Meadow Road junction (3),
  • At Pasture Drive (3)
  • To ensure access to residential property (2)
• Prohibit school-run parking (6)
• Restrict school run parking (6) as it impedes access for residents (3) and reduces the safety of all pedestrians (1)
• Introduce a 20mph speed limit on Firby Road only during school times (1)
• The proposed 20mph speed limit would benefit all pedestrians (2)
• Restrict school run access along Firby Road (2)
• Parking restrictions in the vicinity of the school will be abused if they are not enforced by police presence each day (1)
• Introduce a 20mph speed limit along the entire length of Firby Road between playing fields and the Sussex Street junction (1)

Other school access and safety issues:
Firby Road
• Re-open the route between Iddison Drive and Firby Road for access to school (2)
• Pedestrians should have priority along Firby Road (1)
• Buses and cars mount Firby Road footway to pass parked vehicles, endangering pedestrians (1)
• The concentration of leisure and school facilities on Firby Road has created parking and safety hazards in an area where child safety is priority (1)

Benkhill Drive
• Restrict school-run parking along Benkhill Drive (6), as it creates hazardous conditions for vehicle access
• Enforce parking restrictions on Benkhill Drive during school times (2)
• Introduce a school safety zone along Benkhill Drive / Sussex Close (8) as this route is used as a school access route (4 comments suggested including a 20mph speed limit along Benkhill Drive)
• If a footway along the entire eastern side of Firby Road cannot be constructed then provide a pedestrian route via Benkhill Drive (1)

  • Introduce a school safety zone incorporating a 20mph speed limit at Mowbray School (5)
  • Permit access to Bedale Primary school by re-opening the pedestrian route through Bedale High School (5)
  • Create a school drop-off point (3) of which 1 comment stated that this would eliminate the current practice of The Surgery car park being used for this purpose, and another 2 comments suggested using part of Bedale High School property
  • Introduce a school safety zone: along Fitzalan Road (3), at St Nicholas Church of England Primary School in West Tanfield (1)
  • Prohibit parking on footways (2)
  • Oppose restricting parents from driving children to school (1)
Question 5 – Do you support the introduction of parking restrictions on Sussex Street between the Masham Road / Burrill Road and Firby Road junction, and in the vicinity of the South End / Market Place junction?

The following comments regarding these proposals were made:

- Support the parking restriction proposals but only on the condition that:
  - Parking for residents at South End is retained (13)
  - The parking restrictions are extended further south along South End (13) to: Harbour Rise (2), to Mowbray Grange (1); to Fitzalan Road (3)
  - Disabled parking bays at South End are retained (3)
  - Parking for those using the businesses on South End is retained (3)
  - Existing parking restrictions are enforced (12)
  - Alternative parking facilities are provided (2)
  - A controlled parking scheme for South End residents and businesses is introduced (2)
  - Disabled parking bays at South End are enforced (2)

- Oppose any proposed restrictions as the existing restrictions are not enforced (7)
- Oppose the parking restriction proposals as they will:
  - Adversely affect trade in Bedale (3)
  - Displace parking further south along South End (2)
  - Limit parking access particularly for those with mobility impairments (1)
  - Will increase traffic speeds (1)
- Oppose the proposed restrictions: for Sussex Street (1), and for the Wycar / Masham Road junction as these are unnecessary (2)
- Support the proposed parking restrictions for the Wycar / Masham Road junction as this will improve: safety (3); visibility (2); and access for pedestrians (2)

Other parking issues:

- Enforce existing parking restrictions (22), with additional comments requesting parking restrictions to be enforced:
  - Along Sussex Street (12)
  - Along the Wynd (4)
  - At all junctions along Firby Road (2)
  - At all junctions along the Market Place (1)

- Prohibit on-street parking:
  - Outside Halls Fish and Chip shop on Sussex Street (16), of which 2 suggested the introduction of bollards
  - Along the entire length of Firby Road (4)
  - At the entrance to the co-op car park (1)
  - Along the Wynd to improve visibility (1)
  - Along the entire length of the Wycar
  - Across the cobbled entrance to the Millings Residential Home / Vicarage at North End (1)
  - At the Brookside Avenue / Exelby Road junction (egress visibility is obstructed (1)
  - At the Harbour View / Exelby Road junction (egress visibility is obstructed)

- Convert the grassed area on South End to a residents’ parking area (12)
- Enforce existing parking restrictions along Benkhill Drive (10), as school-run, double parking and parking on the footway prohibits access for residents
- Restrict parking along South End to one side of the carriageway only (9)
- Provide additional car parking facilities: in Bedale (5); at the Surgery on Firby Road as patients are parking on the grass verge and footway creating safety hazards (1); at Bedale Leisure Centre (4)
- Rearrange parking along the Market Place to increase the number of parking spaces (4)
- Restrict car parking along Wycar to improve access (3)
- Rearrange the layout of the parking bays on South End (3)
• Introduce a residents’ parking scheme for Sussex Close (3) as town employee, shoppers, and taxi company use this area, prohibiting access for residents
• Extend the lay-by at Mowbray School to enable buses and cars to pull off the carriageway rather than creating a safety hazard (2)
• Introduce additional parking restrictions along the Wynd (2)
• Provide additional disabled parking facilities in the vicinity of St Gregory’s Church (1)
• Re-arrange off-street parking provision to increase the number of spaces which can be provided (1)
• The existing Disc parking system in the Market Place is abused, requiring more regular enforcement (1)
• Reinstate motorcycle parking facilities in the Market Place which were lost when the pedestrian crossing facility was installed (1)
• Reinstate parking restrictions indicating access to the Millings and Vicarage to prevent parked vehicles from obstructing access (1)

Question 6 – Do you support adjusting the alignment of the existing carriageway Sussex Street / A684 Market Place / A684 Bridge Street / South End junction to improve safety for all road users and improve vehicle turning movement at this junction? The following three Options were proposed:
   a. Option A – realigning the carriageway but retaining existing priority,
   b. Option B – realigning the carriageway but giving priority to the A684
   c. Option C – Signal control with pedestrian facilities on all approaches

The following comments regarding these proposals were made:
• Oppose the proposed junction improvements:
  • As improvements are not required if a bypass is constructed (13);
  • Install pedestrian crossing facilities at this junction only (6);
  • Construct a mini-roundabout instead (5);
  • As improvements will be a waste of resources (5);
  • Only widen the existing junction (3);
  • As oppose any realignment of the carriageway (3);
  • Wait until the bypass is constructed (2);
  • Proposed improvements will not result in any improvements at the junction (2);
  • As a yellow junction box is all that is required (1);
  • As improvements will only serve to encourage HGV traffic through the centre of Bedale (1)
  • As oppose the removal of parking spaces in the Market Place (1),
  • As improvements will adversely affects the historical character of Bedale (1)
• Support the proposed junction improvements on the condition that they don’t affect the character of Bedale (1)

• Support Option A:
  • As oppose reverting priority to the A684 (6)
  • As both Option B and C will reduce access for the large residential area of South End (2)
  • With the inclusion of pedestrian crossing facilities (2)
  • With widening South End in this option to include two turning lanes (1)
  • As modifications to Sussex Street will reduce safety for all road users (1)
  • As this option will ensure free flowing traffic conditions (3)
  • As this is the only option which minimises noise and air pollution (2)
  • As this options will assist in reducing congestion levels (1)

Support Option B:
• As this option would relieve vehicle queues (3)
• As Option C would result in increased traffic queues and associated pollution levels (3)
• Ensuring that Emgate does not become used as a route to avoid the signalised junction (2)
• As minimal junction alterations will be required once the bypass is constructed (2)
• Only if implemented once the bypass has been constructed (1)

• Support Option B subject to the inclusion of:
  • A zebra crossing facility on Bridge Street in this option
  • A signal controlled pedestrian crossing on Bridge Street in this option (4)
  • Pedestrian crossings as per option C (4)
  • One way restrictions along Wycar and Emgate included in this option (2)
  • Traffic calming measures along the A684 to slow vehicles on the approach to this junction (1)
  • The inclusion of a yellow junction box (2)
  • One-way traffic flow restrictions along Emgate included in this option (1)
  • Signing to indicate traffic priority (1)

• Support Option C
  • Implement Option C as priority (27)
  • Option C should have been implemented years ago (19)

• Support Option C as this option will:
  • Greatly benefit pedestrian access (9)
  • Improve road safety at this junction (7)
  • Will reduce queuing at the junction for those turning from Bridge Street onto Sussex Street (1)
  • Improve HGV access through Bedale (1)

• Support option C but:
  • This option will displace delays from Bridge Street onto Sussex Street and South End (1);
  • Prefer the introduction of a roundabout (1);
  • This option will increase congestion along Sussex Street particularly during school times (1)

• Support Option C on the condition that:
  • Emgate will not be used as a short-cut route (4)
  • The carriageway is not realigned (3)
  • Parking is retained for residents along South End (2)
  • Bridge Street and Market Place have maximum green time (2)
  • The signalised junction operates with one way restrictions along Wycar and Emgate (2)
  • HGV’s have sufficient road space to manoeuvre through the junction (2)
  • Parking restrictions are enforced along South End (2)
  • Parking restrictions are extended further south along South End (1)
  • Queuing traffic is kept to a minimum (1)
  • Traffic lights are synchronised with the railway level crossing (1)
  • Sussex Street does not become congested (1)
  • A yellow junction box is also implemented (1)
  • The signalised junction only operates at peak times (1)
  • Any reduction in parking spaces along the Market Place is kept to a minimum (1)
  • If the signal system adjusts according to queue lengths (1)

• Oppose Option C as this option will:
  • Lead to Emgate being used as a short-cut route (3)
  • Increase congestion and delays (2)
  • Increase the risk of parking / traffic flow conflict within the Market Place (2)
  • Lead to Wycar being used as a short-cut route (1)
  • Lead to increased congestion through Aiskew (1)
  • Destroy the character of Bedale (1)
  • Encourage drivers to ‘jump’ the red lights (1)
Question 7 - Do you support the introduction of signal control at the Firby Road / Sussex Street / Wycar (Five Lane Ends) junction to assist pedestrian safety?

The following comments were made:
• Support the proposals as this will greatly improve safety (19)
• Introduce parking restriction along Firby Road to ensure safety on the approach to the signalised junction (16)
• Implement signal control as strategy priority (7)
• Oppose the introduction of a signal controlled junction (5):
  • Provide a pedestrian crossing rather than signalising the whole junction (4)
  • Traffic lights will cause congestion (3)
  • Construct a footway along the eastern side of Firby Road (1);
• Support the use of signalised junction during: school times only (1), at peak times only (1)
• Ensure that this junction is synchronised with the Sussex Street / A684 junction to prevent congestion along Sussex Street (1)
• Introduce a 20mph zone at the junction to reduce vehicle speed (1),
• Install guard-railing to discourage pedestrians from crossing at the junction (1)
• Improve advanced warning of Five Lane Ends junction for HGV drivers (1)
• Remove the property hedge on the Firby Road / Sussex Street junction to improve visibility (1)

Question 8 – Do you support the proposal to improve the existing coach parking and drop-off facility in the vicinity of St Gregory’s Church including one-way traffic flow and parking restrictions?

The following comments were made:
• Support the proposed improvements only on the condition that exemptions are provided for local residents and church-goers (2)
• Oppose the improvements to the coach parking facility at St Gregory’s Church as:
  • This would ruin the aesthetics of the church area (4)
  • Would restrict parking for access to the church and cemetery (9)
  • Would reduce parking opportunities for those shopping in Bedale (2)
  • Would encourage more parking by school buses and HGV’s over-night parking (1)
• Provide coach parking facilities at an alternative location (11), locations suggested included:
  • Bridge Street car park (3),
  • Wensleydale railway station (3);
  • The existing lay-by facility located opposite the church (1);
  • Bedale Park (1)
• Provide additional coach parking facilities (3)

Other issues raised:

Public Transport
• Relocate the Market Place bus stop away from this busy junction (1)
• Improve service connections between bus services and railway services in Bedale (1)
• Ensure that three bus services can connect at the Market Place bus stop (1)
• Provide a bus stop at The Surgery on Firby Road (1)
• Create a lay-by bus stop for the Market Place to improve traffic flow along the Market Place (2)
• Create a lay-by bus stop along Benkhill Road (1)

The Market Place
• Pedestrianise the Market Place (9) of which 2 suggested incorporating a one-way traffic system along Emgate, Wycar and Sussex Street  
• Oppose any alterations of the historic cobbled area of Bedale (1)

**Emgate**  
• Restrict Emgate to one-way traffic flow (29): southbound towards the Market Place (7); enabling footway to be widened (10), increase safety for all road users (5)  
• Address the Emgate / Market Cross junction (11) of which 5 requested relocating the Market Cross  
• Ensure measures are taken to reduce this road being used as a short-cut route (5)  
• Pedestrianise Emgate with access only for residents (3)  
• Convert the Market Place / Emgate junction into a mini-roundabout (2)  
• Install signal control: at the Emgate / Market Place junction (1), at the Emgate / Bridge Street junction (1)  
• Improve signage indicating weight limit restrictions (1)  
• Enforce weight limit restriction along Emgate (1)

**Construction of a bypass**  
• The construction of a bypass is priority (39)  
• Wait until the bypass is constructed to understand what measures need to be implemented (14)  
• Proposed measures will be unnecessary once the bypass is constructed (8)  
• Extend the bypass to include a route to Masham (3)

**Traffic Management Proposals**  
• Oppose all proposals as:  
  • Proposals are unnecessary (4)  
  • Only a bypass is required (3);  
  • Proposals are a waste of resources (3);  
  • Proposals will ruin the character of Bedale (1)  
• Support the measures proposed on the condition that the overall appearance of Bedale remains unchanged (1)

**Other junction issues:**  
• Construct a mini-roundabout: at the Iddison Drive / Exelby Road junction (3)  
• Reduce the volume of traffic through Bedale and Aiskew (2)

**Road maintenance and lighting**  
• Improve street lighting at the Sussex Street / Firby Road junction (1)  
• Urgent highway maintenance required at Crakehall (1)  
• Ensure new street lighting is directional to minimise light pollution (1)  
• Improve safety in the vicinity of the two railway level crossings in Aiskew (1)  
• Improve access for equestrians within the area: including reducing vehicle speeds for equestrian routes across town (1); upgrading off-road cycle routes to bridleways (1); by enabling equestrians to use Back Lane and Sandhill Lane (1)

**HGV access**  
• Prohibit HGV traffic from the centre of Bedale (3)  
• Prohibit HGV access along Sussex Street to improve pedestrian safety (2)  
• Reduce the volume of HGV traffic using the A684 through Bedale and Aiskew (1)  
• Implement HGV weight restrictions on Market Place once the bypass is constructed (1)  
• Provide an overnight HGV parking facility in Bedale (1)

**Signing**  
• Reduce the amount of signage in Bedale and Aiskew (4)  
• Improve road signage within the area (2)
• Sign Bedale from the A1 junction (1)
• Improve pedestrian and road signing (1)
# APPENDIX 3

## BEDALE TRAFFIC MANAGEMENT STRATEGY

### VIEWS OF THE STAKEHOLDERS AND STATUTORY CONSULTEES

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<tr>
<th>From</th>
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<th>Officer Response</th>
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| North Yorkshire County Council   | **NYCC Conservation Officer’s Comments**  
1 YES to the Pedestrian Action Plan. Subject to the correct use of natural materials.  
2 YES to the Cycle Routes and Cycle Parking. Subject to the detailed design.  
3 YES to the Changes to Speed Limits and Speed Reducing Measures  
4 YES to the School Safety Zone on Firby Road  
5 YES to the Parking Restrictions on Sussex Street  
6 YES to changes to the Market Place / Bridge Street junction. Subject to detailed design and materials and signage.  
6a-c Option A preferred  
7 NO to the signal control at the Firby Road / Sussex Street junction.  
8 YES to the coach parking improvements at the Church  
All proposals will have to have regard to the desirability to preserve and enhance the character and appearance of the conservation area and the setting of the many listed buildings.  
**NYCC Area Road Safety Officers Comments**  
1 YES to the Pedestrian Action Plan. Subject to the correct use of natural materials.  
2 YES to the Cycle Routes and Cycle Parking. Subject to the detailed design.  
3 YES to the Changes to Speed Limits and Speed Reducing Measures | Noted.  
Detailed design will incorporate materials appropriate to the conservation area and in consultation with the conservation officers. For the larger schemes further consultation will be carried out with local people, Town Council, District Council, English Heritage, and other statutory consultees. |
| NYCC Area Road Safety Officers    | **NYCC Area Road Safety Officers Comments**  
1 YES to the Pedestrian Action Plan. Subject to the correct use of natural materials.  
2 YES to the Cycle Routes and Cycle Parking. Subject to the detailed design.  
3 YES to the Changes to Speed Limits and Speed Reducing Measures | Noted. |
<p>| County Council                   |                                                                                                                                         |                                                                                                                                                  |</p>
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<tr>
<td>Hambleton District Council</td>
<td>From Bedale Local Plan Committee</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>The proposed pedestrian crossing at North End between the Church and Bedale Hall is not needed.</td>
<td></td>
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<tr>
<td>2</td>
<td>Pedestrian and cycle links should be provided to Crakehall.</td>
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<tr>
<td>3</td>
<td>A designated cycle route to Bedale school should be provided at South End.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Although the District Council prefers Option B</td>
<td>Option C would enable pedestrians to cross</td>
</tr>
</tbody>
</table>
From | Comment | Officer Response
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 | (realigning the carriageway and giving priority to the A684), the County Council is asked to consider whether measures could be put in place to enable pedestrians to cross safely whilst respecting the historic street scene. | safely by the provision of traffic signals but it would have an impact on the historic street scene. There is insufficient footway width for the provision of pedestrian refuges or zebra crossings on Sussex Street and Bridge Street which are the main pedestrian routes. Also, due to the limited visibility for turning traffic from Sussex Street and Bridge Street into Market Place, a zebra crossing would not be recommended on the A684 across Market Place close to the junction Additional cycle parking can be included in the strategy. |
5 | In addition to the new cycle parking indicated on the consultation plans, additional cycle parking should also be provided at the leisure centre and in any other locations where a need is identified. | |
1.0 Pedestrian Improvements
1.1 In general the District Council supports the proposed pedestrian improvements, but would like to be consulted further on design details and materials to be used. Comments on individual pedestrian improvement proposals are set out below. | Noted. Detailed design will incorporate materials appropriate to the conservation area and in consultation with the conservation officers. For the larger schemes further consultation will be carried out with local people, Town Council, District Council, English Heritage, and other statutory consultees. |
1.2 The District Council is concerned that the introduction of a controlled pedestrian crossing at North End between St Gregory’s Church and Bedale Hall, incorporating ramped access to Bedale Hall, could adversely affect the character and appearance of the Bedale Conservation Area, on this key approach to the town, and on the setting of the buildings themselves, both of which are Grade 1 listed. | Noted. |
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<tr>
<th>From</th>
<th>Comment</th>
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</thead>
<tbody>
<tr>
<td>1.3</td>
<td>The District Council supports the proposed upgrading of the public footpath between Firby Road and Sussex Close to improve access along this route.</td>
<td>Noted.</td>
</tr>
<tr>
<td>1.4</td>
<td>The District Council supports the provision of a footway between The Surgery and Bedale Primary School on Firby Road, with a dropped crossing point between footways to facilitate pedestrian movement.</td>
<td>Noted.</td>
</tr>
<tr>
<td>1.5</td>
<td>The District Council supports the provision of a controlled pedestrian crossing provided across the A684 in Aiskew in the vicinity of Aiskew Methodist Church. This directly reflects one of the aspirations that arose from the Renaissance Market Towns process.</td>
<td>Noted.</td>
</tr>
<tr>
<td>1.6</td>
<td>The District Council supports the improvement of pedestrian access at the Firby Road / Sussex Street junction (Five Road Ends).</td>
<td>Noted.</td>
</tr>
<tr>
<td>1.7</td>
<td>The District Council is pleased that reference has been made to the footbridge across Bedale Beck parallel to the existing road bridge which the District Council are committed to providing. The District Council would support the principle of providing an uncontrolled crossing point in this area in order to facilitate pedestrian access to the footbridge, if this should prove necessary.</td>
<td>Noted. Provision of an uncontrolled crossing point in this area will be considered as part of the Pedestrian Action Plan.</td>
</tr>
<tr>
<td>1.8</td>
<td>A key pedestrian improvement which the District Council would like to see is the improvement of</td>
<td>Noted. Improvement of the alleys which link the Bridge</td>
</tr>
<tr>
<td>From</td>
<td>Comment</td>
<td>Officer Response</td>
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<td>the alleys which link the Bridge Street car park with the Market Place. The scheme plan indicates surface and lighting improvements to be made through the car park. The District Council welcomes this but would like to see more detailed proposals indicating which routes are to be improved and what materials and street furniture are to be used.</td>
<td>Street car park with the Market Place will be considered as part of the Pedestrian Action Plan.</td>
</tr>
<tr>
<td></td>
<td><strong>2.0 Cycle Plan</strong></td>
<td></td>
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<tr>
<td></td>
<td><strong>2.1</strong> The District Council supports the proposed cycling improvements but would like to be consulted further on design details and materials to be used. Comments on individual elements of the proposals are set out below.</td>
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<tr>
<td></td>
<td><strong>2.2</strong> The District Council supports the proposed off-road cycle routes in Aiskew and Bedale, but would like greater reference to be made to the aspirations for a cycle route alongside the Wensleydale Railway between Bedale and Northallerton. At present only part of this potential route is indicated on the scheme diagram and no mention is made of it in the text.</td>
<td>Noted. Provision of a cycle route alongside the Wensleydale Railway between Bedale and Northallerton is outside the scope of the Bedale Traffic Management Strategy.</td>
</tr>
<tr>
<td></td>
<td><strong>2.3</strong> The District Council supports the proposed on-road signed cycle routes for various routes within Aiskew and Bedale to improve cross-town cycle access between residential areas, health facilities, schools, leisure facilities and the town centre.</td>
<td>Noted.</td>
</tr>
<tr>
<td></td>
<td><strong>2.4</strong> The District Council supports the proposed on-road route along the A684 connecting with a</td>
<td>Noted.</td>
</tr>
<tr>
<td>From</td>
<td>Comment</td>
<td>Officer Response</td>
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<tr>
<td></td>
<td>proposed joint use pedestrian / cycle path for access to Bedale Athletic and Sports Association on Leyburn Road to be constructed once the bypass is open.</td>
<td>Noted.</td>
</tr>
<tr>
<td>2.5</td>
<td>The District Council supports the cycle plan routes identified on the General and Cycle Improvements Plan. These include extending south along Bedale Beck, between Badger Hill Drive and Bedale Railway Station, and further east along the public footway north of Kingfisher Drive in Aiskew. Funding outside the Traffic Management Strategy would be required to implement these routes.</td>
<td>Noted.</td>
</tr>
<tr>
<td>2.6</td>
<td>The District Council supports the provision of secure cycle parking facilities at key locations in Bedale and Aiskew. In addition to the new cycle parking facilities indicated on the consultation plans the District Council will be providing cycle parking at Bedale Station.</td>
<td>Noted.</td>
</tr>
</tbody>
</table>
| 3.0  | **General Improvements**  
<p>| 3.1  | The District Council supports the general improvements which are proposed in order to improve safety between now and the opening of the proposed relief road in 2011. Again, the District Council would like to see further details of materials to be used and any additional signage and lining that will be needed. These considerations will be of particular concern in relation to any proposals for the streets within the conservation area, i.e. North End, Market | Noted. |</p>
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<tbody>
<tr>
<td></td>
<td>Place, South End, Emgate, The Wynd, Wycar, Bridge Street and Sussex Street (e.g. the proposed speed reducing measures on South End and north of St Gregory’s Church, the parking restrictions at South End and by St Gregory’s, and the extension of the existing 30mph limit at North End along Leyburn Road with features to increase driver awareness of the speed limit).</td>
<td></td>
</tr>
</tbody>
</table>
| 4.0 | **Market Place / Sussex Street / South End / Bridge Street Junction**  
4.1 The District Council is pleased that attempts are being made to improve this junction, which currently has a negative impact on Bedale both in terms of environmental aesthetics and road safety. | Noted. |
<p>| 4.2 The best solution to these issues is the proposed A684 Bedale / Aiskew / Leeming Bar relief road. However, it is acknowledged that as the road is not due to open until 2011 there is a need for an interim solution. | Noted. |
| 4.3 Of the 3 options set out in the consultation leaflet the District Council prefers Option 2 – “realigning the carriageway, which alters vehicle priority in accord with the heaviest vehicle flows, i.e. along the A684. Option 1 would not be enough to reduce the problem of traffic backing up on Bridge Street, and Option 3 would have too negative an impact upon the character and appearance of the conservation area. | Noted. |</p>
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<tr>
<td>4.4</td>
<td>Priority may have to be reviewed again once the relief road is in place.</td>
<td>Noted.</td>
</tr>
<tr>
<td>5.0</td>
<td><strong>A684 Bedale / Aiskew / Leeming Bar Relief Road</strong>&lt;br&gt;5.1 The District Council would like to see reference to the proposed car park (incorporating coach parking north of the church) which is proposed to be implemented at the same time as the relief road. Some commitment from the County Council towards implementing this with other partners would also be welcomed.</td>
<td>Noted. Provision of additional off-street car parking is a District Council function to which the County Council would not normally contribute funds. The County Council could however assist with measures to improve access to the car park for pedestrians. The case for creating additional off-street car parking on the outskirts of Bedale is linked to more radical traffic management arrangements being implemented in the centre following the opening of the Bypass.</td>
</tr>
<tr>
<td>6.0</td>
<td><strong>Physical Changes – Materials and Design</strong>&lt;br&gt;6.1 The consultation leaflet makes no reference to the types of materials to be used for any of the proposals. This is a major omission. Bedale town centre is a designated conservation area and many of the buildings lining North End, South End and the Market Place are listed. The design and materials of any physical works must accord with Bedale’s historic and architectural interest.</td>
<td>Noted. Detailed design will incorporate materials appropriate to the conservation area and in consultation with the conservation officers. For the larger schemes further consultation will be carried out with local people, Town Council, District Council, English Heritage, and other statutory consultees. The purpose of the current consultation is to establish whether there is local support in principal for the various strategy elements before costs are incurred on the detailed design.</td>
</tr>
<tr>
<td>6.2</td>
<td>The main street of Bedale curves in a north westerly direction to focus on the medieval Market Cross at its centre, with the view to the</td>
<td>Noted.</td>
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<td>northwest being largely closed by the Grade 1 listed buildings of Bedale Hall and the Parish Church of St Gregory.</td>
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<tr>
<td>6.3</td>
<td>The overall appearance of the buildings in the North End of the main street has changed little since 1840, but the growth in traffic and motor vehicles has meant that this elegant piece of townscape is greatly diminished by large numbers of parked cars and increasing amounts of street furniture considered necessary to regulate the flow of traffic, and by the large lighting columns which rise above the roof tops.</td>
<td>Noted.</td>
</tr>
<tr>
<td>6.4</td>
<td>The District Council is very concerned that the proposed improvements could result in the introduction of yet more highway signage and street clutter into the street scene.</td>
<td>Noted.</td>
</tr>
<tr>
<td>6.5</td>
<td>The County Council are urged to pay attention to the local context rather than following signage and safety guidelines too rigidly. Particular care needs to be taken with the design, detailing and materials in those streets which lie within the Conservation Area – North End, Market Place, South End, Emgate, The Wynd, Wycar, Bridge Street and Sussex Street. The principles set out in the English Heritage publication “Streets for All” (2002) should be followed in these streets in particular.</td>
<td>Highway signage will be kept to the minimum required to be compliant with the Traffic Sign Regulations and General Directions.</td>
</tr>
<tr>
<td>6.6</td>
<td>The District Council’s Design and Maintenance Section should be consulted on any changes to signage in order that opportunities to combine</td>
<td>Noted.</td>
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<td></td>
<td>District and County signage are not missed. This will help greatly in keeping signage to a minimum and avoiding duplicated work and resources.</td>
<td>Noted.</td>
</tr>
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<td></td>
<td><strong>7.0 Consistency with Bedale Renaissance Market Town Transport Issues and Proposals</strong>&lt;br&gt;7.1 The Bedale Renaissance Market Town Delivery Plan included a number of traffic and transport related proposals. The District Council welcomes the inclusion of several of these in the current proposals – notably the improvement of facilities for coaches, the development of a cycle network, entrance signage and gateways, improving pedestrian links between the Market Place and the car parks, and the provision of a new pedestrian crossing in Aiskew.</td>
<td></td>
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<td></td>
<td><strong>7.3 The District Council acknowledges that other aspirations that arose through the Renaissance Market Town process will need to wait until the relief road is in place before they can be brought forward – particularly the provision of a Gateway Car Park, Market Place Pedestrian Orientation and Emgate Home Zone.</strong></td>
<td></td>
</tr>
<tr>
<td>Aiskew and Leeming Bar Parish Council</td>
<td>No comments received</td>
<td>Noted.</td>
</tr>
<tr>
<td>Bedale Town Council</td>
<td>Town councillors responded as individuals</td>
<td>Noted.</td>
</tr>
</tbody>
</table>
| Bedale & Villages Community Plan Forum    | 1 YES to the Pedestrian Action Plan  
2 YES to the Cycle Routes and Cycle Parking  
3 YES to the Changes to Speed Limits and Speed Reducing Measures  
4 YES to the School Safety Zone on Firby Road  
5 YES to the Parking Restrictions on Sussex Street |                  |
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|                             | 6 YES to changes to the Market Place / Bridge Street junction  
6a-c Option B preferred  
7 YES to the signal control at the Firby Road / Sussex Street junction  
8 YES to the coach parking improvements at the Church.  
The footway on Firby Road needs to extend from the public footpath between Sussex Close and Firby Road to the Primary School on the east side of the doctors’ surgery.  
The footbridge across Bedale Beck should be dual use for walkers and cyclists.  
The Leyburn Road / North Approach to Bedale should have a 40mph buffer zone to reduce speed.  
The bus/coach parking bay could be relocated onto the island opposite St Gregory’s Church on the side of the A684.                                                                 | Noted. This will be taken into account at the detailed stage when further local consultation will be carried out.                                                                                   |
| Ariva North East            | 1 YES to the Pedestrian Action Plan  
2 YES to the Cycle Routes and Cycle Parking  
3 YES to the Changes to Speed Limits and Speed Reducing Measures  
4 YES to the School Safety Zone on Firby Road  
5 YES to the Parking Restrictions on Sussex Street  
6 YES to changes to the Market Place / Bridge Street junction  
6a-c Option A preferred  
7 YES to the signal control at the Firby Road / Sussex Street junction  
8 YES to the coach parking improvements at the Church | Noted. Dual use is preferred provided that the extra cost is proportionate to the benefit. Noted. These comments will be taken into account at the detailed stage following which further local consultation will be carried out.                                                                 |
| Askham Bryan College        | 1 YES to the Pedestrian Action Plan  
2 YES to the Cycle Routes and Cycle Parking  
3 YES to the Changes to Speed Limits and Speed                                                                                                                                                                                                                         |                                                                                 |

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<td>Reducing Measures</td>
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<td>4 YES to the School Safety Zone on Firby Road</td>
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<td>5 YES to the Parking Restrictions on Sussex Street</td>
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<td>6 NO to changes to the Market Place / Bridge Street junction</td>
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<td>7 NO to the signal control at the Firby Road / Sussex Street junction</td>
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<td></td>
<td>8 YES to the coach parking improvements at the Church</td>
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<tr>
<td></td>
<td>Realigning roads will not solve the amount of traffic going through Bedale but a bypass from the A1 might.</td>
<td>Noted and agreed. The realignment would help large vehicles to make the turn which would ease congestion at the junction.</td>
</tr>
<tr>
<td>Bedale Chamber of Trade</td>
<td>1 YES to the Pedestrian Action Plan</td>
<td>Noted</td>
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<tr>
<td></td>
<td>2 YES to the Cycle Routes and Cycle Parking</td>
<td></td>
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<td></td>
<td>3 YES to the Changes to Speed Limits and Speed Reducing Measures</td>
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<td>4 YES to the School Safety Zone on Firby Road</td>
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<td></td>
<td>6 YES to changes to the Market Place / Bridge Street junction</td>
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<td>6a-c Option C preferred</td>
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<td>7 NO to the signal control at the Firby Road / Sussex Street junction</td>
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<td></td>
<td>8 YES to the coach parking improvements at the Church</td>
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<tr>
<td>Bedale Health Clinic</td>
<td>1 YES to the Pedestrian Action Plan</td>
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<td></td>
<td>2 YES to the Cycle Routes and Cycle Parking</td>
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<td></td>
<td>3 YES to the Changes to Speed Limits and Speed Reducing Measures</td>
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<td>4 YES to the School Safety Zone on Firby Road</td>
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<td>5 YES to the Parking Restrictions on Sussex Street</td>
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<td></td>
<td>6a-c Option C preferred</td>
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</table>
|                                    | 7 YES to the signal control at the Firby Road / Sussex Street junction  
8 YES to the coach parking improvements at the Church                                                                                           |                                                                                                           |
| Bedale High School                 | 1 YES to the Pedestrian Action Plan  
2 YES to the Cycle Routes and Cycle Parking  
3 YES to the Changes to Speed Limits and Speed Reducing Measures  
4 YES to the School Safety Zone on Firby Road  
5 YES to the Parking Restrictions on Sussex Street  
6 YES to changes to the Market Place / Bridge Street junction  
6a-c Option C preferred  
7 YES to the signal control at the Firby Road / Sussex Street junction  
8 YES to the coach parking improvements at the Church |                                                                                                           |
| Bedale Riders                      | 1 YES to the Pedestrian Action Plan  
2 YES to the Cycle Routes and Cycle Parking  
3 YES to the Changes to Speed Limits and Speed Reducing Measures  
4 YES to the School Safety Zone on Firby Road  
5 YES to the Parking Restrictions on Sussex Street  
6 YES to changes to the Market Place / Bridge Street junction  
6a-c Option C preferred  
7 YES to the signal control at the Firby Road / Sussex Street junction  
8 YES to the coach parking improvements at the Church  
Requested upgrade of footpath / cycle route through Bedale for equestrian use. | Noted. Cycle route is post bypass and suitability will be investigated as part of the design process. |
<p>| Bedale Tourist Information Centre  | 1 YES to the Pedestrian Action Plan                                                                                                                                  |                                                                                                           |</p>
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|                             | 2 YES to the Cycle Routes and Cycle Parking  
3 YES to the Changes to Speed Limits and Speed Reducing Measures  
4 YES to the School Safety Zone on Firby Road  
5 YES to the Parking Restrictions on Sussex Street  
6 YES to changes to the Market Place / Bridge Street junction  
6a-c Option B preferred  
7 YES to the signal control at the Firby Road / Sussex Street junction  
8 YES to the coach parking improvements at the Church |                  |
| Bedale Volunteer Bureau     | 1 YES to the Pedestrian Action Plan  
2 YES to the Cycle Routes and Cycle Parking  
3 YES to the Changes to Speed Limits and Speed Reducing Measures  
4 YES to the School Safety Zone on Firby Road  
5 YES to the Parking Restrictions on Sussex Street  
6 YES to changes to the Market Place / Bridge Street junction  
6a-c Option C preferred  
7 YES to the signal control at the Firby Road / Sussex Street junction  
8 YES to the coach parking improvements at the Church |                  |
| British Horse Society       | 1 YES to the Pedestrian Action Plan  
2 YES to the Cycle Routes and Cycle Parking.  
Provided that cycle routes are open to equestrian use and are off the carriageway.  
3 YES to the Changes to Speed Limits and Speed Reducing Measures.  
Provided that signage does not force horse riders into the carriageway.  
4 YES to the School Safety Zone on Firby Road |                  |
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<tr>
<td></td>
<td>No preference stated for questions 5 to 8. Noted that horse tourists contribute to the local economy and requested that they should be catered for on verges, roads etc.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Community Education</td>
<td>1 YES to the Pedestrian Action Plan</td>
<td></td>
</tr>
<tr>
<td>Bedale School</td>
<td>2 YES to the Cycle Routes and Cycle Parking.</td>
<td></td>
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<td>3 YES to the Changes to Speed Limits and Speed Reducing Measures.</td>
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<td>4 YES to the School Safety Zone on Firby Road Requested that the zone should include Sussex Close and Fitzalan Road</td>
<td></td>
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<tr>
<td></td>
<td>5 YES to the Parking Restrictions on Sussex Street</td>
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<td></td>
<td>6 YES to changes to the Market Place / Bridge Street junction</td>
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<td></td>
<td>6a-c Option C preferred</td>
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<td></td>
<td>7 YES to the signal control at the Firby Road / Sussex Street junction</td>
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<td></td>
<td>8 YES to the coach parking improvements at the Church</td>
<td></td>
</tr>
<tr>
<td>Confederation of Passenger Transport</td>
<td>1 YES to the Pedestrian Action Plan</td>
<td>Noted. Area would be for coach pick up/drop off. Further investigation required into possible layover facility for coaches.</td>
</tr>
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<tr>
<td>Cyclists’ Touring Club (CTC)</td>
<td>too far from the town. It is not clear whether the bays at the Church are intended for pick up/drop off only, or could be used for layover.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 YES to the Pedestrian Action Plan</td>
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<tr>
<td></td>
<td>2 YES to the Cycle Routes and Cycle Parking.</td>
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<td>3 YES to the Changes to Speed Limits and Speed Reducing Measures.</td>
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<td>5 YES to the Parking Restrictions on Sussex Street</td>
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<td>6 YES to changes to the Market Place / Bridge Street junction</td>
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<tr>
<td></td>
<td>6a-c Option B preferred</td>
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<tr>
<td></td>
<td>7 YES to the signal control at the Firby Road / Sussex Street junction</td>
<td></td>
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<td></td>
<td>8 YES to the coach parking improvements at the Church</td>
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|                             | Requests measures to further discourage the use of Emgate by through traffic.
<p>|                             | Concerned that any speed reduction measures should not adversely affect cyclists. | Noted. Further measures could be considered once the relief road is in place.     |
| Dales Care Centre           | 1 YES to the Pedestrian Action Plan                                     |                                                                                  |
|                             | 2 YES to the Cycle Routes and Cycle Parking.                             |                                                                                  |
|                             | 3 YES to the Changes to Speed Limits and Speed Reducing Measures.        |                                                                                  |
|                             | 4 YES to the School Safety Zone on Firby Road                            |                                                                                  |
|                             | 5 YES to the Parking Restrictions on Sussex Street                       |                                                                                  |
|                             | 6 YES to changes to the Market Place / Bridge Street junction             |                                                                                  |
|                             | 6a-c Option C preferred                                                 |                                                                                  |
|                             | 7 YES to the signal control at the Firby Road / Sussex Street junction   |                                                                                  |
|                             | 8 YES to the coach parking improvements at the Church                    |                                                                                  |
|                             | Expressed very strong support for signal control at the                  | Noted.                                                                          |</p>
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<th>Officer Response</th>
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<td>Firby Road / Sussex Street junction, and would like to see this done as the highest priority.</td>
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</table>
| Disabled Action in Richmondshire | 1 YES to the Pedestrian Action Plan.  
2 YES to the Cycle Routes and Cycle Parking.  
3 YES to the Changes to Speed Limits and Speed Reducing Measures.  
4 YES to the School Safety Zone on Firby Road  
7 YES to the signal control at the Firby Road / Sussex Street junction  
No preference stated for questions 2, 5, 6, and 8.  
Requested that the main stop in the Market Place should be made fully accessible (low floor buses are not level with the kerb). | Noted. |
| Exelby, Leeming & Newton Parish Council | 1 YES to the Pedestrian Action Plan  
2 YES to the Cycle Routes and Cycle Parking.  
3 YES to the Changes to Speed Limits and Speed Reducing Measures.  
4 YES to the School Safety Zone on Firby Road  
5 YES to the Parking Restrictions on Sussex Street  
6 YES to changes to the Market Place / Bridge Street junction  
6a-c Option C preferred  
7 YES to the signal control at the Firby Road / Sussex Street junction  
8 YES to the coach parking improvements at the Church |                  |
| Freight Transport Association | Welcome the introduction of 40 mph buffer zone.  
Concerned that any physical features should not hinder or endanger commercial vehicles and deliveries.  
Support the realignment of the Market Place / Bridge Street junction, with traffic signal control preferred. | Noted. Features would be designed in accordance with current standards and guidance. |
| Highways Agency              | No comments.                                                             |                  |
| Mowbray School               | 1 YES to the Pedestrian Action Plan  
2 YES to the Cycle Routes and Cycle Parking.  
3 YES to the Changes to Speed Limits and Speed Reducing Measures. |                  |
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<td>Reducing Measures. 4 YES to the School Safety Zone on Firby Road 5 YES to the Parking Restrictions on Sussex Street 6 YES to changes to the Market Place / Bridge Street junction 6a-c Option C preferred 7 YES to the signal control at the Firby Road / Sussex Street junction 8 NO to the coach parking improvements at the Church Would welcome speed reducing features by the school. Requested a crossing point near to the junction with Burrill Road, and extending the footpath to join the Firby Road pedestrian crossing.</td>
<td>Noted.</td>
</tr>
<tr>
<td>National Farmers’ Union</td>
<td>No comments received.</td>
<td></td>
</tr>
<tr>
<td>North Yorkshire Ambulance Service</td>
<td>1 YES to the Pedestrian Action Plan 2 YES to the Cycle Routes and Cycle Parking. 3 YES to the Changes to Speed Limits and Speed Reducing Measures. 4 YES to the School Safety Zone on Firby Road 5 YES to the Parking Restrictions on Sussex Street 6 YES to changes to the Market Place / Bridge Street junction 6a-c Option A preferred 7 YES to the signal control at the Firby Road / Sussex Street junction 8 YES to the coach parking improvements at the Church Considered that traffic signals at the Market Place / Bridge Street junction could cause more delay to emergency vehicles than the Options A or B.</td>
<td>Noted. Traffic modelling suggests that queues and delays will not increase during peak periods. Off-peak delays may increase slightly but this is out weighed by improvement in overall safety levels at the junction.</td>
</tr>
<tr>
<td>North Yorkshire Police</td>
<td>SUPPORT for the Pedestrian Action Plan proposals.</td>
<td></td>
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<tr>
<td>From</td>
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<td>SUPPORT for the Cycle Plan proposals. SUPPORT for the speed limit changes and speed reducing measures. SUPPORT for the proposed mini-roundabout on Masham Road and traffic signals at Firby Road junction. SUPPORT for the School Safety Zone. Considered that vertical measures may be required in connection with a 20mph zone. Considered that parking restrictions may be required in the vicinity of the Market Place / Bridge Street junction in conjunction with the proposed junction alterations. SUPPORT for the proposed alterations to the Market Place / Bridge Street junction. PREFER traffic signals as this would reduce queuing on Bridge Street and make provision for pedestrians to cross. Consider that Options A and B would not alleviate congestion and could increase collisions risks. SUPPORT traffic signals at the Firby Road junction. SUPPORT improvements to the coach parking near the Church, including parking restrictions and a one-way system. SUPPORT improvements to the Sandhill Lane mini-roundabout.</td>
<td>Noted. Noted.</td>
</tr>
<tr>
<td>Proctors Coaches (Dales &amp; District)</td>
<td>1 YES to the Pedestrian Action Plan 2 YES to the Cycle Routes and Cycle Parking. 3 YES to the Changes to Speed Limits and Speed Reducing Measures. 4 YES to the School Safety Zone on Firby Road 5 YES to the Parking Restrictions on Sussex Street 6 YES to changes to the Market Place / Bridge Street junction 6a-c Option C preferred 7 NO STATED PREFERENCE to the signal control at</td>
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<tr>
<td>Road Haulage Association</td>
<td>No comments.</td>
<td>No comments.</td>
</tr>
<tr>
<td>Steer Davies Gleave (transport consultants involved in the Renaissance Market Towns project)</td>
<td>SUPPORT all of the proposals except the traffic signals at the Firby Road junction, which appears to be heavy handed considering its likely visual impact. SUPPORT traffic signals at the Market Place / Bridge Street junction.</td>
<td>Noted. Other measures in the strategy are designed be complementary so that vehicle speeds are reduced on the Masham Road approach to this junction.</td>
</tr>
</tbody>
</table>
| The Millings                                                       | 1 YES to the Pedestrian Action Plan  
2 YES to the Cycle Routes and Cycle Parking.  
3 YES to the Changes to Speed Limits and Speed Reducing Measures.  
4 YES to the School Safety Zone on Firby Road  
5 YES to the Parking Restrictions on Sussex Street  
6 YES to changes to the Market Place / Bridge Street junction  
6a-c Option C preferred  
7 YES to the signal control at the Firby Road / Sussex Street junction  
8 YES to the coach parking improvements at the Church | Noted. Other measures in the strategy are designed be complementary so that vehicle speeds are reduced on the Masham Road approach to this junction.                                                                                     |
| Wensleydale Railway Association                                    | Requested easy pedestrian transfer between the town and railway station, with good signage both ways. Also good links to the car parks and active promotion of the railway station.                                                                                                                                         | Noted.                                                                                                                                                                                                                              |
| Wensleydale Railway plc                                           | 1 YES to the Pedestrian Action Plan  
2 YES to the Cycle Routes and Cycle Parking.  
3 YES to the Changes to Speed Limits and Speed Reducing Measures.  
4 YES to the School Safety Zone on Firby Road  
5 YES to the Parking Restrictions on Sussex Street | Noted.                                                                                                                                                                                                                              |
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|      | 6 NO to changes to the Market Place / Bridge Street junction  
7 YES to the signal control at the Firby Road / Sussex Street junction  
8 NO to the coach parking improvements at the Church  
Would like to see traffic signals at the Market Place / Bridge Street junction but without the road realignment.  
Considered that coach and lorry parking is not appropriate at the church as it detracts from the setting of the church. Would like to see another site found for coach and lorry parking.  
Bus / rail interchange should be provided at the railway station.  
The railway would welcome a meeting with County Council officers and the police to discuss level crossing operational issues. | Noted. Road realignment is required to accommodate turning movements. |
Appendix 9 - Area Committee Minutes and Decision Record
30. **BEDALE TRAFFIC MANAGEMENT STRATEGY**

CONSIDERED –

The report of the Corporate Director – Environmental Services advising Members of the outcome of a public consultation exercise on the Traffic Management Strategy options for Bedale, together with various recommendations as to the Strategy and short term measures which could be implemented during the current financial year.

The Director reported that he had received the comments of the Aiskew and Leeming Bar Parish Council in which they requested the provision of a gateway feature on the A684 near the County Council’s Depot, which he undertook to investigate.

The local Member supported many of the proposals contained within the Strategy, but emphasised that none should be implanted which might be affected by the proposed relief road which was anticipated would be constructed in 2011. The proposals for the White Bear Corner fell within this category. One suggestion that he would like to be investigated further was the upgrading of various links between the Masham Road and the Crakehall Road to enable heavy commercial vehicles to avoid the centre of Bedale following the construction of the relief road. With regard to the proposed crossing at the Church, he supported the suggestion that it should be to Bedale Hall Park and not to the Hall.

It was suggested that it was not appropriate for traffic lights to be installed within Market Towns and that alternatives should be considered.

RESOLVED –

(a) That the proposals for the detailed designed implementation of a number of short-term measures referred to in paragraph 3.2 of the Director’s report in the 2005-06 financial year be applied and where appropriate these measures be subject to consultation with stakeholders, statutory consultees and frontagers.

(b) That the Corporate Director – Environmental Services be informed that it is the Committee’s view that a Traffic Management Strategy for Bedale, which includes proposals in paragraphs 3.2 and 3.3 be approved.

(c) That the Strategy should include the widening and upgrading of the footway between Bedale and Crakehall to provide a shared-use cycle route.

(d) That the Strategy should include options for an off-carriageway cycle route to Bedale School via South End if there is space available on the verges.

(f) That the Strategy should include consideration of the provision of an uncontrolled crossing point on the A684 near to Bedale Station and the improvement of the alleys which link the Bridge Street Car Park with the Market Place.

(g) That the proposals for alterations to the Market Place/Sussex Street/ South End/Bridge Street (White Bear) junction based on Option C (traffic lights) should be included in the Strategy.
(h) That further consideration be given to the provision for a funding contribution of up to £50,000 towards the cost of a footbridge over Bedale Beck during development of the Integrated Traffic Capital Programme for 2006/07.
NORTH YORKSHIRE COUNTY COUNCIL

DECISION RECORD

Re: BEDALE TRAFFIC MANAGEMENT STRATEGY

This record is produced in accordance with the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000.

This form should be used to record:

- EXECUTIVE decisions (key or otherwise) taken by an individual Executive MEMBER; and
- KEY decisions taken by an OFFICER (either alone or in consultation with an Executive Member)

(One form per decision)

The following executive decision has been taken: -

To approve the Traffic Management Strategy for Bedale following consultation with the Hambleton Area Committee on the 26 September 2005. The agreed recommendations were as follows:

1. That the proposal for the detailed design and implementation of a number of the short term measures referred to in paragraph 3.2 of the report to the Hambleton Area Committee in the 2005/06 financial year be applied and where appropriate these measures be subject to consultation with stakeholders, statutory consultees and frontagers.

2. The Corporate Director, Environmental Services be informed that it is the Committee’s view that a Traffic Management Strategy for Bedale which includes proposals in paragraphs 3.2 and 3.3 of the report be approved.

3. That the strategy should include the widening and upgrading the footway between Bedale and Crakehall to provide a shared use cycle route.

4. That the strategy should include options for an off-carriageway route cycle route to Bedale School via South End if there is space available on the verges.

5. That the strategy should include consideration of the provision of an uncontrolled crossing point on the A684 near to Bedale Station, and improvement of the alleys which link the Bridge Street car park with the Market Place.

6. That proposals for alterations to the Market Place/Sussex Street/South End/ Bridge Street junction based on Option C (traffic signals) should be included in the strategy.

7. That further consideration be given to the provision for a funding contribution of up to £50k towards the footbridge over Bedale Beck during the development of the Integrated Transport Capital Programme for 2006/07.

By whom: Mike Moore, Corporate Director Environmental Services

(insert name of Meeting, Member or Officer)

On: 14 November 2005

(insert date decision taken)
Reasons for decision: -

The Traffic Management Strategy is a key part of the County Council’s approach to solving traffic management problems in market towns and is fully in accordance with the objectives of the Local Transport Plan.

Details of any alternative options considered and rejected: -

Conflicts of Interest

Please record below details of any conflict of interest declared by a Member or Officer regarding the decision and any dispensation granted by the Standards Committee in respect of that conflict.

<table>
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<th>Conflict</th>
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Signed ……. ………………………………………. 
(Name) M O MOORE
Directorate ENVIRONMENTAL SERVICES

Publication Date: 14 November, 2005

Note: This decision will come into force, and may then be implemented, on the expiry of 5 clear working days after publication, unless any 6 members of the Council object to it and call it in by notice in writing (including e-mail) to the Head of Committee Services.

Contact for further information: …barrie.mason@northyorks.gov.uk
Contact for copy of report considered … barrie.mason@northyorks.gov.uk

To: Margaret Gray, Committee Services – for onward circulation to:

- all Members of the Council
- Martin Thomas – Conservative Group Research & Communications Officer
- Richard Ormerod - Lib Dem Group Research & Communications Officer
- Sarah Carter - Labour Group Research & Communications Officer
- Stephen Knight, Head of Committee Services
- Catherine Whitehead, Monitoring Officer
- John Moore, Chief Finance Officer
- Ray Busby, Scrutiny and Corporate Performance
- Amanda Fry, Staff Officer to the Chief Executive Officer
- Stephanie Bratcher; Scrutiny and Corporate Performance
- Lorraine Laverton, Scrutiny and Corporate Performance
- Hugh Williamson, Head of Scrutiny and Corporate Performance