Easingwold Transportation Strategy

Final Report

12 August 2004

Produced for
North Yorkshire County Council

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Document Control Sheet

Project Title        Easingwold Transportation Strategy

Report Title        Easingwold Transportation Strategy

Revision            2.0

Status              Final

Control Date        12 August 2004

Record of Issue

<table>
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<th>Status</th>
<th>Author</th>
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<td>2</td>
<td>Final</td>
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1 Introduction

North Yorkshire County Council (NYCC), in its role as the Highway Authority for Easingwold, has traditionally targeted local issues and problems by introducing appropriate remedial measures. This approach has generated some success, but is felt that the time has been reached when 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 Easingwold is to be assured.

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

A copy of the consultants brief for the study 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), the Hambleton District Local Plan, dated January 1999. These plans have been produced within the wider scope of national guidance including Planning Policy Guidance Note 13 (PPG13): Transport, that sets objectives to integrate planning and transport decision making at all levels.

Consultation has been carried out to ensure that the views of local people, Easingwold Town and Hambleton District Council, transport operators, police and emergency services, and other key partners have been taken into account at each stage of the study process. A list of those consulted 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 a local Cycling Plan are being published as separate documents, but have been prepared as an integral part of the strategy. They are included as Appendix 3 and 4 respectively.
2 The Easingwold Study Area

2.1 Location
Easingwold is located close to the A19, 13 miles North West of York and 10 miles South East of Thirsk, both of which are the closest settlements to Easingwold which are larger than villages (Figure 1). The study area includes the built-up area in its entirety, and also extends to include the access links between Easingwold and the A19 (Figure 2).

![Figure 1: Location Plan: Easingwold in its Regional Context](image)

2.2 Character of the Town
Easingwold is characterised by its Georgian architecture, and the historic core of the Market Place in the town centre. Later areas of residential development occurred to the South East and West of the core, with the most recent residential developments to the North East of the town on the former hospital site. The historic core of Easingwold and selected areas are a designated conservation area with a number of listed buildings including grades 1, 2* and 2. It also serves as a retail centre for the surrounding villages with a number of convenience stores, shops and weekly market.
A market is held every Friday within the Market Place, utilising the tarmaced car park parking area owned by the Town Council. It generally attracts a small number of stalls, and although reducing the available parking stock, does not generate additional significant parking problems nor congestion.

Facilities within the study area include: a library, police station, community centre, meeting hall, post office, a primary school and a secondary school. Easingwold has only one area specifically for industry, this can be found on Stillington Road and is beginning to develop.

There are currently no principal tourist attractions in the Easingwold area, with the main attractor being the town itself which is often frequented as a refreshment location by coach parties visiting the races at York and Thirsk.
2.3 Demography
The population of Easingwold in 1991 was 3570 people, the data from the 2001 census shows Easingwold with a population of 4,233 a change of 18.6%. The age structure of Easingwold shows that 16.9% of the population are under 16, 52.9% are between 16 and 60, and 30.3% are over 60 years of age.

The 2001 census also reveals that 19% of those resident in Easingwold have no access to a car or van, 47.8% have access to one car or van, and 33.2% have access to 2 or more cars.

Modes of travel to work in Easingwold are shown in Table 1, the highest percentage being by private car; but with walking and cycling accounting for around 19% such travel.

<table>
<thead>
<tr>
<th>Mode of Travel</th>
<th>All Persons</th>
<th>% of Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Works or studies mainly at or from home</td>
<td>210</td>
<td>10.99%</td>
</tr>
<tr>
<td>Underground, tube, metro, light rail</td>
<td>3</td>
<td>0.16%</td>
</tr>
<tr>
<td>Train</td>
<td>9</td>
<td>0.47%</td>
</tr>
<tr>
<td>Bus, minibus, coach</td>
<td>65</td>
<td>3.40%</td>
</tr>
<tr>
<td>Driving a car or a van</td>
<td>1124</td>
<td>58.82%</td>
</tr>
<tr>
<td>Taxi or minicab</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>Passenger in a car or van</td>
<td>115</td>
<td>6.02%</td>
</tr>
<tr>
<td>Motorcycle, scooter or moped</td>
<td>21</td>
<td>1.10%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>62</td>
<td>3.24%</td>
</tr>
<tr>
<td>On foot</td>
<td>296</td>
<td>15.49%</td>
</tr>
<tr>
<td>Other</td>
<td>6</td>
<td>0.31%</td>
</tr>
</tbody>
</table>

Table 1: Modes of travel to work, Easingwold 2001
The 2001 census also provides data for the distances which people travel to work from Easingwold (Table 2). This suggests that well over 50% of those resident in Easingwold travel out to work. The greatest percentage travel between 10km and 20km to work, a distance which includes Thirsk, York, Boroughbridge and Helmsley.

<table>
<thead>
<tr>
<th>Distance Travelled to Work</th>
<th>All Persons</th>
<th>% of Persons</th>
</tr>
</thead>
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<tr>
<td>Less than 2km</td>
<td>501</td>
<td>26.40%</td>
</tr>
<tr>
<td>2km to less than 5km</td>
<td>79</td>
<td>4.16%</td>
</tr>
<tr>
<td>5km to less than 10km</td>
<td>141</td>
<td>7.43%</td>
</tr>
<tr>
<td>10km to less than 20km</td>
<td>524</td>
<td>27.61%</td>
</tr>
<tr>
<td>20km to less than 30km</td>
<td>187</td>
<td>9.85%</td>
</tr>
<tr>
<td>30km to less than 40km</td>
<td>29</td>
<td>1.53%</td>
</tr>
<tr>
<td>40km to less than 60km</td>
<td>96</td>
<td>5.06%</td>
</tr>
<tr>
<td>60km and over</td>
<td>47</td>
<td>2.48%</td>
</tr>
<tr>
<td>Other</td>
<td>294</td>
<td>15.49%</td>
</tr>
</tbody>
</table>

*Table 2: Distances travelled to work from Easingwold, 2001*

### 2.4 Access

Access to Easingwold by road is primarily on the A19 route between York and Thirsk, which bypasses the town to the West. Other routes with significant traffic include the roads to Stillington and through Crayke which are used by traffic travelling East from the A19, seeking to avoid York and its bypass.

The closest access to the rail network is provided at Thirsk 10 miles North West of the town and also from York 13 miles South East of the town. A taxi journey from Thirsk station costs in the region of £15. Easingwold has various bus services running between settlements in the surrounding area including York, Crayke, Kirkbymoorside, Thirsk and Northallerton, details of these services are provided in Section 3.4.

The town has significant off-street parking in the Market Place and at the rear of the Galtres Community Centre. The latter is infrequently used when spaces are available in the Market Place. On-street parking is provided, particularly on Spring Street, Upleby and Long Street all on the periphery of the central area.
2.5 Historical Development

The origins of Easingwold are unclear but it is believed that Easingwold has a possible Danish legacy contained within the name “Upleby” located to the North West of the town, with another settlement located on Long Street by the “Angles”.

The name Easingwold may derive from the word ‘Ease’ meaning ‘rich irriguous land’ prone to overflowing, and ‘wold’ or ‘weald’ meaning ‘wood’ or ‘forest’. Another suggestion is that the name could refer to a Saxon clan or family, the ‘Esingas’ or people of ‘Esa’.

It is estimated that in 1743 the population would have been approximately 1,000 people. The town had experienced steady growth due to the growing prosperity of the town, most likely attributed to the increasing coach and carriage trade using the town as a stopping point between the main route of York and Thirsk.

The main purpose of the town was as a business and market centre for the surrounding towns and villages. This was reflected by the number of public houses in Easingwold, in the 1820s’ there were approximately 12 rising to 19 by the mid 1930s’.
It is however unknown when the market in Easingwold dates back to exactly, but records show in 1638, George Hall, gentleman an owner of estate in Easingwold was granted permission by King Charles I for the people of Easingwold to hold a free market every Friday for all of time. The market is believed to have always been held in the Market Place for the sale of agricultural produce. The market is still held weekly in keeping with tradition.

2.6 Transport Development

The growth of Easingwold has been mainly attributed to the coach and carriage trade between York and Thirsk as a stopping point to change horses over and provide those travelling with services such as public houses. During the 18th Century and early 19th Century the coach trade in England was the quickest form of transport between towns and frequent services were provided all over the country.

As with the much of the UK the development of railways provided significant competition to the coach trade and led to a rapid decline in coaches, by 1840 there were only three coaches running through the town of Easingwold, reducing the levels of prosperity in previously experienced and reduction in the amount of passing trade which fuelled much of the local economy at this time.

The development of the UK rail network prompted Easingwold to adapt its traditional transport background as a carriage stop-over point and create a link to the national rail network. Easingwold railway was a short section of line, and the shortest standard gauge railway line in the country, the line connected Easingwold to the local village of Alne which was situated on the main East Coast Mainline providing rail links to much of the country. Inevitably passenger trains from Easingwold ceased in 1948 and, just under ten years later, the line was closed.

More recently the development of motor vehicles increased usage on the A19 which ran through Easingwold along Long Street. In November 1994 the Easingwold Bypass was opened to traffic and has reduced the number of vehicles travelling through the heart of Easingwold, this has been welcomed by local people and overall had a positive effect on the local environment.
3 Transport in Easingwold

3.1 Main traffic generators
The main traffic generators in Easingwold are shown in Figure 3. These include:

- The Market Place – is the main retail area for Easingwold and the surrounding villages e.g. Post Office, Public Houses and Hotels, Printworks and Vets.

- The Galtres Community Centre – is located in the South East corner of the Market Place providing a wide range of leisure facilities for all, with fitness suite, sports hall and meeting rooms. The centre provides varied entertainment throughout the year.

- Easingwold Community Primary School – located in on Thirsk Road.

- Easingwold School – Secondary school located on York Road and Hambleton Way.

- Long Street – The main arterial route in Easingwold, retains both residential and commercial factors, with public, the towns main supermarket and a number of smaller retail units. Also located on Long Street is St. Monicas Hospital providing cottage hospital facilities with 12 beds mainly providing care for elderly people living in the surrounding villages.

- Easingwold Business Park – potentially will be one of main traffic generators with expansion and is currently the home to various businesses and the Fire Service college.

3.2 Major pedestrian activities
Observations have shown that whilst there are no formal pedestrian counts for Easingwold, the main areas of Pedestrian Activity are:

- The Market Place – is the main area of pedestrian activity within Easingwold, but footway provision is limited, particularly on the Western side, the North South route also being formed of rough laid cobbles.

- York Road, Thirsk Road and Long Street – Main arterial route for traffic, links west and south of Easingwold to centre and Market Place.

- Crabmill Lane, Stillington Road and Meadowfields – links the eastern residential areas to the Market Place and amenities such as the Galtres Community Centre and Medical centre.

- Church Hill and Millfields – Links the most northern residential area of Easingwold to the centre, including a joint use cycleway and footpath across Millfields.

- Uppleby and Spring Street – is used by pedestrians to access the Market Place from the east of Easingwold.

- Little Lane and Chapel Lane – both link the Market Place to Long Street, but have poor provision of footways.
• York Road to Raskelf Road – is used as footpath link across the south of Easingwold avoiding Long Street, also providing access to Easingwold School, is outlined for creation of cycleway and footpath development.

These routes are described in detail in the Easingwold Pedestrian Action Plan.

Five accidents were recorded involving pedestrians between 31st July 1999 and 1st August 2002, four of these were slight and one serious. Accidents occurred when:

• A pedestrian was clipped by a passing cars wing mirror while walking along the footway at the junction of York road and Crankley Lane (Slight Accident);

• A pedestrian was struck by car as they stepped into the road and did not see the approaching car on the highway, this occurred at the junction of Stillington Road and Long Street (Slight Accident);

• A car turned into Little Lane too quickly and collided with a refuse collector who was working in the road (Slight Accident); and,

• On Long Street a cyclist who was riding on the footway collided with, and grazed a pedestrian who stepped from of the Horseshoe public house doorway on to the footway (Slight Accident);

• A car reversing out of The Royal Oak public house car park did not see an elderly lady walking along the footway and could not react before colliding with her, this accident occurred on Long Street (Serious Accident);
Figure 3: Main Traffic Generators
3.3 **Major cyclist activities**

There are numerous factors affecting levels of cycle use, including the provision of facilities, topography and weather. The levels of cycling at locations in and around Easingwold have been identified through historical counts undertaken by NYCC in 1997 and 2000 (Table 3). Recent count data is unavailable for Easingwold and it is felt that these counts are still reasonably representative of current conditions in and around the surrounding area.

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<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Flow</th>
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<tr>
<td>14/05/1997</td>
<td>Mill Lane, Westbound</td>
<td>5</td>
</tr>
<tr>
<td>14/05/1997</td>
<td>Mill Lane, Eastbound</td>
<td>7</td>
</tr>
<tr>
<td>16/02/2000</td>
<td>Chapel Lane Towards Market Place</td>
<td>28</td>
</tr>
<tr>
<td>16/02/2000</td>
<td>Market Place Towards Windross Square</td>
<td>9</td>
</tr>
<tr>
<td>16/02/2000</td>
<td>Market Place Towards Crabmill Lane</td>
<td>5</td>
</tr>
<tr>
<td>16/02/2000</td>
<td>Market Place Towards Spring Street</td>
<td>14</td>
</tr>
</tbody>
</table>

*Table 3: 12-Hour Cycle Count Data, Easingwold, 1997-2000*

There were 4 road traffic accidents involving cyclists in Easingwold recorded during the period 31st July 1999 and 1st August 2002. Three of these accidents occurred in the vicinity of Long Street, all accidents were slight injuries and occurred when:

- A Cyclist fell from their bike after colliding with car when riding off the footway to join the carriageway when crossing Church Street at Long Street junction.
- On Long Street a cyclist who was riding on the footway collided with, and grazed a pedestrian who stepped from of the Horseshoe public house doorway on to the footway.
- A cyclist at walking pace, rides from footway on to the carriageway into side of a car at the approach to the Long Street Junction from Chase Garth Road
- A reversing car backing out of a private drive on Crabmill Lane did not see a cyclist riding along the footway and could not react in time to stop the collision with the car.

There is much potential for cycle usage and should be encouraged as an alternative method of transport to the private car. Part of the National Cycle Network route 65, Hull to Middlesbrough, passes through Easingwold; the town is also located along part of the National Byway encouraging a number of cyclists to and through the area. There are various routes already used by those opting to cycle with other potential routes around Easingwold that could be adopted by cyclists. More detailed surveys
and analysis can be found in the Easingwold Cycling Plan which can be found in Appendix 4 of this strategy.

3.4 Public transport facilities and services

Easingwold is served by a number of bus operators, providing various services to and from surrounding settlements. The following comprises a brief summary of available services:

- **Service 30**

  Easingwold to York, 6 trips per day approximately every 2 hours, Monday to Saturday.

  York to Easingwold, 6 trips per day approximately every 2 hours, Monday to Saturday.

- **Service 31**

  Kirkbymoorside to York, 5 trips through Easingwold per day approximately every 2 hours, Monday to Saturday. Sunday uses service numbers 32A and 30B, 5 trips from Easingwold, approximately every 2 hours.

  York to Kirkbymoorside, 2 trips terminate in Easingwold Monday to Friday at 11am and 6pm, also 1 trip through Easingwold on Saturdays only at 6pm. Sunday uses service numbers 32A and 30B, 5 services terminate in Easingwold, approximately every 2 hours.

- **Service 31A and 31X**

  Kirkbymoorside to York, 6 trips from Easingwold Monday to Friday, scattered service times. Sunday uses service numbers 32A and 30B, 5 trips from Easingwold, approximately every 2 hours.

  York to Kirkbymoorside, 4 services to Kirkbymoorside through Easingwold, 7 services between York and Easingwold, Monday to Friday, scattered service times. Sunday uses service numbers 32A and 30B, 5 trips from Easingwold, approximately every 2 hours.

- **Service 40**

  York to Crayke, 4 trips from Sutton Road to Easingwold from 6.30am every 20 minutes, 8 trips from Exhibition square in York to Easingwold from 8am approximately every 1.5 Hours Monday to Friday. Saturday provides 7 services from York to Easingwold.

  Crayke to York, 12 trips from Easingwold to York approximately every 20 minutes during peak periods Monday to Friday. 7 trips on Saturday service from Easingwold to York approximately every 2 hours.
• Service 58

York to Northallerton, 3 trips between Easingwold and Thirsk and 1 trip between Easingwold and Northallerton approximately every 2 hours, Monday to Saturday.

Northallerton to York, 4 trips between Easingwold and York, approximately every 2 hours, Monday to Saturday.

• Service M15

York Railway Station to Helmsley, 1 trip through Easingwold, Monday to Saturday at 9.50am.

Helmsley to York Railway Station, 1 trip through Easingwold, Monday to Saturday at 6.40pm

There is currently no provision of a bus station or any form of shelter within the Market Place. A survey undertaken as part of developing the strategy identified 22 bus stops at locations within the Easingwold study area (Figure 4). The detail of this survey is also included as Appendix 5, but in general, the stops are of varying quality and do not provide significant amounts of information about services.
Figure 4: Bus Stop Locations
3.5 Rail
There is no direct rail link to Easingwold. The nearest stations are located 10 miles North West at Thirsk and 13 miles South East at York. Thirsk offers a range of regional services to the North East including Darlington, Middlesbrough and Sunderland, whilst York has more frequent connecting services to all parts of the national rail network.

3.6 Taxis
At the time of compiling this report, there were no Hackney Carriage Licences in Easingwold, and there is no rank. One private hire company is based within the town on Stillington Road (Fast Lane Private Hire) and a number of companies are understood to serve Easingwold from as far afield as York.

3.7 Motorcycles
There is no recent count data available for Motorcycles within Easingwold, although a count was undertaken on Mill Lane in 1997. The results are shown in Table 4 below. No information has been gathered relating to the number of motorcyclists parking in the town or Market Place or the purpose of their journeys. There is currently no high visibility parking for motorcycles within the town.

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>14/05/1997</td>
<td>Mill Lane, Easingwold, Westbound</td>
<td>8</td>
</tr>
<tr>
<td>14/05/1997</td>
<td>Mill Lane, Easingwold, Eastbound</td>
<td>7</td>
</tr>
</tbody>
</table>

*Table 4: 12-hour Motorbike Count Data, Easingwold, 1997*

3.8 Major vehicle activities
The main route running through Easingwold is the former A19, comprised of Thirsk Road, Long Street and York Road. This still provides access to the existing A19 (Easingwold Bypass) from the town.

In addition to the A19, there are various local roads which access the town from surrounding villages, including Aine, Crayke, Raskelf, Oulston, Husthwaite, Stillington and Huby.

Within the town, the majority of vehicular activity takes place in the Market Place, which is the focal point for services and the main location for car parks.

Automatic traffic count data showing typical traffic flows within Easingwold, over 12 hour periods between 7am to 7pm are shown in Table 5.
### Table 5: 12-Hour vehicle count data, Easingwold, 2000 - 2001

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 2001</td>
<td>Long Street, Heading South East</td>
<td>2757</td>
</tr>
<tr>
<td>February 2001</td>
<td>Long Street, Heading North West</td>
<td>3103</td>
</tr>
<tr>
<td>January 2001</td>
<td>Stillington Road, Heading South East</td>
<td>854</td>
</tr>
<tr>
<td>January 2001</td>
<td>Stillington Road, Heading North West</td>
<td>903</td>
</tr>
<tr>
<td>February 2001</td>
<td>Market Place, Heading South</td>
<td>1331</td>
</tr>
<tr>
<td>February 2001</td>
<td>Market Place, Heading North</td>
<td>1743</td>
</tr>
<tr>
<td>February 2000</td>
<td>Thirsk Road, Heading South East</td>
<td>1301</td>
</tr>
<tr>
<td>February 2000</td>
<td>Thirsk Road, Heading North West</td>
<td>1292</td>
</tr>
</tbody>
</table>

#### 3.9 Car parks, off street and on street parking, coach parking and waiting restrictions

The main areas within the Market Place are owned by Easingwold Town Council, and are controlled using byelaws made by the Town Council with powers granted to it by the Open Spaces Act. Contrary to the Highways Act 1984 the majority of the area is currently used for car parking. Parking restrictions are applied on Fridays when the weekly market is held. Up to 253 spaces are available to vehicles in and around the Market Place, Monday to Thursday with the number dropping 202 on Fridays.

A parking survey was undertaken in and around Easingwold Market Place on Friday 28th February 2003, a Market Day. Parking beats were undertaken at an approximate 30 minute frequency between 8.25am and 1. Figure 5 shows the location of each parking beat site; Table 6 provides details of the number of parking spaces at each site and the number of vehicles parked during each beat.

Note: Due to the survey being undertaken on Market day, the spaces available at site one are reduced from 61 to 10, with traders using this area for pitching stalls.
Figure 5: Barking Beat Site Locations
Table 6: Parking Beat Survey Results

Table 6 shows that the number of actual spaces on Market day is not sufficient to meet the demand of vehicles parking in this area during peak times. At the peak of parking within this area there are 6 more vehicles parked than spaces available. Excess demand occurred particularly at site 2 where 8 cars were parked without actual spaces. As the number of vehicles in the parking area is above that of available space, many cars park in restricted areas, surrounding side streets and in some instances double park.

The parking beats were also used to determine the length of stay for individual vehicles, this information was used to evaluate if vehicles were parking for long or short stay periods. Table 5 displays the length of which vehicles were parked within the following time periods - for less than 2 hours, more than 2 hours and more than 4 hours. Each period displays the percentage of vehicles parked within each time period.

<table>
<thead>
<tr>
<th>Site Reference</th>
<th>Actual Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>10</td>
</tr>
<tr>
<td>2</td>
<td>33</td>
</tr>
<tr>
<td>3</td>
<td>33</td>
</tr>
<tr>
<td>4</td>
<td>36</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>A</td>
<td>20</td>
</tr>
<tr>
<td>B</td>
<td>0</td>
</tr>
<tr>
<td>C</td>
<td>21</td>
</tr>
<tr>
<td>D</td>
<td>21</td>
</tr>
<tr>
<td>E</td>
<td>28</td>
</tr>
<tr>
<td>Totals</td>
<td>202</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Time of Beat and Number of Vehicles Parked</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.25</td>
</tr>
<tr>
<td>------</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
<tr>
<td>4</td>
</tr>
<tr>
<td>5</td>
</tr>
<tr>
<td>A</td>
</tr>
<tr>
<td>B</td>
</tr>
<tr>
<td>C</td>
</tr>
<tr>
<td>D</td>
</tr>
<tr>
<td>E</td>
</tr>
<tr>
<td>Totals</td>
</tr>
</tbody>
</table>
### Table 7: Parking Beat Survey Results, Easingwold, 28th February 2003

The percentages displayed in Table 7 show that parking within the Market Place shows a high level of turnover within the parking area. With only 23.5% of cars parking for a period longer than 2 hours, then reducing to 15.5% for vehicles parked over 4 hours. At sites 2 and C there are a significant number of vehicles parking for a longer period of time. Although the percentages for long stay parking are not high, the survey shows that almost a quarter of parking is taken up by those parking for over 2 hours, however parking space is already saturated on Market day and may require further consideration on existing parking restrictions.

The “Hambleton District Car Parking Survey 2000” undertaken by Oscar Faber on behalf of Hambleton District Council assessed the following car parks maintained by the District Council. The beats were undertaken between 8am and 7pm hourly, the findings are shown below:

- Galtres Centre car park (58 long stay spaces, 4 disabled spaces, 62 spaces in total) – Thursday has a small peak at 3pm with 60% occupancy, the car park is used extensively as a short stay car park. Friday (market day), used more heavily
with a peak at 11am where the occupancy is at 95%, 5 beats undertaken with over 50% occupancy, again extensively used for short stay parking.

- Chase Garth (18 long stay spaces) – Thursday, car park was steadily used with occupation over 50% between 9am and 4pm the peak occurred at 3pm at 67% almost half the vehicles stayed over 6 hours. Friday (market day), Car park usage was lighter than Thursday with only 5 beats at 50% or greater occupancy, the peak hour again was at 11am with 67%, again, almost all vehicles stayed for over 6 hours.

The District Councils Cabinet, on review of the reports findings formulated a strategy for the Districts car parks. For the Galtres Centre and Chase Garth Car parks the following decisions were made:

- For weekdays there is adequate parking to meet demand, maximum occupancy is just 62% of the total capacity, for most of the day the Galtres Car Park is lightly used. On Market day there is adequate parking to meet demand with maximum occupancy being 88% at 11am, the next highest occupancy was 70% at 10am.

- It was concluded that supply of parking spaces currently meets demand and no changes in provision or management are necessary at this time. For the projected year of 2016 there will be adequate car parking to meet future requirements. On market days parking will reach capacity but only for a single hour.

Figure 5 shows the car parks and on street parking areas. Free on-street parking is available surrounding the Market Place where restrictions are not in force. On survey it was found that no areas of Easingwold have single yellow lining, only double yellow lining where parking is not permitted at any time. The waiting restrictions are also detailed in Table 8.
Figure 6: Public off-street and on-street parking in Easingwold, 2003

<table>
<thead>
<tr>
<th>Location</th>
<th>Extent of No waiting at any time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chapel Lane</td>
<td>From Market Place to Long Street</td>
</tr>
<tr>
<td>Little Lane</td>
<td>From Market Place to Long Street</td>
</tr>
<tr>
<td>Market Place</td>
<td>Short sections on South and North East sides of Market Place</td>
</tr>
<tr>
<td>Stillington Road</td>
<td>Surrounding junction of Stillington Road and Long Street</td>
</tr>
<tr>
<td>Uppleby</td>
<td>At western end, where meets Church Hill and Spring Street</td>
</tr>
<tr>
<td>Spring Street</td>
<td>Along entirety on western side from Market Place to Spring Street</td>
</tr>
<tr>
<td>Church Hill</td>
<td>Restrictions in place at junction with Uppleby and Spring Street</td>
</tr>
</tbody>
</table>

Table 8: Waiting Restrictions
3.10 One way streets, roundabouts, weight-height-width-access restrictions, speed limits

The Market Place is two way, although Chapel Lane and Tanpit Lane provide one way access in to the Market Place, with Little Lane being restricted to one way access out of the Market Place beyond Windross Square. This tends to create informal one way type circulation East to West on the South side, and to a lesser extent West to East on the North Side of the Market Place.

The junction of Thirsk Road and Long Street is currently a four arm mini roundabout. There are currently no weight or height restrictions within, or immediately surrounding Easingwold. The speed limit within the built up area is 30mph, although the built up area has now expanded beyond the existing limits into areas covered by the national speed limit.

3.11 Traffic signals, pedestrian crossings and footways

There are currently no traffic signals in Easingwold, although there is a puffin crossing located on Long Street. The crossing has tactile paving, a central island and is well used particularly at the end of the school day.

A footway survey has been carried out and is described as part of the Pedestrian Action Plan which can be found in Appendix 3.

Plate 2: Long Street Puffin Crossing
3.12 Known traffic speed problems, law breaking and enforcement

Stakeholders identified vehicle speeds both within and on the approaches to Easingwold as a particular concern. This prompted a number of speed surveys to be undertaken on the 31st March and 1st of April 2003 the results of which are presented in Table 9.

<table>
<thead>
<tr>
<th>Location</th>
<th>Directions</th>
<th>Speed (mph)</th>
<th>Highest Recorded Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stillington Road</td>
<td>East</td>
<td>43.0</td>
<td>51</td>
</tr>
<tr>
<td></td>
<td>West</td>
<td>41.0</td>
<td>55</td>
</tr>
<tr>
<td>Thirsk Road</td>
<td>North</td>
<td>44.4</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>South</td>
<td>41.0</td>
<td>49</td>
</tr>
<tr>
<td>Uppleby</td>
<td>East</td>
<td>34.0</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>West</td>
<td>35.0</td>
<td>40</td>
</tr>
<tr>
<td>Raskelf Road</td>
<td>East</td>
<td>37.3</td>
<td>47</td>
</tr>
<tr>
<td></td>
<td>West</td>
<td>37.0</td>
<td>47</td>
</tr>
<tr>
<td>Long Street</td>
<td>North</td>
<td>32.0</td>
<td>38</td>
</tr>
<tr>
<td></td>
<td>South</td>
<td>29.0</td>
<td>35</td>
</tr>
<tr>
<td>York Road</td>
<td>North</td>
<td>38.0</td>
<td>49</td>
</tr>
<tr>
<td></td>
<td>South</td>
<td>38.0</td>
<td>49</td>
</tr>
<tr>
<td>Mill Lane (limited measurements)</td>
<td>East</td>
<td>36.0</td>
<td>42</td>
</tr>
<tr>
<td></td>
<td>West</td>
<td>38.0</td>
<td>43</td>
</tr>
<tr>
<td>Oulston Lane (very limited measurements)</td>
<td>North</td>
<td>49.3</td>
<td>52</td>
</tr>
<tr>
<td></td>
<td>South</td>
<td>43.1</td>
<td>47</td>
</tr>
</tbody>
</table>


At each of the sites, speed surveys were undertaken within 30mph limit area at times when traffic was free flowing. From these results it appears that the stakeholders concerns were well founded, with drivers largely abusing the existing speed limits possibly due to a lack of visible enforcement.

In some areas there is a problem with motorists ignoring waiting restrictions. On observation when parking in the Market Place is full people tend to double park rather than parking in the free Galtres Centre car park. Waiting restrictions on Chapel Lane and Little Lane tend to be ignored in busy periods due to the lack of enforcement, resulting in road safety, congestion and other environmental problems.

3.13 Road traffic accidents

36 Road Traffic Accidents (RTA’s) resulting in personal injury were recorded in the study area between 31st July 1999 and 1st August 2002. As previously noted, five of these accidents involved pedestrians and four involved cyclists. Accident hotspots are defined by NYCC as locations with four or more RTA’s resulting in personal injury during the last three years. There is one such hotspot within the study area.
• Mini roundabout at junction of Thirsk Road and Long Street: 4 accidents: 4 slight (none included pedestrians or cyclists)

• Three of these accidents on the roundabout were caused by turning vehicles, all of which were different turning movements. The other accident occurred when two vehicles entered the roundabout at the same time, colliding with each other.

3.14 The views of the public
An initial stakeholder workshop was held in the Galtres Centre, Easingwold, on 19th November 2002. This consisted of a presentation by Mouchel (now Mouchel Parkman), a brainstorming session 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.

The key issues identified by those at the stakeholder workshop were:

• Vehicle Speeds

  • There are problems with excessive vehicle speeds and a lack of enforcement of speed limits. Particularly on approach roads in to Easingwold, on Thirsk Road, York Road, Alne Road, Raskelf Road, Oulston Road, Mill Lane and Stillington Road.

  • Vehicle speeds within Easingwold were considered to be too high on Long Street, Chapel Lane, Tanpit Lane and also within the Market Place itself.

• Pedestrian Issues

  • There is a lack of footways and pedestrian access particularly within the Market Place and there is a need to keep parked cars out of pedestrian spaces. There are also various key pedestrian routes that are unlit and therefore not considered by pedestrians in darkness hours.

  • Pedestrian access to the Market Place is inadequate, the cobbled areas prove to be problematic, particularly for those with mobility impairments. There are a number of inadequate and inexistent footways within Easingwold which create unsafe routes for pedestrians.

• School Issues

  • There are particular problems with parking outside schools, speeding on approaches to schools, poor pedestrian crossing facilities and access to schools for buses and cars.

  • Access to Easingwold Primary School is hazardous, parents park on Thirsk Road and cause congestion, but this contributes to natural traffic calming and speed restriction. Parked cars also restrict access for buses to Easingwold School, bus access is vital as up to 20 buses serve the school at one time.
• Pedestrian access is not of a good standard for access to the Primary School, Gill Croft and Stonefield Lane, safe walking routes to both schools are required.

• Cycle Routes and Parking

• In Easingwold there is a lack of safe cycling routes and secure cycle parking facilities. Cycles often prevent pedestrian access within the Market Place as they are locked against railings. Provision of a pedestrian / cycleway is required along Long Street.

• Cyclist require improved access to Easingwold from surrounding villages. Vehicle speeds are considered a problem for cyclists along Raskelf Road, Stillington Road is also considered inadequate as there are many potholes making cycling uncomfortable.

• Bus Passenger Facilities

• In Easingwold there is a lack of adequate facilities for bus passengers, including shelters, boarding kerbs and information. It is currently nearly impossible to find timetabling information within the town. People require information to be more widely available and to be presented in a more assessable format.

• The Market Place is the central focus for bus services, room is required for three buses to set down. Problems occur on York and Thirsk race days as coaches use the Market Place as a refreshment stop. Provision of shelters and seating is required at major stops, however these must be complimentary to the surrounding environment, especially within the Market Place.

• Public Transport Service Issues

• It is felt that there are a number of shortcomings with existing public transport services, including operating difficulties and a perceived lack of integration. The level of service provision is currently inadequate, services are not always on time and are not at relevant times for commuting. There is a lack of integration of local bus services with rail links in York and Thirsk.

• On Market day it is difficult to manoeuvre buses due to obstructions and traffic flows, Uppleby also provides buses with problems as parked cars force the bus to the opposite side of the road, and the lack of gaps between parked cars creating long lengths of what is in effect priority working, but with good will rather than priority.

• Buses do not access the North of the town adequately, partly due to grounding issues at the Thirsk Road and Long Street roundabout, but it is believed a “circular” service round the town would improve levels of patronage. Half of the bus services to York use Stillington Road and the other half York Road causing confusion with those unfamiliar with arrangements.

• Car Parking Issues
• The main issues with parking are with the level of parking provision, haphazard parking particularly within the Market Place, signing for parking areas and the enforcement of parking.

• Parking in the Market Place is currently unstructured (Plate 3), and indiscriminate on cobbled areas. The ownership of these areas is understood to be diverse with some under control of the Town Council and others belonging to frontages. There is also a lack of enforcement on illegal parking; disabled parking is inadequate in numbers, location, surface material and size. North Yorkshire County Council has attempted to identify the status of various areas in the Market Place, the results of which are shown in figure 6 but should not considered to be conclusive, nor form the basis of any legal interpretation.
Figure 7: Land Ownership of Market Place, Easingwold 2004
Car parking in the Market Place is believed to be currently used long stay and for local employees, it is also used as a park and ride location for commuters to York.

Parking within the Market Place must be provided near facilities to enable the elderly to easily access them, this problem is particularly highlighted on Fridays with Market traffic using the majority of spaces for lengthy periods. It is also noted that due to poor signing other alternative car parks such as Chase Garth remain unused if the Market Place is full.

Local Traffic Management, Road Signing and Lighting

Parked cars cause obstruction in various locations within Easingwold such as, Church Hill, Uppleby, Long Street. Obstructions also occur frequently on approaches to the mini roundabout on Thirsk Road, this junction currently has inadequate signing, it is believed signing across the whole town requires investigating.
Plate 4: Market Place Signing

- Street lighting along key routes in to the Market Place is considered to be poor, lighting on Church Hill is also inadequate. Residential areas on Raskelf Road and Alne Road extend beyond street lighting provision.

- The junction of Crabmill Lane, Long Street and Stillington Road is considered to be problematic and requires examination to determine what improvements could potentially be made.

- HCV Access and Routeing

  - There are various commercial vehicle deliveries varying in size of vehicle. Deliveries mainly occur during the morning period and cause obstruction to traffic flow. Loading on Chapel Lane and Little Lane prevents vehicular access to and from the Market Place due to the narrow nature of the streets.

  - Previous developments have done nothing for the infrastructure to assist in the routeing of HCVs’. There is currently a ban on any HCV turning from Church Hill into Long Street as previously vehicles have grounded making this manoeuvre.

- Market Place Traffic Flow
• There is much conflict in the Market Place with the movement of traffic. The traffic flow around the Market Place conflicts with the current parking arrangement, HCV access and deliveries, and waiting buses. It is felt an adjustment of the directional flows of traffic within the Market Place, may enable traffic to move more freely.

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 on to the appropriate NYCC officers for further consideration.
4 Policies and Transport Objectives

4.1 Local Transport Plan Objectives
The NYCC 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 the provision of tourism.

- Improving Community Life - through transportation and measures to reduce pollution and opening up/maintaining access to social facilities for all age groups.

- Improving safety - through controlling speed/routing/traffic orders, giving priority to cyclist, pedestrian and people with disabilities.

- Protecting and Enhancing Environmental Quality - by integrating land use and planning and all forms of transport as a means 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
Easingwold is located in NYCC's Central Policy Area. To take account of the particular needs of the area, NYCC have a number of local objectives within 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 road 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 Easingwold. In relation to this study, reference has been made to the Hambleton District Local Plan dated January 1999, and also to the ongoing process of revision. 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 houses, places of work and other facilities in reasonable proximity to each other and promoting

- All new developments must protect our existing environment and not compromise the needs of future generations.

- For every development the degree of change and where it takes place must be controlled and managed to preserve the districts environmental quality.

- To support and encourage, and, wherever possible, improve public transport services and associated facilities.

In relation to Easingwold, there are a number of constraints to development, including:

- The development boundary surrounding the town, this in general skirts the edge of residential developments within Easingwold.

- Outside the development boundary of Easingwold lies both “Landscape Restoration Areas” and “Landscape Enhancement Areas”, these both act as the effective green belt for Easingwold.

- There are open spaces within Easingwold which are designated as “Land of Recreational Value” and “Open Space Allocations”, as such, these will not be developed.
Easingwold does not have many sites designated for developments within the development boundary, the most significant are shown below.

- All land allocated for housing in Easingwold by the Local Plan has been developed fully.

- The local plan identifies the Easingwold Business Park as a committed employment area, this area therefore will require further development to reach its potential as an employment centre.

- The town has two small land use areas designated as “Community Facility Locations”.

Much of the town is a designated conservation area including the Market Place, Long Street, Uppleby, Tanpit Lane, Church Avenue and Church Hill. Within this area, there are various listed buildings with different grades of listing, including, grades I, II and II*. The extent of the conservation area is shown in Figure 7.
Figure 8: Conservation Area Boundary
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 out far reaching aims that include:

- To reduce the growth in length and number of motorised journeys;
- To encourage alternative means of travel which have less environmental impact; and,
- To reduce reliance on the private car, including through the designation of maximum rather than minimum parking standards on the basis that a balance has to be struck between encouraging new investment in town centres by providing adequate levels of parking, and potentially increasing traffic congestion caused by too many cars.

PPG 13 states that:

- Well-designed Transportation 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 which 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; and
  - 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.

The strategy also takes into account PPG 7, which provides guidance on development in rural areas and PPG 15 which covers development in historic environments.

4.5 Transportation Strategy Objectives for Easingwold

The overall aim for the Transportation Strategy for Easingwold is to produce an integrated strategy for the town aimed at securing long lasting improvements, especially for vulnerable road users, whilst maximizing economic and environmental well being and minimizing existing or potential sources of detrimental impact. To
enable delivery of this aim, a number of objectives have been determined. These are:

- Reduce traffic speeds on the approaches to the town, and within the town centre
- Identify and make necessary improvements to establish a network of signed routes for pedestrians and the mobility or sensory impaired, between key attractors
- Improve safety in the vicinity of schools and improve walking and cycling routes to schools
- Improve facilities for public transport users, including the provision of information, shelters and platforms for level boarding
- Consider the potential for improvements to the Market Place, including pedestrian routes, public transport, traffic flow and parking provision
- Improve and rationalise signing within the town, including changes in respect of measures developed as part of the transportation strategy.

4.6 Finance and Implementation

NYCC Transportation Priority System

Identified problems and potential solutions to traffic issues in and around Easingwold are collated by the NYCC Area Traffic Manager (ATM). The ATM prepares a report to the NYCC central area committee indicating priorities for action. The committee decides which issues are worthy of further investigation. There are currently no outstanding issues that require address within Easingwold.

Programmed schemes with indicative levels of funding

The NYCC budget for capital expenditure on transport schemes is set annually by central Government with indicative allocations for future years. NYCC programmes schemes based on priority and the levels of this settlement. Programmed schemes in and around Easingwold that are of relevance to the Transportation Strategy, are detailed in Section 6 of the report.
5 Developing the Transportation 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 Easingwold were identified with reference to the NYCC hierarchy of road users. These comprised;

- Short Term Complementary Measures, including:
  - Dropped kerbs and tactile paving on key routes and at key pedestrian crossing points

Plate 5: Lowered Crossing on Long Street

- Upgrading of bus stops to a minimum standard, including provision of boarding (Kassel) kerbs whenever physically possible
- Both of these measures to be implemented to meet the County Councils obligations under the Disability Discrimination Act 1995 (DDA), which requires suitable access to be provided for all
- Signing rationalisation and modernisation, seeking to create a balance between providing enough information without the current situation of many signs scattered around the town.
• Option A – Improving Road Safety and Enhancing Pedestrian and Cycle Facilities, including:

• Introduction of 40mph buffer zones with ‘gateways’ on Raskelf Road, York Road and Stillington Road
• Extension of existing 30mph limit on Raskelf Road and Alne Road
• Creation of a 20mph zone and traffic calming measures, with an extended 30mph limit in vicinity of Easingwold Primary School
• The use of advance signing, marking or textured surface materials on Oulston Lane and Mill Lane
• Extension of footways on Raskelf Road and Stillington Road
• Improvements to existing footways Church Hill, Tanpit Lane and Chapel Lane
• Improved pedestrian and cyclist signing and lining within Easingwold
• Improvement of mini-roundabout at junction of Thirsk Road, Church Hill, Raskelf Road and Long Street
• Improved layout at junction of Long Street, York Road and Stillington Road
• Passing places on Uppleby

• Option B – Market Place Improvements

• Alternative B1
  • Creation of footways between ‘The Angel’ and ‘The Commercial’ Public Houses
  • New footways at entrance to Tylers Walk and across the Market Place, with removal of some cobbles for smoother stone setts
  • Construction of Two bus stops with a shelter, timetabling information and boarding kerbs between the print works and Market Place green and a third layover bus stop on Chapel Lane
  • The sections of road between Tanpit Lane and Spring Street, and between Chapel Lane and Windross Square to be made one way, Northbound and Westbound respectively.
  • The marking of parking bays in central area of Market Place
• Alternative B2
  • No provision of footway between The Angel' and 'The Commercial' Public Houses but other pedestrian improvements would be made as Alternative B1
  • The section of road between print works and green would be developed into an interchange for three buses with the same passenger facilities as Alternative B1. Access to this section of road would be restricted to buses and deliveries to print works to increase pedestrian priority and activity through this area.
  • Other traffic flows will remain two-way and parking bays would be marked within the Market Place, but with a different arrangement to that of Alternative B1.

5.2 Stakeholder Workshop
A second workshop was held at the Galtres Community Centre in Easingwold on 1st April 2003, attended by 31 stakeholders and 9 NYCC officers.

Following a presentation the stakeholders were given the opportunity to discuss the measures in detail. Key elements of the discussions were:

• Short Term Complimentary Measures

  • Catherine Foster of NYCC raised an issue that there are a number of informal bus stops which require formalising. This suggested that a minimum standard for each stop should be a pole, flag, timetable and Kassel kerbing.

  • Improvements to signing on Oulston Road to warn vehicles approaching the blind summit and narrowing road. Directional signing to Crayke also requires further review to direct vehicles away from the Market Place, the new route could potentially run along Long Street and up Church Hill towards Mill Lane.

  • Changes to the church steps located on the Church Hill footway were further discussed as the steps were seen by local people as an important part of the churches character. It was agreed that this issue would be revisited to determine if an acceptable footway width could be accommodated without alteration to the existing church steps.

• Option A - Improving Road Safety and Enhancing Pedestrian and Cycle Facilities

  • Thirsk Road School Improvements
• Concern was expressed that the 20mph zone would be difficult to adhere to when traffic is light, could speed restrictions be implemented during school hours only?

• The problems with parents parking for school were discussed, unless strictly enforced then people will continue to park for the school run. There was a desire by the local school travel awareness officer to develop a school travel plan involving all parents of the school.

• It was asked if the school flashing amber lights could be linked to speed limit lighting in some way when vehicles approach the school. The panel discussed this idea and would consider vehicle activated signs, a time limited 20mph zone would require site approval.

• Tanpit Lane

• This was discussed and it was accepted that more physical measures than proposed would be required. It was determined that improved definition of the footway was required, this would be redesigned with more detail and be consulted upon at a later date.

• Stillington Road Junction

• Clarification was requested on the proposals for the junction layout. It was put forward that the modifications to the junction would improve visibility and increased deflection would increase safety by reducing the speed of drivers turning left from Long Street onto Stillington Road.

• There was also a comment made that there is a potential development site on the corner of Crabmill Lane and Stillington Road, if this junction was to be developed then the junction may require further change. This was duly noted and decided that as part of the development, improvements could be made.

• Option B Market Place Improvements

• Strategy Alternative B1

• Parking

• There were a number of issues discussed with varying opinions on the implementation of disc parking and what the time limit restrictions should be if implemented. From surveys undertaken by the Town Council it was determined that non commercial long stay vehicles were required to relocate to areas other than the Market Place.

• The parking layout was also debated concluding that if spaces were specifically marked there would be an anticipated 22 additional spaces within the Market Place which was welcomed by the floor.
• Bus Improvements
  • Buses face increasing problems at present with vehicles parked in the bus waiting area due to a lack of enforcement.
  • It was identified that for purposes of the DDA and improved access to buses, this option was the best solution. The area also requires shelter facilities and improved timetabling information.

• Strategy Alternative B2
  • General Comments
    • An area of cobbles, used as a loading bay for the printers at the North end of the Town Hall is private and cannot be used for the proposed path.
    • An area is required for private coaches and buses to set down as the town focuses much on tourism, improved signing should be made from the A19 to encourage people to visit.
    • A specific location requires to be identified for private coaches to pick up and drop off, but also an area to wait outside of the Market Place while passengers walk around.

• Overnight HGV Parking
  • Improved signing is required within the Market Place to prohibit HGV parking as it creates a nuisance of noise during early hours of the day. It was agreed by the NYCC area traffic manager to take this forward in isolation with the town council priority to the completion of the strategy.

• Market Place Traffic Flow
  • There were various comments made upon the difference in traffic flows for both options B1 and B2. It was agreed that further research would be undertaken to determine if other alternatives may be more suitable for the Market Place flows. If it was decided that improvements could be made, they would be taken forward to consultation.
5.3 **The Strategy Options in Detail**
The comments provided in the stakeholder workshop were used to refine the measures and options into a package suitable for public consultation. The resulting measures are:

- **Short Term Complementary Measures, including:**

  - A review of directional signing will be undertaken, including all current signing within the town. Signing will be checked for damage and consistency before any changes to improve or rationalise the signing are put forward.

  - The Disability Discrimination Act 1995 (DDA) gives disabled people a “right of access” to goods, facilities, services and premises. As part of its responsibility as the ‘Highway Authority’ North Yorkshire County Council has been assessing the urban environment and in particular key pedestrian routes to ensure they are free of blockages and other barriers to use, by all people including the disabled.

  North Yorkshire County Council in Easingwold is promoting easier access by identifying the locations required for dropped kerbs and tactile paving at crossing points within the town. Improvements to public transport facilities include easier boarding with kassel kerbs at all major bus stops across the town.
• Option A – Improving Road Safety and Enhancing Pedestrian and Cycle Facilities, including:

• A package of speed reducing measures are proposed, including:
  • 40 mph buffer zones with “gateways” on Raskelf Road, York Road and Stillington Road, including the introduction of signing, lining and possibly the narrowing of the carriageway. These measures re-enforcing revised speed levels in these areas.
  • Extension of the existing 30 mph limit on Raskelf Road and Alne Road, to reflect recent residential developments and ensuring that all of the built area is subject to a 30mph limit.
  • The creation of a 20 mph zone with an extended 30 mph limit, parking and traffic calming measures in the vicinity of Easingwold Community Primary School on Thirsk Road, to develop on proposals previously consulted on by the County Council. The scheme would improve safety for those accessing the school by foot, on school buses or by car.
  • The use of advance signing, marking or textured surface materials on Oulston Lane and Mill Lane to improve awareness of existing speed limits and reinforce existing signing.

• Footways would be extended on Raskelf Road to the veterinary practice and on Stillington Road to the football field, both being facilities accessed by a number of pedestrians currently with no facilities and both currently subject to national speed limits.

• Improvements would be made to footways on Church Hill where the width of footways is currently substandard, and to the pedestrian markings on Tanpit Lane where the current footway delineated by a solid white line is often misunderstood and used by drivers for parking, particularly on market days.

• Pedestrian access into the Market Place from both Little Lane and Chapel Lane is made difficult by narrow footways. The geometry of Little Lane makes improvements difficult but a wider footway could be provided on the West side of Chapel Lane.

• A continuous signed route for pedestrians and cyclists would be created from York Road to Raskelf Road, utilising Hambleton Way, Showfield Drive, Stonefield avenue and linking paths. A spur would also link to the Market Place, using Chase Garth Road and Chapel Lane, with the existing pedestrian crossing on Long Street being upgraded to toucan standard. Additional cycle parking will be provided in the Market Place.

• The mini roundabout of Thirsk Road, Church Hill, Long Street and Raskelf Road is not ideal despite additional signing being provided to highlight its presence. The vertical and horizontal alignment of the Church Hill approach has also been known to result in the grounding of large vehicles including low
floor buses. A larger roundabout could be accommodated by removing part of the grassed area solving the problems above, but also reducing the conflict between vehicles, and also between pedestrians and vehicles.

- At the junction of Long Street, York Road and Stillington Road, the existing slip road from Long Street to Stillington Road would be removed improving road safety and reducing confusion and vehicles speeds.
- Passing Places would also be created within the on-street parking adjacent to the green on Uppleby. The location of passing places would be chosen to tie in with existing vehicle accesses, minimising the reduction in parking spaces while facilitating safer movement of vehicles.

Option B – Market Place Improvements

This option focuses on improving pedestrian facilities and safety, even more significant enhancement of bus stops and the marking of parking bays within the Market Place. Two alternatives for option B are detailed below:-

In strategy alternative B1;

- Footways would be created between “the Commercial” and “The Angel” public houses, around the green opposite The Galtres Centre, at the entrance to Tylers Walk and across the Market Place. The latter would involve removing some existing cobbles and replacing them with smoother stone setts.
- Two bus stops with a shelter, timetable information point and raised boarding kerbs would be created in the area of road between the green and the print works. The green area would be slightly extended and the road alignment altered. A third layover stop would be provided at the north end of Chapel Lane.
- In addition one way sections of the road would be created between Tanpit Lane and Spring Street heading Eastbound only, and between Chapel Lane and Windross Square heading Westbound only.
- Parking bays would also be marked in the central area of the Market Place.

In strategy alternative B2;

- The footway would not be provided between “The Commercial” and “The Angel” public houses, but the other pedestrian improvements would be made.
- The section of road between the green and the print works, would be turned into an interchange for three buses with the same passenger facilities as Alternative B1 but access restricted to buses and deliveries to the print works, increasing pedestrian priority in this area.

Other traffic flows would remain two way and parking bays would be marked in the central area of the Market Place but with a different arrangement to alternative B1.
5.4 **Public Consultation**

The measures and options described above were presented on a leaflet distributed to 70 stakeholders and statutory consultees, 4308 residential addresses and 484 business addresses within the Easingwold area, during the week beginning Monday 19th May 2003. This leaflet was accompanied by a questionnaire, and both are included in this report as Appendix 8.

An exhibition was held between Friday 6th of June and Thursday the 19th of June in the Galtres Centre, Easingwold. Both Mouchel and NYCC manned this exhibition on Friday the 6th of June and on Saturday the 7th of June.

In addition the consultation materials were posted on the internet at a site set up for the consultation exercise [http://www.nycc-consultation.info] and a press release was issued by NYCC on 20th January 2003 titled “Consultation starts on Easingwold traffic strategy”.

996 questionnaires were returned within the response period, representing a response rate of almost 25%, including 16 responses submitted via the internet.
5.5 Summary of Consultation Responses

Option A - Improving Road Safety and Enhancing Pedestrian and Cycle Facilities:

- 80% of respondents supported Option A; 9% not in support of Option A; and 11% not registering an opinion.

Option B – Market Place Improvements:

- 77% of respondents supported Option B; 17% not supporting Option B; and 6% not registering an opinion.

- Of respondents supporting Option B, 56% favoured Alternative B1 and 44% Alternative B2.

Parking Strategy

- 66% of respondents supported the introduction of a Disk Parking Zone; 31% not supporting a Disk Parking Zone; and 3% not registering an opinion.

- Of respondents supporting the zone the favoured duration was 2 hours at 57% followed by 3 hours at 29%.

- 92% of respondents supported the introduction of a zone to the Market Place, 54% supporting a wider area including part of Long Street.

Complementary Measures:

The level of support for complementary measures:

- Pedestrian, Public Transport and Signing Improvements:

  - 85% of respondents supported the improvements; 9% not supporting the improvements; and 6% not registering an opinion.

Additional Detailed Comments:

A number of additional detailed comments were received. These comments are summarised in Appendix 9.
6  The Easingwold Transportation Strategy.

6.1  Hambleton Area Committee Recommendations
The consultation results were reported to the North Yorkshire County Council Hambleton Area Committee on 28th July 2003. The report asked members of the committee for support of the following proposals:

- Introduction of dropped kerbs and tactile paving
- Improvement of informal pedestrian crossing points
- Upgrading of bus stops (i.e. Kassel kerbs) and associated information
- Parking Strategy – To introduce a Disk Parking Zone within the Market Place with limited waiting restrictions, further provision should be made for cycle parking within the regulated area at the most convenient location.

- Option A – Including:
  - The extension of gateways and 40mph buffer zones on approaching roads with adequate signing provision.
  - Footway improvements including Church Hill, Stillington Road, Little Lane, Raskelf Road and Tanpit Lane.
  - Adoption of shared use route for pedestrians and cyclists along Showfield Drive and Stonefall Avenue.
  - Improvement to the existing roundabout at junction of Long Street and Thirsk Road.
• Option B1 – Including:
  • Alteration of existing traffic flow in the Market Place with one way sections of carriageway on Chapel Lane and the section of road between Tanpit Lane and Spring Street.
  • Designated parking bays with defined markings.
  • New footways to be provided in the Market Place, with a new footway running through the Market Place from north to south with safe access to designated parking. Another footway will be installed between Windross Square, Chapel Lane and surrounding the green to the south of the Market Place, this is to maximise access to buses, and minimise pedestrian and vehicle conflicts. A new footway to be constructed between “The Commercial” and “The Angel” public houses.
  • A bus boarding area with raised kerbs and a shelter to be provided between Chapel Lane and Windross Square. There will be space for two buses to be boarded at the same time with traffic flow through the Market Place able to move freely past in the existing carriageway. Another single bus waiting bay will be created on Chapel Lane opposite the Galtres Centre and Tylers Walk.

The members resolved to support the proposals. The main text of the committee report and minutes of the meeting are included as Appendix 10.

The North Yorkshire County Council Director of Environmental Services, Mike Moore, made an executive decision on 5th August 2003 as follows:

1. That a Transportation Strategy for Easingwold be adopted, which includes the proposals contained in Option A and B(1) as described in the consultation leaflet and is indicated on Drawings 77x20 – 002/10B, 11A and 12F which were displayed at the County Councils Committee for Hambleton on 28th July 2003.

2. That the introduction of a disk parking zone in Easingwold be agreed in principal and to be subject to further investigations with Easingwold Town Council, Hambleton District Council and other principal stakeholders.

Drawing numbers 77x20/002/10B, 77x20/002/11A and 77x20/002/12F are attached to this report.
6.2 Implementation of the Strategy
A phasing programme has been devised to implement the Easingwold Transportation Strategy. This is summarised in Table 11, and sets out the main measures and options, the timescale for implementation and the current estimated cost of the project. North Yorkshire County Council’s Hambleton Area Committee has agreed the programme and an officer group has been established to oversee the implementation of the study.
### Table 10: Easingwold Transportation Strategy – Implementation Programme

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Drawing 1: 177020/002/10B – Pedestrian and Public Transport Improvements
Drawing 2: 177020/002/11A – Option A: General Safety Improvements
Drawing 3: 177020/002/12F – Options B1 and B
Appendix A – Consultants Brief
TRANSPORTATION STRATEGIES FOR TOWN CENTRES

CONSULTANTS BRIEF

Introduction

North Yorkshire County Council (The Client) has made provision in 2002/2003 for the review of existing Transportation measures the market towns of Malton/Norton and Easingwold.

The study will consist of a critical examination of the existing traffic arrangements in these towns followed by the development of a number of options with an emphasis on the introduction of higher levels of sustainable transportation. These options will be 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. The options will be exposed to public consultation, which will result in the formulation of a preferred strategy.

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.

The Client intends to implement measures, which should remain suitable for a period of 10 years.

It is not possible to be precise about the budget provision since the needs of each town are likely to be different. An expenditure of £0.5m over say a three-year period is seen as approaching the highest acceptable level for an average sized town although special circumstances may attract higher budget provision.

Overview and Monitoring

The study is envisaged as having eight main stages. 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, the likely time to completion of each stage from the ‘Start Point’ of appointment is also shown.

Table 1 Percentage of total fee expected to be expended on each stage

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The Consultant will be required to report on progress each month as follows:

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.

A predicted over expenditure will be treated as a claim for extra payment for work which could not reasonably have been foreseen at the time of tender. The reasons for this extra must accompany the progress report

Progress reports must be received not later than the first Wednesday of each month.

The Brief in Detail

Preamble

The following Stages 1 to 8 are to be read in conjunction with ‘Transportation 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 Transportation strategy for each town.

Stage 1: Timetable and reporting

The Client will arrange a meeting including 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 ‘Transportation Priority System’ and any schemes currently on the Clients ‘Reserve List’.

**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 any 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 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 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

Note: The Consultant will be expected to liaise with the appropriate district council or controlling organisation in relation to off-parking matters.

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. Particular reference is made to the following.

North Yorkshire County Council Local Transport Plan 2001/2006

The relevant Local Plans 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, an appropriate survey involving the local community, and secondly, a workshop informed by the results of this survey involving the key partners (as identified in Stage 1). The results of the survey and 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.

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.

Note: The Client will bear the cost of the survey, interpretation and workshop.

Stage 5: 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. This statement will consist of:

The aims and policy goals of the future Transportation 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 6: Identification of Measures and Strategy Options

The Consultant will be required to produce a number of Transportation options, 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 amount of text required would be at a minimal level, although the various elements will be listed on each drawing to enable the components to be easily re-assembled so as to produce different sub options if required.

The Consultant will make arrangements for the strategy options will be considered by 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 option to a high standard in line with current techniques.

The key partners will examine and modify (as necessary) these strategy options, and approve those to be put forward to public consultation.

In addition, the Consultant will examine the viability and practicality of providing stand-alone Pedestrian Action and Local Cycling Plans in accordance with the Clients guidelines, and 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, and arrange for the holding of the exhibition. The Client will oversee the design and arrangement.

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 households. 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 coded the responses electronically any provide appropriate statistical and spatial analysis as determined by support indicated within the responses. The analysis will be reported to the Client.

*Note:* The Client will bear the cost of the printing of the leaflet and questionnaire and requires the consideration a minimum of a number of quotations that will include the Clients Print Unit. The Client will similarly pay for appropriate leaflet distribution costs by a third party. An example of a leaflet and questionnaire is shown as Appendix B.
Stage 8: The Preferred scheme

The Consultant, in consultation with the Client, will draw up a preferred strategy based upon the results of the public consultation process.

The Consultant will produce a final draft report consistent with the framework outlined in Appendix C. This will be provided in both electronic format and as forty hard copies for internal use.

The Consultant will, in partnership with the client, produce an outline programme for implementation of the preferred strategy.

Following adoption by the Client’s Area Committee, the Consultant will make any necessary amendments to the report.
### TRANSPORTATION 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)

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<tr>
<th>Stage</th>
<th>Key Event</th>
<th>Actions by Consultant</th>
<th>Reporting</th>
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<tr>
<td>1 (Timetable)</td>
<td>Initial meeting to identify key partners</td>
<td>Prepare list of partners/key stakeholders for future consultation</td>
<td>Informal (Arrange and facilitate a meeting with County staff)</td>
</tr>
<tr>
<td></td>
<td>Complete action plan</td>
<td>Total work programme based on key events</td>
<td>Informal (Provide committee reporting dates and a sample programme)</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>
<td>Informal (Provide guidelines and examples of past experience. Client will give a high priority to assisting the Consultant who is expected to undertake the preplanning aspects of this complex exercise at the earliest possible date)</td>
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<tr>
<td>2 (Existing Situation)</td>
<td>Commence survey</td>
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<td>Progress meeting 1</td>
<td>Meetings programmed to facilitate a review of content and progress.</td>
<td>Informal (Provide access to departmental records)</td>
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<tr>
<td></td>
<td>Progress meeting 2</td>
<td></td>
<td>Informal (Provide guidance regarding requirements)</td>
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<tr>
<td></td>
<td>Complete report</td>
<td></td>
<td>Informal (Lead officer comments on final draft)</td>
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<tr>
<td>3 (Objectives, Guidelines, Constraints)</td>
<td>Completion</td>
<td>Informal discussion regarding the scope and content of report</td>
<td>Formal (Provide copies of a) LTP b) Programme of expenditure c) Access to departmental library</td>
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<tr>
<td>4 (Critical Appraisal)</td>
<td>Survey involving the community</td>
<td>Consultant to undertake survey of local community in order to identify local problems and issues</td>
<td>Informal (Client observes progress and provides guidance if required)</td>
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<tr>
<td></td>
<td>Presentation for Workshop 1</td>
<td>Presentation to Clients representative of visual display material and agenda for Workshop 1</td>
<td>Informal (Lead Officer approves)</td>
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<td></td>
<td>Workshop 1</td>
<td>Arrange, attend and present report</td>
<td>Introduce and interpret the result of Workshop 1</td>
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<tr>
<td>5 (Specific Aims)</td>
<td>Report on the findings of workshop 1</td>
<td>Copy to nominated officers</td>
<td>Formal (Introduce and interpret the result of Workshop 1)</td>
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<td></td>
<td>Workshop 2</td>
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<td></td>
<td>Workshop 2</td>
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<td></td>
<td>Ratification of proposals for public consultation</td>
<td>Arrange meeting to finalise costs, feasibility, media publicity, leaflet, questionnaire, exhibition and analysis previously approved</td>
<td>Formal (Provide statement of NYCC responsibilities and costs which it will bear for the exercise)</td>
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<tr>
<td></td>
<td>Complete report for public consultation</td>
<td>Produce and deliver to client's office an appropriate number of reports to a specified format on a specific date</td>
<td>Formal (Distribute report to committee members)</td>
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<td></td>
<td>Area Committee meeting</td>
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<td>Obtain approval to proposals for public consultation by NYCC Area Committee</td>
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<td>7 (Public Consultation)</td>
<td>Public consultation commences</td>
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<td></td>
<td>Public exhibition</td>
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<td></td>
<td>Public consultation ends</td>
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<td></td>
<td>Returns analysed</td>
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<tr>
<td>8 (The Preferred Scheme)</td>
<td>Preferred option identified</td>
<td>Consultant develops preferred scheme based upon results of public consultation in close consultation with client</td>
<td>Formal (Guidance provided)</td>
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<tr>
<td></td>
<td>First draft final report</td>
<td>Copy to nominated officers</td>
<td>Formal (Lead officer provides comments)</td>
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<tr>
<td></td>
<td>Final report</td>
<td>Copy to nominated officers</td>
<td>Formal (Lead officer gives approval (written))</td>
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<td>Committee report</td>
<td>Produce and deliver to client's office an appropriate number of reports to a specified format on a specific date</td>
<td>Formal (Distribute report to committee members)</td>
</tr>
<tr>
<td></td>
<td>Area Committee meeting</td>
<td>Consultant produces Transportation Strategy</td>
<td>Formal (Distribute to Officers and appropriate Libraries)</td>
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</table>

Easingwold Transportation Strategy Final Report
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TRANSPORTATION STRATEGIES FOR TOWN CENTRES

STANDARD REPORT FRAMEWORK

Introduction

State what it 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 areas 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.*

Transportation 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 Transportation 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 Transportation measures, which do not require along 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 Preferred Scheme

An explanation of how the different options and sub-options were put to public consultation, attendance and results:

A description of the preferred scheme together with detailed drawings at A4 scale at an appendix.
Appendix B– Easingwold Workshop Attendees
<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cllr P Sowray</td>
<td>North Yorkshire County Councillor</td>
</tr>
<tr>
<td>Cllr C Patmore</td>
<td>North Yorkshire County Councillor</td>
</tr>
<tr>
<td>Mr S Hurst</td>
<td>NYCC Transportation</td>
</tr>
<tr>
<td>Mr C Brown</td>
<td>NYCC Transportation</td>
</tr>
<tr>
<td>Mrs C Foster</td>
<td>NYCC (Passenger Transport)</td>
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<tr>
<td>Mr I Person</td>
<td>NYCC (Passenger Transport)</td>
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<tr>
<td>Cllr C Cookman</td>
<td>Hambleton District Council</td>
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<tr>
<td>Cllr G Ellis</td>
<td>Hambleton District Council</td>
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<tr>
<td>Mr M Jewitt</td>
<td>Hambleton District Council</td>
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<tr>
<td>Mr G Jelley</td>
<td>Stillington Parish Council</td>
</tr>
<tr>
<td>Mr Rigby</td>
<td>Sutton-on-the-Forest Parish Council</td>
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<tr>
<td>Dr Cowan</td>
<td>Oulston Parish Council</td>
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<tr>
<td>Mr D Allum</td>
<td>Oulston Parish Council</td>
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<tr>
<td>Mr R Cooper</td>
<td>Huby Parish Council</td>
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<tr>
<td>Mrs V Black</td>
<td>Crayke Parish Council</td>
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<tr>
<td>Cllr A Beckwith</td>
<td>Easingwold Town Council</td>
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<tr>
<td>Cllr R Crackles</td>
<td>Easingwold Town Council</td>
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<tr>
<td>Cllr B Taylor</td>
<td>Easingwold Town Council</td>
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<tr>
<td>Mr J Craggs</td>
<td>Easingwold Chamber of Trade and Commerce</td>
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<tr>
<td>Mr M Bramwell</td>
<td>Easingwold Chamber of Trade and Commerce</td>
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<tr>
<td>Mrs K Mullens</td>
<td>Sustrans</td>
</tr>
<tr>
<td>Name</td>
<td>Organisation/Role</td>
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<tr>
<td>Mrs D Gallon</td>
<td>Easingwold and District Community Care Association</td>
</tr>
<tr>
<td>Mr K Allen</td>
<td>Easingwold Community Primary School (Governor)</td>
</tr>
<tr>
<td>Mrs A Fisher</td>
<td>English Heritage</td>
</tr>
<tr>
<td>Rev J Harrison</td>
<td>St John the Baptist and All Saints Church</td>
</tr>
<tr>
<td>Mrs F Battey</td>
<td>British Horse Society</td>
</tr>
<tr>
<td>Mr R Healey</td>
<td>Cyclist Touring Club</td>
</tr>
<tr>
<td>Mr G Peach</td>
<td>Confederation of Passenger Transport UK</td>
</tr>
<tr>
<td>Mr J Duff</td>
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<tr>
<td>Mr L Twiss</td>
<td>John Smith’s</td>
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<tr>
<td>Mr R Turnbull</td>
<td>Mouchel Parkman</td>
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<td>Mr M Steele</td>
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</tr>
<tr>
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### Easingwold Workshop 2 Attendees – Galtres Centre – 1st April 2003

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
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</thead>
<tbody>
<tr>
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<td>NYCC Transportation</td>
</tr>
<tr>
<td>Mr C Brown</td>
<td>NYCC Transportation</td>
</tr>
<tr>
<td>Mr J Lee</td>
<td>NYCC Area Traffic Manager (Fulford Area Office)</td>
</tr>
<tr>
<td>Mr B Watson</td>
<td>NYCC Area Traffic Manager (Fulford Area Office)</td>
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<tr>
<td>Mr P Roberts</td>
<td>NYCC Forward Planning</td>
</tr>
<tr>
<td>Mr A Santon</td>
<td>NYCC Road Safety Officer</td>
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<tr>
<td>Mrs C Foster</td>
<td>NYCC (Passenger Transport)</td>
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<tr>
<td>Mr T Coyne</td>
<td>NYCC Development Control</td>
</tr>
<tr>
<td>Mr J Freeman</td>
<td>NYCC School Travel Awareness Officer</td>
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<tr>
<td>Cllr P Featherstone</td>
<td>Hambleton District Council</td>
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<tr>
<td>Cllr F Wade</td>
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<td>Cllr G Horner</td>
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<td>Cllr M Haigh</td>
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<td>Cllr T Robinson</td>
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<td>Ms T Adams</td>
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<td>Mr G Jelly</td>
<td>Stillington Parish Council</td>
</tr>
<tr>
<td>Name</td>
<td>Affiliation</td>
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<td>Mr T Lakey</td>
<td>Alne Parish Council</td>
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<tr>
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<td>Ms A Harley</td>
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<tr>
<td>Cllr B Taylor</td>
<td>Easingwold Town Council and representing Easingwold School</td>
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<tr>
<td>Mr J Craggs</td>
<td>Easingwold Chamber of Trade and Commerce</td>
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<tr>
<td>Mr M Bramwell</td>
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<td>Mouchel Parkman</td>
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Appendix C – Easingwold Pedestrian Action Plan
Easingwold
Pedestrian Action Plan

Easingwold Transportation Strategy

12 August 2004

Produced for
North Yorkshire County Council

Prepared by
Andrew Moseley
Assistant Transport Planner

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Nether Poppleton
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F +44 (0)1904 799112
E andrew.moseley@mouchelparkman.com
Document Control Sheet

Project Title  Easingwold Transportation Strategy

Report Title  Easingwold Pedestrian Action Plan

Revision  2.0

Status  Final

Control Date  12 August 2004

Record of Issue

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1 Introduction

This Pedestrian Action Plan has been produced in parallel to the Easingwold Transportation Strategy, adopted by North Yorkshire County Council on 5th August 2003, and developed in partnership with Mouchel Parkman.

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 town.
- Key pedestrian routes within and around the town.
- Proposals for improvement
- Consultation responses

The outcome of the Pedestrian Action Plan is summarised in Appendix A and on Drawing 177020/002/053
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 towns 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, particularly for disabled users, 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 pedestrian route network. The Plan should also identify all improvements necessary to comply with the requirements of the Disability Discrimination Act (DDA).
3 Principal Facilities

3.1 Town Centre
This area provides the local facilities needed by both the residents of Easingwold and the wider rural community. Facilities available include: shops; public houses; banks; community centre; library and a post office. A local market is held every week on a Friday and is currently located in the Market Place.

The major pedestrian activity is concentrated within an area including: the Market Place, Little Lane and Chapel Lane, Long Street, Thirsk Road, Raskelf Road, Church Hill, Uppleby, Crabmill Lane and the Galtres Community Centre. Pedestrian activity increases on market day.

3.2 Tourist attractions
Easingwold has a busy Tourist Information Centre as the town is close to many major tourist destinations such as York and is located a short journey from the surrounding National Parks. The town also has a number of static and touring caravan sites in the surrounding area who use the centre to gather information on the areas various tourist attractions. The information centre is located on Chapel Street and is open during peak tourist season between Easter and October.

3.3 Leisure facilities
The Galtres Community Centre occupies a large building at the South East corner of the Market Place. Facilities at the Galtres Centre include a shooting range, tennis courts, gymnasium and sports hall and is utilised by a range of users. Rooms in the Centre can be hired by the hour for meetings, functions or entertainment's, with a regular programme of events which is advertised locally.

3.4 Residential Areas
Residential Areas are located:

- To the South and West of the town surrounding Long Street and Stillington Road
- To the North of the town surrounding Church Hill, Uppleby and Clay Penny.

3.5 Education
Easingwold has one secondary school (Easingwold Secondary School) located approximately a quarter a mile South of the town centre, and one primary school (Easingwold County Primary School) located on Thirsk Road a quarter of a mile North West of the town centre. At peak times the schools experience raised levels of pedestrian and vehicular activity.

3.6 Employment Centres
The largest employment sector in the Hambleton area is in public administration, education and health; the second being in hotels and catering. Easingwold itself has a number of small businesses located within the Market Place and along Long Street providing employment for many of those living in and around Easingwold.
The Stilington Road Industrial Estate in Easingwold has experienced growth since its opening and it is anticipated that it will in the future become a larger employer for those living in the surrounding areas.

3.7 Pedestrian Accidents
Five accidents were recorded involving pedestrians between March 1999 and July 2002, four of these were slight and one serious. Each accident is briefly detailed below:

- A pedestrian was clipped by a car wing mirror at the junction of York Road and Crankley Lane (Slight Accident);
- A pedestrian was hit by a car after stepping into the road at the junction of Stillington Road and Long Street (Slight);
- A car reversing out of the Royal Oak public house car park hit an elderly lady on Long Street (Serious);
- A car driver turned the corner too quickly and collided with a refuse collector on Little Lane (Slight);
- A pedestrian who stepped out onto the footway from the entrance of the Horseshoe public house on Long Street was grazed by a by a cyclist riding on the footway (Slight).

The accidents detailed above were not located in any form of clusters, therefore a single cause cannot be attributed to a number of accidents. However, where possible improvements will be made to ensure safety for both pedestrians and cyclists in both design and implementation.
4 Pedestrian Routes

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

4.1 York Road, Thirsk Road and Long Street
This route is the main arterial route of the town linking Easingwold to the A19 and wider road network. It also links the residential areas located to the South and West of the town to the Market Place. Two schools, two churches and St Monicas hospital are located on this route. Typical footway widths are between 1.5m and 2.5m. The maximum width recorded in the vicinity of building numbers 97-99 Long Street at 6.0m. Locations where the widths fall below 1.5m are at the junctions of Station Road and Thirsk Road, and York Road and Long Street where widths vary between 1.1m and 0.9m. Some widening will occur as a result of the schemes included within the Easingwold Transportation Strategy at these locations.

Plate 1: Thirsk Road looking towards Easingwold Primary School
4.2 Crabmill Lane, Stillington Road and Meadowfields

Crabmill Lane is the main pedestrian link between the residential area to the East, the Market Place and town centre. It also provides a link between the residential area and amenities such as the Galtres Community Centre and Medical centre.

Stillington Road links the Easingwold Industrial Estate and the residential area to Crabmill Lane, and is the most direct route to the Market Place from this area. Meadowfields links other residential streets to Crabmill Lane.

Typical footway widths are between 1.4m and 1.8, with a maximum footway width of 1.88m on Crabmill Lane. Footway widths fall to 0.95m at pinch points along Meadowfields Close.
Plate 3: Crabmill Lane looking towards York Road

Plate 4: Meadowfields looking towards Crabmill Lane
4.3 **Raskelf Road**  
This route links the residential areas to the West of Easingwold to the other major pedestrian routes within the town, located along Thirsk Road, Church Hill and Long Street which provide access to various destinations and amenities. Footway widths vary between 1.1m and 1.9m, with pinch points reducing path widths to 0.78m. Improvements have been proposed to extend the footway to the end edge of the built up area providing safer pedestrian access to and from residential properties. This proposed improvement location can be seen as Action C2 on Drawing number 177020/002/053 located in the Appendices.

*Plate 5: Alne Road looking away from Raskelf Road*
Church Hill and Millfields
Church Hill forms a pedestrian route along the northern edge of Easingwold and connects Long Street to Uppleby. At many points along Church Hill, footways are only provided on one side of the road as the width of the road narrows. Church Hill also links a purpose built pedestrian and cycleway across Millfields to a housing estate to the North of the town, adjacent to Oulston Road. Uppleby also has an existing footpath creating a link to Meadowfields and provides an ideal route for access to Easingwold School from the North. The maximum footway widths on Church Hill are between 1.7m and 1.0m, pinch points reduce path widths to between 0.56m and 0.45m where footways narrow. Millfields has a modern purpose built shared use cycleway across it 3.0m wide for its entirety.

The Church of St. John the Baptist located on Church Hill has a narrow section of footway where the church steps leave the footway at its minimum width of 0.45m. This section of footway has had proposed improvements made to increase the width of the footway and improve the existing junction layout opposite. This proposed improvement location can be seen as Action D2 on Drawing number 177020/002/053 located in the Appendices.
Plate 7: Pinch point on Church Hill

Plate 8: Segregated shared use footway/cycleway
4.5 **Uppleby and Spring Street**
This route links pedestrians from the North of the town to the Market Place and town centre amenities, this route is frequently used by the residents who live on Uppleby, who choose to walk into the Market Place rather than using private cars. The route also links to Church Hill providing access to the surgery, church and primary school. The maximum footway width is between 1.6m and 3.3m whilst at pinch points, falls a minimum of 1.3m where buildings reduce footway width.

4.6 **Little Lane and Chapel Lane**
These two routes link Long Street to the Market Place. The routes are used by pedestrians to access the town centre from the south and the West of Easingwold and also links Easingwold School and St Johns Church to the Market Place. Footway widths vary between 0.96m and 1.48m, with many pinch points reducing path widths to between 0.8m and 0.96m. Little Lane has minimal footway provision on one side of the road. Due to the narrow carriageway width of both roads it is difficult to implement significant improvements adversely affecting on vehicle access to the Market Place. That said footway widening on the West side of Chapel Lane is proposed as part of an improvement scheme for the Market Place.

*Plate 9: Chapel Lane looking towards the Market Place*
4.7 **Tanpit Lane**
This route provides a primary pedestrian route between the Market Place and Church Hill, and for a number of secondary pedestrian routes. A formal footway does not exist along Tanpit Lane and is designated by a single white line to differentiate between vehicle and pedestrian space. Many vehicles park on the pedestrian area causing them to walk on the carriageway. This section of pedestrian footway may benefit from some improvement to further determine where pedestrians can walk. The designated pedestrian area widths on Tanpit Lane vary between 1.8m and 1.9m.

4.8 **Market Place and Surrounding Area**
Each of the footways that surround and approach the Market Place are used by pedestrians to access local amenities. This area is particularly affected by a rise in pedestrians and vehicular activity on market days, and conflict between the two is caused, preventing easy access. There are also many access points in to the Market Place through a number of public rights of way between buildings. Footway widths differ on each approach to the Market Place varying between 0.81m and 3.0m, the Market Place and approaching roads have various pinch points as streets narrow to a minimum of 0.81m.
Plate 11: Market Place looking towards Nat West Bank

Plate 12: Market Place looking towards Windross Square
4.9 York Road to Raskelf Road
Widening of the existing pedestrian route between York Road and Raskelf Road to facilitate joint use by cyclists. The route being constructed to 3m wide segregated standard with improved lighting. An example of what may be expected, is located to the North of the town across Millfields where a similar footway and cycleway has been created providing safer and easier route between the residential area and Market Place.
5 Public Rights of Way

There are various Public Rights of Way (PROW) within the town which are used by pedestrians to move around Easingwold. These PROW link together key pedestrian routes and are vital in encouraging more journeys to be made on foot rather than by motor vehicles.

5.1 Key PROW
Easingwold Town Council and North Yorkshire County Council identified five PROW that were considered to be the most frequently used and the most important to pedestrian movement within the town, some of which are used as secondary routes for access to the Market Place. These key PROW are shown on Drawing 177020/002/053.

These PROWs are maintained by North Yorkshire County Council. Where PROW are not owned by NYCC the landowner requires consent before any alterations are made to existing paths or routes.

Each of the five PROW are detailed below with NYCC reference numbers, the current condition of the route and observations made on site:

5.2 Kell Balk Lane (NYCC ref 10.40/14)
This route is located between Back Lane and Crabmill Lane, providing a link between the North East and South East of the town; it is used regularly by residents from the surrounding area during daylight hours. Halfway along the route is another path that can be taken to the Galtres Centre and Market Place. The path is split into two sections, shown below

Back Lane to footpath crossroads (section 1A)

This section of the route is an unmade footpath and on inspection was of a poor standard. The path was flooded and slippery, creating hazardous conditions for potential users of the route. This section also has a steep gradient at Back Lane which is currently unsuitable for wheelchair users and difficult for pushchairs. This section of the route has at present no provision of lighting, and in darkness hours is used by a minimal amount of pedestrians due to safety and security concerns. This section of the route would benefit from upgrading, with the construction of a defined footpath of tarmac, adequate signing and lighting.
Plate 13: Kell Balk Lane section 1A unmade footway

Crabmill Lane to footpath crossroads (section 1B)

This section of the route is of good condition and is made from a tarmac surface. One observation made on the route, was that a short section of the surface was cracked where a tree root had grown underneath the path. Various properties have direct access to this section of footpath as the frontages of their homes are located to the footpath. Adequate lighting is present on this section due to the number of residential properties who use this path for access to Crabmill Lane.

Signing requires upgrading on this route to include to a four way pedestrian direction sign where the PROWs meet at a crossroads. Crabmill Lane also requires signing as currently none exists or is missing to encourage pedestrians to use these routes.

5.3 Uppleby to Back Lane (NYCC ref 10.40/43)

This short footpath is in its currently unsuitable for use by those in wheelchairs and pushchair users, and is difficult to use for many pedestrians. This route is used by a small number of pedestrians to access the Cricket Ground, Recreation Ground, Bowling Green and Galtres Centre from Uppleby. The surface of the path is made up of concrete and gravel, with a steep gradient to access the path from the south side. The majority of the path is narrow, and overgrown by surrounding vegetation with rubble and rocks littering the path. Over time the surface of the path has deteriorated and started wearing away leaving small holes and breaks in the surface which appear unsightly.
Street furniture is located near each end of the path. Lighting is not present on this pathway and is poorly lit on approaches along Upleby and Back Lane. Signing requires improvement as currently is inadequate and difficult to see. This footpath requires improvement to enable more users to utilise this path.

5.4 **Back Lane to Spring Street (NYCC ref 10.40/19)**
This footpath provides a route from Back Lane to the Market Place. The condition of the footpath is generally good and of a tarmac surface, with only a few uneven points and currently of an adequate standard. The path at the Spring Street end is very narrow at 0.85m. There is a lack of adequate lighting at Spring Street and poor directional signing. On Back Lane the path has a turnstile to prevent cyclist use, but this also prevents use by wheelchairs and pushchairs. This path would benefit from the removal of turnstile to enable all unrestricted access. Signing and lighting require upgrading as this is a key point of access to the Market Place by pedestrians.

![Plate 14: Back Lane to Spring Street](image)

5.5 **Galtres Footpath between Croft Close and Chapel Lane (NYCC ref 10.40/21)**
The footpath is made from a tarmac surface which is currently in a good condition. The path has in the recent future been significantly improved with the rebuilding of the Galtres Centre boundary wall. However the area visually is untidy with litter and evidence of graffiti and vandalism near the Galtres Band Room. This path requires new signing and lighting to encourage further use of this ideally located route from the East of the town.
5.6 New Inn Lane to Long Street (NYCC ref 10.40/20)
This is considered by the Town Council to be the worst footpath within the town. Its location makes it one of the most important to pedestrians, as it provides a safe pedestrian route alternative to the Market Place from Long Street, avoiding the use of Little Lane. The surface varies between a loose gravel surface and a short section of concrete by the public house on Long Street. The gravel surface has various pot holes and in places is uneven, leaving pools of stagnant water.

The concrete surfacing, which appeared to be a recent addition was uneven and on site visit was flooded with stagnant water requiring pedestrians to walk through the water at the shallowest part. This footpath, particularly when wet, is difficult to use and unsuitable for pedestrians. This route requires various improvements to be made to improve its current standard; the surfacing requires upgrading to a new surface or repair to the uneven surface to prevent flooding. Signing and lighting requires to be put in place for the pedestrians who use this route to access the Market Place and Long Street.
6 Proposals and Consultation

6.1 Problems and Issues
The problems and issues regarding all modes of transport were identified at two stakeholder workshops in Easingwold and through observations from a number of other meetings with stakeholders. A large number of the issues raised related to pedestrian and non-motorised accessibility. A visual study was also undertaken of footway widths, condition and obstructions.

Within the Transportation Strategy, three main options were proposed:-

6.2 Strategy Option A
Strategy Option A was designed to improve road safety and encourage cycling and walking for those travelling around Easingwold. Measures within option ‘A’ included:

- The creation of a 20 mph zone with an extended 30 mph limit, also including parking and traffic calming measures in the vicinity of the Easingwold Community Primary School on Thirsk Road to further encourage walking to school.
- Footways would be extended on Raskelf road to the Veterinary practice and on to Stillington Road to the football field. Improvements would be made to footways on Church Hill and the pedestrian markings on Tanpit Lane, whilst the footway on the West side of Chapel Lane would be widened.
- A continuous signed route for pedestrians and cyclists would be created from York Road to Raskelf Road, utilising Hambleton Way, Showfield Drive, Stonefield Avenue and linking paths. A spur would also link to the Market Place, using Chase Garth Road and Chapel Lane, with an upgraded puffin crossing on Long Street. Additional cycle parking would be provided in the Market Place.
- The junctions of Thirsk road, Raskelf Road, Church Hill and Long Street, would be improved to reduce conflict between pedestrians and vehicles.

6.3 Strategy Option B
Strategy Option B is based upon Market Place improvements, focusing on improving pedestrian facilities and safety and more significant enhancement of bus stops and the marking of parking bays within the Market Place. Two alternatives of this option are detailed below.

- In strategy alternative B1, footways would be created between ‘The Commercial’ and ‘The Angel’ public houses, around the green opposite the Galtres Centre, at the entrance to Tylers Walk and across the Market Place. The latter involves the removal of some existing cobbles and replacing them with smoother stone sets. Two bus stops with a shelter would be provided, including a timetabling information point and raised boarding kerbs. Created in the area of road between the green and the print works, a third layover stop would be provided would be provided at the north end of Chapel Lane.
In strategy alternative B2, a footway would not be provided between ‘The Commercial’ and ‘The Angel’ public houses, but other pedestrian improvements would be made. The section of road between the green and print works, would be turned into an interchange for three buses with the same passenger facilities as Alternative B1 but access would be restricted to buses and deliveries to the print works, increasing pedestrian priority in this area.

In addition to the strategy options, a number of general improvements were proposed for pedestrians. These included the introduction of dropped kerbs and tactile paving on key pedestrian routes, and improvements to existing informal pedestrian crossing points.

6.4 Public Consultation

Public consultation was undertaken during June 2003 and included the distribution of over 4500 leaflets and questionnaires to stakeholders, statutory consultees and all addresses in Easingwold and the surrounding parishes. A public exhibition was held in the ‘Galtres Centre’, Easingwold, between Friday 6th June and Thursday 19th June. The information and a response form were also placed on the Internet.

The response rate to the postal survey was almost 25% and a number of additional responses and comments were received from visitors to the exhibition with a small number of responses also submitted via the Internet. The following results were obtained.

- Support for ‘Strategy Option A’ - 80%
- Support for ‘Strategy Option B’ - 77%

Of respondents supporting option B;

- 56% favoured option B1 and
- 44% favoured option B2

Given the levels of support, ‘Strategy Option A’ and ‘Strategy Option B1’ were adopted by North Yorkshire County Council on 28th July 2003.
6.5 Additional Comments
A number of additional comments concerned with pedestrian issues were received through the consultation process.

- Various respondents expressed opinions on the inadequacy of existing footways and where they would like to see improvements made. Of these, specific locations included:
  - Raskelf Road (16)
  - Church Hill (7)
  - Lack of footway outside ‘The Angel ‘ and ‘The Commercial’ public houses (8)
  - Windross Square (4)
  - Protected footway outside Post Office (3)
  - Entire perimeter of Market Place (4)

Additional comments were also received on suggested locations for improved pedestrian crossing facilities, specific locations included:

- Within the Market Place (6)
- In the Galtres, Chemist and Town Hall area (2)
- Between the George Hotel and Town Hall building (1)
- Between the Green and the Town Hall building (2)
- Between the Market Place and the Post Office (1)
7 Summary

Key pedestrian routes in Easingwold 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 Transportation Strategy for the town. Local support for the proposed pedestrian route improvements has been tested through public consultation with the whole community.
Appendix A: Locations of Actions to be Undertaken

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>ACTION</th>
</tr>
</thead>
</table>
| **A** York Road, Thirsk road and Long Street  
Footways on this route are generally wide with a flexible surface. Ped facilities i.e. dropped crossing and tactile paving at side road junctions, exist currently at some points on this route | A1- Provision of dropped kerbs, tactile paving at required locations.  
A2- Improvement of mini roundabout at junction of Long St and Raskelf Road.  
A3- Upgrading of pelican crossing to toucan crossing on Long Street. |
| **B** Crabmill Lane, Stillington Road and Meadowfields  
Footways are generally narrow with a flexible surface. There is little provision of ped facilities. | B1- Provision of dropped kerbs, tactile paving at required locations.  
B2- Improvement of signing of footpath between Meadowfields and Uppleby. |
| **C** Raskelf Road  
Footways are relatively wide but narrows at pinch points. No footway is provided on the south side of the carriageway for much of the route. Ped facilities are currently limited. | C1- Provision of dropped kerbs, tactile paving at required locations.  
C2- Provision of a new footway on Raskelf Road on the south side where a footway currently does not exist. |
| **D** Church Hill and Millfields  
Footway widths are generally wide but have many pinch points along its route. Ped facilities are limited on Church Hill, good provision however is made across Millfields. | D1- Provision of dropped kerbs, tactile paving at required locations.  
D2- Construction of build out around church steps pinch point. |
<table>
<thead>
<tr>
<th>E</th>
<th><strong>Uppleby and Spring Street</strong>&lt;br&gt;Footways and ped facilities are currently require minimal improvements</th>
<th>E1- Provision of dropped kerbs, tactile paving at required locations.</th>
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<tr>
<td>F</td>
<td><strong>Little Lane and Chapel Lane</strong>&lt;br&gt;Footways widths are minimal, with no ped facilities provided.</td>
<td>F1- Provision of dropped kerbs, tactile paving at required locations.</td>
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<tr>
<td>G</td>
<td><strong>Tanpit Lane</strong>&lt;br&gt;Footways and ped facilities currently do not exist.</td>
<td>G1- Introduction of improved pedestrian signing and definition of the existing pedestrian area on Tanpit Lane.</td>
</tr>
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</table>
| H   | **Market Place and Surrounding area**<br>Footway widths differ around the Market Place. There are various pinch points created by parked cars, some alleyway accesses also have minimal widths. | H1- Provision of dropped kerbs, tactile paving at required locations.  
H2- Improve signing and awareness of existing footpaths and alleyways surrounding the Market Place.  
H3- Improvements to existing crossing points within Market Place. |
| I   | **York Road to Raskelf Road proposed shared use cycleway / footway** | I1- Provision of shared use cycleway and footway. |
Appendix B: Easingwold PAP Drawing Number 053
### Appendix C: Programmed Schemes

<table>
<thead>
<tr>
<th>No.</th>
<th>Scheme</th>
<th>Description</th>
<th>Cost</th>
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<tr>
<td>A1/B1/C1/D1/E1/F1/H1</td>
<td>Dropped kerbs, tactile paving and uncontrolled crossing points</td>
<td>Dropped kerbs, tactile paving and provision of uncontrolled crossing points to be provided as identified by the pedestrian action plan.</td>
<td>£72,000</td>
<td>2003/04/05/06</td>
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<td>A2</td>
<td>Junction Improvement – Thirsk road</td>
<td>Removal of existing mini roundabout and the introduction of an improved junction layout.</td>
<td>£200,000</td>
<td>2007/08/09</td>
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<td>A3</td>
<td>Crossing Upgrade – Long Street</td>
<td>Upgrade existing pelican crossing on Long Street to toucan standard</td>
<td>£30,000</td>
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<td>C2</td>
<td>Footway Improvements – Raskelf Road</td>
<td>Provision of new footway on south side of Raskelf road where currently does not exist</td>
<td>£38,000</td>
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<td>D2</td>
<td>Footway Improvements – Church Hill</td>
<td>Construction of a build out by church steps and crossing point to Church Avenue (NB cost does not include sum for initial maintenance on Church Hill)</td>
<td>£4,000</td>
<td>2004/05</td>
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<td>G1</td>
<td>Footway Improvements – Tanpit Lane</td>
<td>Introduction of signing and lining for pedestrians and motorists to define where the footway is located.</td>
<td>£1,000</td>
<td>2003/04</td>
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<td>I1</td>
<td>Shared Use Route – York Road to Raskelf Road</td>
<td>Introduction of a shared use cycleway and footway through a residential route to the south of Long Street</td>
<td>£20,000</td>
<td>2004/05</td>
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</table>
Appendix D: Path Widths and Pinch Points
Appendix D – Easingwold Cycling Plan
Easingwold Cycling Plan

Easingwold Transportation Strategy

12 August 2004

Produced for
North Yorkshire County Council

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Document Control Sheet

Project Title  Easingwold Transportation Strategy

Report Title  Easingwold Cycling Plan

Revision  2.0

Status  Final

Control Date  12 August 2004

Record of Issue

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<td>2</td>
<td>Final</td>
<td>A.MOSELEY</td>
<td>12/08/04</td>
<td>M.STEELE</td>
<td>12/08/04</td>
<td>M.STEELE</td>
<td>12/08/04</td>
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1 Introduction

In March 1999 North Yorkshire County Council adopted a North Yorkshire Cycling Strategy.

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 Easingwold Cycling Plan has been developed as part of the Easingwold Transportation Strategy. It is entirely consistent with the latter strategy, but can be read separately without referring to the strategy document. The plan has been produced with input from both members and officers of North Yorkshire County Council, and:

- Hambleton District Council
- Easingwold Town Council
- Hambleton District Rural Transport Partnership
- Various Parish Councils
- Local Cycling Representatives
- Easingwold School
- Easingwold Community Primary School
- Easingwold Chamber of Trade and Commerce
- Easingwold and District Community Care Association
• Sustrans
• Cyclist Touring Club
• Easingwold Community Plan Steering Group
• John Smiths and Sons Bus Operators
• Yorkshire Motorcycle Action Group
• St John the Baptist and All Saints Church
• British Horse Society
• Reliance Motor Services
2 Cycle Routes, Problems and Opportunities

2.1 The Area
Easingwold is close to the A19 approximately 13 miles to the North West of York and 10 miles South East of Thirsk, both of which provide rail connections but are not within an easy cycling distance despite the largely flat terrain. Easingwold is characterised by an historic Market Place which is the town's main centre of activity and movement. Residential areas surround the Market Place with major concentrations to the North East and South East of the town. Easingwold serves as a small retail centre with various stores located within the Market Place and Long Street. A weekly market takes place every Friday in the Market Place.

2.2 Modes of Travel
People use various modes of transport for travel to work. Available data on modes of travel is found from census data, which gives detailed information specifically on Easingwold. The details of travel to work and the mode of travel in Easingwold is shown in Table 1, these figures have been taken from the 2001 census data.

<table>
<thead>
<tr>
<th>Mode of Travel</th>
<th>All Persons</th>
<th>% of Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Works or studies mainly at or from home</td>
<td>210</td>
<td>10.99%</td>
</tr>
<tr>
<td>Underground, tube, metro, light rail</td>
<td>3</td>
<td>0.16%</td>
</tr>
<tr>
<td>Train</td>
<td>9</td>
<td>0.47%</td>
</tr>
<tr>
<td>Bus, minibus, coach</td>
<td>65</td>
<td>3.40%</td>
</tr>
<tr>
<td>Driving a car or a van</td>
<td>1124</td>
<td>58.82%</td>
</tr>
<tr>
<td>Taxi or minicab</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>Passenger in a car or van</td>
<td>115</td>
<td>6.02%</td>
</tr>
<tr>
<td>Motorcycle, scooter or moped</td>
<td>21</td>
<td>1.10%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>62</td>
<td>3.24%</td>
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<tr>
<td>On foot</td>
<td>296</td>
<td>15.49%</td>
</tr>
<tr>
<td>Other</td>
<td>6</td>
<td>0.31%</td>
</tr>
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</table>

Table 1: Modes of Travel in Easingwold, 2001

2.3 Cycle Use
Many of the local journeys made within Easingwold are within walking distance, due to the size of the town. However the locations of amenities within the town make some cross town journeys more suited to cycling. The secondary school (Easingwold School) is located to the South of the town on York Road. There is evidence of both utility and seasonal recreational use within the town and a number of 12-hour cycle
counts were undertaken in 2000. These are detailed in Table 2 and have been used as the basis for setting a target to increase cycle use in Easingwold through to 2010.

<table>
<thead>
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<th>Date</th>
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<tr>
<td>16/02/2000</td>
<td>Chapel Lane Towards Market Place</td>
<td>28</td>
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<tr>
<td>16/02/2000</td>
<td>Market Place Towards Windross Square</td>
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<tr>
<td>16/02/2000</td>
<td>Market Place Towards Crabmill Lane</td>
<td>5</td>
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<tr>
<td>16/02/2000</td>
<td>Market Place Towards Spring Street</td>
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</table>

*Table 2: 12-Hour Cycle Count Data*

The area surrounding Easingwold lends itself to recreational cycling and thus a number of cyclists use the towns services and amenities. Both on road cycling and off road cycling (using the local network of bridleways) are possible.

Easingwold is located on part of the National Cycle Network on the White Rose route (number 65) which runs between Hull and Middlesbrough. It is also located on a section of the National Byway between Hull and Richmond, which is used frequently by cyclists of all abilities.

Easingwold is also a location where various cycling clubs undertake rides, and is home to the Easingwold to Skelton time trial. Easingwold and the Hambleton District are recommended by riders throughout the country as a place to include on cycling trips or on day rides.

The “Hambleton District Cycle Plan 2001-2005” recognised many of the various benefits that cycling can bring to the people of the area. These included benefits to physical health, the environment, accessibility and the rural economy. Cycling within the area is actively encouraged by both Hambleton District Council and the County Council.

Cycle tourism is important in this area, as highlighted in the “Hambleton District Cycle Plan 2001-2005”, as it provides a boost to the rural economy as more money is spent in the local village shops, pubs and cafes by cyclists. The National Cycle Route number 65 and National Byway create a number of cyclists passing through the area who should be actively encouraged to stop in Easingwold to use the various services on offer.

### 2.4 Cycle Parking

Secure cycle parking in Easingwold is limited to a number of “Sheffield” type stands located at the Galtres Centre, Easingwold School, Market Place and Church Hill Surgery, Plate 1 shows an example of these stands. There are currently no other
secure parking facilities for either utility or recreational cyclists. The provision in these locations is also limited, in most cases to either 2 or 3 stands. Plate 2 shows “wheel” type stands located outside the Easingwold Medical Centre, these stands require improvements to be made to encourage people to access these areas by cycle.

Plate 1: Market Place "Sheffield" Stands

Plate 2: Easingwold Medical Centre "Wheel" Stands, 2004
A number of potential locations for further cycle parking in Easingwold are shown on drawing number 177020/002/054 in Appendix A.

2.5 Accident Data
There were 4 road traffic accidents involving cyclists in Easingwold recorded during the period 31st July 1999 and 1st August 2002. Three of these accidents occurred in the vicinity of Long Street, all accidents were slight injuries and occurred when:

- A Cyclist fell from their bike after colliding with car when riding off the footway to join the carriageway when crossing Church Street at Long Street junction.
- On Long Street a cyclist who was riding on the footway collided with, and grazed a pedestrian who stepped from of the Horseshoe public house doorway on to the footway.
- A cyclist at walking pace, rides from footway on to the carriageway into side of a car at the approach to the Long Street Junction from Chase Garth Road
- A reversing car backing out of a private drive on Crabmill Lane did not see a cyclist riding along the footway and could not react in time to stop the collision with the car.

2.6 On Road Cycle Lanes
The majority of roads within the urban area are subject to differing levels of on-street car parking, although on some sections parking is sporadic and the provision of on-road cycle lanes may be appropriate in certain locations. Footway widths are generally such that neither segregated nor un-segregated shared use routes are appropriate.
3 Proposals for Easingwold

A number of cycling plan proposals were incorporated into the Transportation Strategy for Easingwold, specifically, a shared use route for cyclists and pedestrians between Raskelf Road and York Road. Other measures within the strategy including a 20 mph school zone on Thirsk Road and various footway improvements will also seek to increase road safety and make cycling a more attractive mode of travel within Easingwold.

3.1 Identification of Routes

The cycle plan has identified four main routes under the Transportation Strategy for cyclists within Easingwold and is displayed on drawing number 177020/002/054 which can be found in Appendix A of this report. The four main routes are detailed below.

- National Cycle Network Route 65

  The National Cycle Network Route 65, called the “White Rose” route, runs along Raskelf Road onto Church Hill. The route diverts off road across Millfields and on to Oulson Road. This route provides access to both the Town Centre Link and York Road to Raskelf Road Link creating a small cross town network for local cyclists. The routes main purpose is as part of the National Cycle Network, but also provides a link to town for residents from Mallinson Hill and Raskelf Road and from the other various cycle routes which link to this particular route. The route currently has adequate signing, but potential for further improvements are minimal. The offered section of the route currently lacks “corduroy” type tactile paving which needs to be installed at the earliest convenience.

- Market Place Link

  The Market Place Link runs from North to South across the Market Place, providing cyclists with a route across town. From Church Hill the route moves South on Manor Road onto Spring Street, across the Market Place to Chapel Lane then reaching Long Street. The Long Street Puffin crossing will require upgrading to a Toucan Crossing to allow cyclist use; the route then follows Chase Garth Road meeting the York Road to Raskelf Road Link. The route also serves the Galtres Community Centre and links the York Road to Raskelf Road route to provide a continuous route between the housing area to the north of the town and Easingwold School.

  This routes purpose is to create a safe cyclist route in to the Market Place and maximise usage between the other cycle routes. The route will require some general improvements to be made to enable cyclist to move safely through the Market Place and along Chapel Lane to reduce contact and conflict with motor vehicles.
• York Road to Raskelf Road Route

The York to Raskelf Road Route creates a cross town route from East to West for both cyclists and pedestrians, avoiding the use of Long Street. This route will run along various residential streets and footways where vehicles are less apparent and therefore create a safer route for both pedestrians and cyclists. The route will require an improved section of cycleway to be provided between Stonefield Avenue and White Oak Avenue and further signing to be added. The main purpose of this route is to create a cross town link, providing access to the town centre route, but also the Easingwold Industrial Estate and Easingwold School.

• Easingwold Industrial Estate Link

This route will be used to provide people with the option to cycle to the Industrial Estate from various locations within the town. It runs from Stillington Road onto Crabmill Lane and through the Galtres centre to the Market Place. Currently the footway on Stillington Road is inadequate for shared use between cyclists and pedestrians and will require widening to enable dual usage. This link also provides those on the East of the town with an option to cycle into the Market Place and on to other cycle routes.

Each of the proposed key routes will be used by both pedestrians and cyclists, comprehensive signing and lining would be provided on each route where required.
4 Cycle Promotion and Education

To ensure that the cycling facilities provided are fully used, the County Council will promote cycle use in Easingwold, focusing on utility cycling. When the facilities are substantially complete, this will include the production of a route map, which will be distributed to all households and businesses in the Easingwold area.

The County Council will also seek to encourage cycle use through the promotion of Green Travel Plans to major employers and School Travel Plans. Locally based Road Safety Officers will undertake much of this work.

During the course of a year there are a number of local and national events, which can be used to promote cycling. The County Council will seek to make use of these including National Cycle Week.

As an integral part of all cycling promotion the County Council reminds all road users of their responsibilities to 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 NYCC Key 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 £70000p.a. of the County Council Local Transport Plan budget on measures to improve facilities for cyclists.

5.2 Easingwold Cycling 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.

No cycle count data currently exists for the National Byway, National Cycle Route 65, Stonefield Lane and Millfields. In order to reflect the targets set out within the Government’s Ten Year Transport Plan, cycle count data requires to be undertaken on these routes to provide realistic targets on Easingwold’s cycle routes. Thus, Target 1 has been established using the existing count data for Easingwold.
5.3 Target 1
“To increase cycle use in Easingwold so that by 2010, 56 cycle trips are made through the Market Place per day”

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, because past experience has shown that absolute reductions in cyclist casualty rates have resulted from 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. Whilst maintaining the present level of casualties whilst increasing cycle use would provide a decreasing cycle casualty rate, it is felt that the number of cycle casualties in Easingwold is relatively low at an average of 1.25 per year. However, this plan still seeks to reduce the total number of cyclist casualties in Easingwold as improvement is always required. In order to minimise random variations from year to year targets will be set based on accidents in the three years before the target date.

5.4 Target 3
“To maintain the current level of cycle casualties at less than 1.25 per year, through to 2010”
6 Implementation

These measures gained 58% support for shared use cycle and pedestrian routes as part of option A within the Easingwold Transportation Strategy consultation exercise. Table 3 shows the programmed works for the Easingwold Transportation Strategy that will affect cycling in any way.
### Table 3: Programmed Works 2003-2009

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<td>Tactile Paving on Existing Cycle Routes</td>
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<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
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Appendix A: Drawing 177020/002/054
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<th>Info</th>
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<td>N/A</td>
<td>Yes, on pole</td>
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<td>No</td>
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<td>No</td>
<td>N/A</td>
<td>Yes, on pole</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>3. Stillington Road, Easingwold Business Park</td>
<td>No</td>
<td>N/A</td>
<td>Yes, on pole</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>4. Stillington Road, opposite Easingwold Business Park</td>
<td>No</td>
<td>N/A</td>
<td>Yes, on pole</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>5. Stillington Road opposite Leasmires Avenue</td>
<td>No</td>
<td>N/A</td>
<td>Yes, on pole</td>
<td>No</td>
<td>No</td>
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</tr>
<tr>
<td>6. Stillington Road, corner of Leasmires Road</td>
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<td>N/A</td>
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<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>8. Opposite Junction of Ingleton Drive and Stillington Road</td>
<td>No</td>
<td>N/A</td>
<td>No, No.7 both sides sticker</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>9. Outside 175 Long Street</td>
<td>No</td>
<td>N/A</td>
<td>Yes, on pole</td>
<td>No</td>
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<td>10. Opposite 175 Long Street</td>
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<td>N/A</td>
<td>Yes, on pole</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
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<td>11. 68 Long Street by New Inn</td>
<td>No</td>
<td>N/A</td>
<td>Yes, on pole</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>12. Opposite 40 Long Street</td>
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<td>N/A</td>
<td>Yes, on pole</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>13. Outside &quot;Torosay&quot; Raskelf Road</td>
<td>No</td>
<td>N/A</td>
<td>No, No.12 both sides sticker</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>14. Opposite &quot;Torosay&quot; Raskelf Road</td>
<td>No</td>
<td>N/A</td>
<td>pole requires replacement</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>15. Opposite &quot;Avondale&quot; (Nursery school) Raskelf Rd</td>
<td>No</td>
<td>N/A</td>
<td>Yes, on pole</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>16. Outside &quot;Avondale&quot; (Nursery School) Raskelf Rd</td>
<td>No</td>
<td>N/A</td>
<td>Yes, on pole</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>17. Opposite 59 Uppleby</td>
<td>No</td>
<td>N/A</td>
<td>Yes, on pole</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>18. Outside 59 Uppleby</td>
<td>No</td>
<td>N/A</td>
<td>both sides sticker</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>19. Outside Printworks, Market Place</td>
<td>No</td>
<td>N/A</td>
<td>No signing</td>
<td>No</td>
<td>Yes - Needs Replacing</td>
<td>No</td>
</tr>
<tr>
<td>20. Large Shelter, Market Place</td>
<td>No</td>
<td>N/A</td>
<td>No signing</td>
<td>No</td>
<td>Yes - Needs Replacing</td>
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<tr>
<td>21. Adjacent to Health Centre, Crabmill Lane</td>
<td>No</td>
<td>N/A</td>
<td>Yes, on pole</td>
<td>No</td>
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<td>No</td>
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<tr>
<td>22. Opposite Health Centre, Crabmill Lane</td>
<td>No</td>
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<td>Yes, on pole</td>
<td>No</td>
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</tr>
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Appendix F – Workshop 1 Notes: Problems and Issues
Partnering With

Easingwold Transportation Strategy

Workshop 1

19 November 2002

List of Issues Identified
and Group Discussion Notes

Client:
North Yorkshire County Council
County Hall
Northallerton
North Yorkshire
DL7 8AH

Consultant:
Mouchel North Yorkshire
1 Racecourse Lane
Northallerton
North Yorkshire
DL7 8FN
### DOCUMENT PREFACE SHEET

**Project Title:** Easingwold Transportation Strategy  
**Project No.:** 77x20/002  
**Document Title:** Workshop 1 – List of Issues and Group Discussion Notes  
**Issue:** 1  
**Status:** Draft for Comments  
**Document No.:** 1

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*LATEST ISSUE MUST HAVE INITIALS AND SIGNATURE, PREVIOUS ISSUES ONLY REQUIRE INITIALS.*

(F07MF - 14/05/99) (b)
Complete list of issues identified during the brainstorming session

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<tbody>
<tr>
<td>1 Excessive vehicle speeds on Raskelf Road raise safety concerns for cyclists</td>
</tr>
<tr>
<td>There is not a continuous footway on Raskelf Road - pedestrians are forced to walk on the carriageway to access the vets and other facilities</td>
</tr>
<tr>
<td>2 Control of parking within the town centre - Consider 2-hour disc parking on cobbled areas of the Market Place</td>
</tr>
<tr>
<td>3 Demarcation of car parking bays in the town centre may reduce the level of indiscriminate and double parking</td>
</tr>
<tr>
<td>4 Signing to car parks could be improved</td>
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<tr>
<td>5 Car parking in the Market Place is currently haphazard and unstructured. Short-stay parking facilities and the enforcement of parking need to be considered</td>
</tr>
<tr>
<td>6 Access to both the North and South is required from Claypenny</td>
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<tr>
<td>7 A reduction in vehicle speeds within around the town centre</td>
</tr>
<tr>
<td>8 The speed of HCVs travelling through Easingwold is considered to be excessive</td>
</tr>
<tr>
<td>9 Vehicle speeds were considered to be excessive on Thirsk Road in the vicinity of the Primary School, compromising the safety of the existing school crossing patrol - traffic calming and speed enforcement need consideration</td>
</tr>
<tr>
<td>10 The ‘school run’ creates hazards and congestion outside both schools</td>
</tr>
<tr>
<td>11 Safe parking facilities are lacking outside both schools</td>
</tr>
<tr>
<td>12 School Bus routing and access need to be examined in order to reduce car-oriented school trips</td>
</tr>
<tr>
<td>13 Passenger transport facilities within the Market Place - a coach stop is needed as are shelter facilities</td>
</tr>
<tr>
<td>14 The location of bus passenger waiting and bus layover may need to be revised - passengers currently embark / disembark on sloping cobbles, which are problematic for the elderly, mobility impaired and those accompanying young children</td>
</tr>
</tbody>
</table>
15 Information about bus services is inadequate and needs to be integrated both in terms of showing all services at a location within the Market Place.
16 There is a need to publicise the NYCC Bus Timetables.
17 Buses ground when turning left off Church Street onto Long Street because of the camber of Church Street.
18 The bus service to York was considered to be inadequate in terms of its current frequency.
19 Does potential exist for integration of bus and rail services and York and Thirsk?
20 Traffic management problems are experienced in the Market Place on market days, making it very difficult for buses to manoeuvre buses and exit the town.
21 Delivery vehicles block the Highway, particularly on Chapel Lane, Little Lane and Tanpit Lane.
22 Problems are experienced at the junction of Crab Mill Lane, Stillington Road and Long Street.
23 Inconsiderate parking along Tanpit Lane creates access problems for both pedestrians and vehicles.
24 The ‘City of York’ Park and Ride site located on the A19 may be actively encouraging car journeys and discouraging bus commuting.
25 Those living in surrounding villages use Easingwold as a park and ride for York - can this function be formalised or promoted?
26 Bus service provision from surrounding villages to Easingwold needs examining.
27 Short-stay parking is required close to amenities.
28 Parking is particular problematic on Market Day (Friday) when parking is reduced within the Market Place and is reported to be at capacity elsewhere.
29 The role of long stay and commuter parking in Easingwold needs to be considered - could a car park and bus interchange be created outside the Market Place?
30 Access to Easingwold and the freedom to park a car is considered to be increasingly difficult for those from outlying villages.
31 The creation of a new pedestrian route from East Crayke to Easingwold needs to be considered - the current route along the main road is considered to be dangerous.
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<tbody>
<tr>
<td><strong>32</strong></td>
<td>Pedestrian access is considered to be poor from all outlying villages</td>
</tr>
<tr>
<td><strong>33</strong></td>
<td>Within the Market Place, level pathways are required across the cobbles for pedestrians with mobility impairments and wheelchair or pushchair access - on such paths the cobbles could be removed or altered but the paths need to be kept within the character of the town</td>
</tr>
<tr>
<td><strong>34</strong></td>
<td>The lack of pedestrian footway outside ‘Tanpit Lodge’ forces pedestrians to walk on the carriageway</td>
</tr>
<tr>
<td><strong>35</strong></td>
<td>The effectiveness of existing informal pedestrian crossing points on Long Street</td>
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<tr>
<td><strong>36</strong></td>
<td>The Junction of Chapel Lane and Crabmill Lane is considered to be a dangerous crossing point for pedestrians - the footway has a cobbled end and there are multiple vehicle turning movements</td>
</tr>
<tr>
<td><strong>37</strong></td>
<td>Catering for additional traffic generated by potential development of Claypenny and to the North of Easingwold</td>
</tr>
<tr>
<td><strong>38</strong></td>
<td>Additional facilities are required to promote cycling, including cycle lanes and cycle parking - because of the current lack of facilities, indiscriminate cycle parking causes problems for pedestrians</td>
</tr>
<tr>
<td><strong>39</strong></td>
<td>Existing parking arrangements on Uppleby are problematic - parking is often hazardous and impedes traffic flow - widening the carriageway is not an option</td>
</tr>
<tr>
<td><strong>40</strong></td>
<td>Street lighting is considered to be inadequate for pedestrian safety particularly on key routes to the Market Place</td>
</tr>
<tr>
<td><strong>41</strong></td>
<td>Where practical the cobbles should be retained as a feature of the town</td>
</tr>
<tr>
<td><strong>42</strong></td>
<td>Additional parking restrictions with associated yellow lining should be avoided - the existing restrictions need to be examined to check if they are still appropriate</td>
</tr>
</tbody>
</table>
Easingwold Workshop 1 - Tuesday 19 November 2002

Notes from Two Discussion Groups

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1. **Vehicle speeds**

**The Problem**

- Excessive vehicle speeds and lack of enforcement of speed limits

**Observations**

- It was suggested that vehicles reach excessive speeds on the approaches to Easingwold, including: Thirsk Road; York Road; Alne Road; Raskelf Road; Oulston Road; Mill Lane; and Stillington Road.
- HCVs were considered to travel at excessive speeds through Easingwold, with Church Hill being a specific concern both in terms of speed and high-sided vehicles catching trees and telephone wires.
- Vehicle speeds were considered to be too high on: Long Street; the approaches to the Market Place, including Chapel Lane and Tanpit Lane; and, within the Market Place.
- Current speed limits are not enforced.

**Suggested Options**

- Construction of visible gateways and rumble strips and also reassessment of the position of the existing 30mph limit on Thirsk Road, Raskelf Road and Alne Road. It is currently thought that the limits are too close to the urban area. On Raskelf Road, street lighting may need to be extended.
- Positioning of a gateway and/or traffic calming on Stillington Road on the approach to the industrial area.
- Vehicle actuated light-up speed limit signing.
- In general, the introduction of speed humps on main approach roads was not the favoured option, but it was agreed that physical traffic calming measures may be the only option in order to reduce vehicle speeds.
- Introduction of speed humps or speed cushions on Tanpit Lane was favoured, provided that the needs of public transport are taken into account. The construction of a pavement was also suggested, limited parking to relatively safe areas.
- Construction of a full sized roundabout at the junction of Crabmill Lane and Stillington Road.

**Suggested Surveys**

- Vehicle speed surveys on all approach roads into Easingwold
2. Pedestrian issues

The Problem

- Lack of footways, pedestrian access particularly within the Market Place and unlit pedestrian routes

Observations

- There is a general lack of footways within the town.
- Pedestrian access to the Market Place is inadequate and across the cobbles within Market Place, problematic particularly for those with mobility impairments. Activity increases on Friday with the presence of the market.
- There is a need to keep parked cars out of pedestrian space.
- A footway required along Tanpit Lane, pedestrians are forced to walk in the carriageway. Telephone poles and a tree stump also obstruct pedestrian access.
- The footway on Raskelf Road is only provided on one side as far as the veterinary practice. As such, pedestrians are forced to walk on this busy road, particularly for access to school.
- The width of footways on Chapel Lane and Little Lane are inadequate and cars park on the pavement, obstructing pedestrian access.
- The junction of Chapel Lane and Crabmill Lane poses various safety problems for pedestrians due to slope of cobbles onto carriageway and the need to be aware of vehicles approaching from and turning to various directions.
- The footpath does not continue along the entire length of Church Hill, and where present, is of an inadequate width.
- Lighting is considered to be inadequate for pedestrians on Uppleby (where the footway is remote from the lighting), on Church Hill, and on the path between Long Street and the Secondary School (vandalism of lighting being a particular problem). Problems were also noted within the Market Place and in particular outside the Newsagents where the lack of lighting and presence of youths can be intimidating for some.
- Maintenance of hedges bordering footways is required.

Suggested Options

- Can Chapel Lane be pedestrianised to improve pedestrian access? Or the creation of a single level surface for ease of pedestrian access and vehicle access?
- Construction of level pedestrian routes criss-crossing the cobbles reflecting desire line routes, for example, to banks and shopping facilities (with minimal destruction of cobbles). This has been done at Thirsk. It is
possible to alter the layout/remove the cobbles? Cobbles were removed to enable level access to the printing business located in the Town Hall.

- Review lighting within the Market Place which is made up of both columns and lights attached to buildings. The ownership of lighting is understood to be a mix of NYCC and Hambleton District Council.

**Suggested Surveys**
- Mouchel should make contact with the Hambleton District Council (HDC) disability officer who has undertaken a Disability Audit of Easingwold.
- A lighting survey, taking into account the points noted above and that within the Market Place, lighting provision is a mix of columns and lights attached to buildings.
- A survey of ownership of the cobbles within the Market Place.
- A study of pedestrian access into the Market Place.

3. **School issues**

**The Problem**
- Parking problems outside schools, speeding on approach to schools, pedestrian crossing facilities and enforcement, bus route and access to schools

**Observations**
- Access to Easingwold County Primary School is hazardous. Some parents currently park on Thirsk road in the vicinity of the school causing congestion. Others use the Parish Church Car Park, but the walking route is not ideal. A ‘Walking Bus’ received support but did not get enough volunteers to man it, and was therefore abandoned.
- Parking is also considered to be Hazardous at Easingwold Secondary School. The school also receives up to 20 buses which enter the school grounds to drop-off / pick-up. This causes conflict within the school grounds and has resulted in near collisions.
- School-run parking acts as a natural traffic calming mechanism and removal of this could lead to higher traffic speeds outside both schools.
- Safe walking routes to both schools are required.
- Bus access to both schools is required in order to reduce the number of school run car-journeys.
- The school crossing patrol near the Primary School is ignored and incidents have resulted. The issue has already been discussed with the police.
- In relation to pedestrian access to the Primary School, Gill Croft and Stonefield Lane were noted as problems.
Suggested Options

• Creation safe roadside parking and a controlled crossing point at the Primary School.
• Development of safer walking routes to both schools. Can guard-rail be provided at the Primary School?
• It is not an option to prohibit either car or bus parking at the Secondary School.
• Introduction of 20mph zones outside both schools.
• Provision of additional bus service to reduce car-trips.
• Provision of a designated school bus entry/exit from the car park at the Secondary School. Could NYCC provide money toward this?

Suggested Surveys

• Questionnaire for parents about car parking at the schools.
• Speed surveys in the vicinity of the schools, for consideration of 20mph zones. Mouchel should contact David Linsey of NYCC.
• Study of bus route and bus access to schools
• Study of the number/nature of school-run trips
• Pedestrian access to the Primary School - Check ownership of the field at the back of the school (Hebdon Trust?).

Note suggestions in ‘Vehicle Speeds’ section in relation to Thirsk Road and York Road.

4. Cycle routes and parking

The Problem

• A lack of safe cycling routes and secure cycle parking facilities.

Observations

• Improved access to Easingwold is required for cyclists particularly from surrounding villages.
• Cyclists accessing Easingwold from Harrogate/Boroughbridge along Raskelf Road experience problems due to excessive vehicle speeds.
• Stillington Road is inadequate as a cycle route due to the number of pot-holes in the road surface.
• There is a lack of provision for cyclist within Easingwold, including priority / protection in terms of route provision and cycle parking facilities. Cycles are locked against railings within the Market Place, which then obstructs pedestrian access.
• Provision of a shared pedestrian/cycleway along Long Street is required.
**Suggested Options**

- Consideration of improvements for cyclists.

**Suggested Surveys**

- Evidence of existing levels of cycle use.
- Assessment of current cycle parking facilities.
- Identification of hazards to cycling.

## 5. Bus passenger facilities

**The Problems**

- Inadequate facilities for bus passengers, including shelters, boarding kerbs and information.
- Bus and coach layover is required in Easingwold and is currently inadequate.

**Observations**

- The Market Place is currently the key foci of bus services, with the Market Cross acting as a communal bus shelter.
- Buses currently alight within the carriageway or onto sloping cobbled areas the profile of which actually elevates the bus-step further than normal. Boarding and alighting services are therefore problematic, particular for those with mobility impairments or those encumbered with pushchairs, children or shopping.
- It is currently nearly impossible to find public transport information. The NYCC information booklet is considered to be difficult to read.
- The concrete foundations (with protruding rods) of the former bus shelter located at the top end of Raskelf Road (Easingwold outbound) remains.
- The bus stop located on Long Street is served by National Express. An additional stop located at the bottom end of Long Street with shelter and seating facilities is required. The current parking facilities along Long Street can be converted into herringbone format to accommodate a proper bus stop.
- Cycle parking at bus shelters would be useful to aid integration
- The bus stop located at the school is hail and ride.
- Where would community and public transport be most useful?
- Where would bus passengers like to access services?
- If services are to remain in the Market Place room is required to accommodate three buses
- The Lions (public house) was suggested as a possible location for a bus shelter.
- Are large print bus timetables available?
- Can bus tickets be interchangeable between operators?
It is understood that coaches visit Easingwold via York and Thirsk for morning coffees on horseracing days, this causes particular difficulties local bus services.

**Suggested Options**

- Provide a bus shelter or shelters within the Market Place, incorporating seating facilities and information.
- Assess whether it is possible to improve boarding at the current stops or whether another location within the Market Place provides better potential for improving services.
- Use bus shelters that are in keeping with the town, for example, Georgian-style bus shelters.
- Could a bus station be constructed in the grounds of the council yard next to the council offices?
- A public transport notice board is required. Given the current situation it is not possible to attach information to the Market Cross building.
- Is it possible for operators to provide integrated information listing departures in time order rather than by operator? For example, a summary of all services to York, including return departure time.
- Can timetable information be distributed from Schools, Medical Centres, Supermarkets and the Tourist Information Centre?
- There is a need to provide efficient layover arrangements for buses, both for interchange purposes and whilst between services. Hutchinsons are understood to layover near the white railings opposite the town hall. Is this a suitable location?
- Coach layover also needs to be accommodated. Could this be located on Long Street?

**Suggested Surveys**

- Conduct a survey for all bus stops/shelters to assess the presence/standard of pedestrian access/information/seating facilities.
- Conduct a study of coaches use of Easingwold. Numbers of coaches, locations used for drop-off/pick-up, numbers laying over at any given time, final destinations of coaches.
- Mouchel should talk to John Duff about locations currently used as bus stops

6. **Public transport service issues**

**The Problem**

- A number of shortcomings with existing public transport services, including operating difficulties and a perceived lack of integration.
Observations

- The existing level of bus services was felt to be inadequate, particularly those linking Easingwold to York and especially at the times required for commuting.
- It was felt that services did not always depart on time at that this reduced their attractiveness and thus probably levels of patronage.
- A town ‘circular’ service would improve levels of access the buses, particularly at the North end of town.
- There is a lack of integration between bus and rail services at both Thirsk and York.
- Bus operators are not provided with adequate information relating to events held in the town or when roads are closed - this inevitably affects service operation and routing.
- On market day it is difficult for buses to manoeuvre within and exit the Market Place via the post office, because of traffic flow and parking/delivery obstructions.
- Buses have problems on Uppleby because parked cars force buses on to ‘wrong’ side of road, and some car drivers travelling in the opposite direction insist on their right of way and confront the bus head on.
- Half of the bus services to York use Stillington Road to and from Easingwold, whilst the remainder use York Road.

Suggested Options

- Consider the potential for a town ‘circular’ bus service, possibly using a midi-bus shuttle. Could links to outlying villages be picked up outside peak periods?
- Would a one-way traffic flow around the Market Place alleviate problems for buses on Market Day?
- Provide a passing point on Uppleby for buses.
- More integration between bus and rail services, including increased availability of bus/rail through tickets.
- If changes are suggested to parking within Easingwold, particularly for commuters, but service changes need to reflect this.

Suggested Surveys

- The number, type, routings and timings of services to and from Easingwold, particularly to Thirsk and York.
- Investigate whether integration between bus and rail services could be improved.
7. Car parking issues

The Problem

- Parking provision, haphazard parking particularly within the Market Place, parking signing and enforcement

Observations

- Parking on footways is a problem particularly in the evening and especially on Long Street.
- The carriageway is often obstructed by vehicles parking on Long Street, Crab Mill Lane, Stillington Road and Tanpit Lane
- Parking is indiscriminate on the cobbled areas within the town. The ownership of these areas is understood to be diverse, some being under the control of the town council and whilst others belonging to the frontages.
- Parking in the Market Place is currently haphazard and unstructured.
- Parking facilities in close proximity to the shops and post office in the Market Place are important for elderly citizens who cannot walk long distances, as illustrated by elderly drivers double parking along Spring Street carriageway in order to access the facilities.
- Parking activity increases on Fridays, corresponding to the operation of the town’s market, but is currently considered to be acceptable.
- Car parking within the Market Place is currently used for long-stay and employee parking. It is felt that this should be redesignated as short-stay and that long-stay provision be constructed elsewhere.
- Disabled parking provision is considered to be inadequate, including the number of bays, their location, surface material and size.
- It was noted that current car park facilities may be used inefficiently, for example, Galtres Centre Car Park is usually full by 11am, whilst other car parks are reportedly underused.
- There is a lack of signing to current car parks, for example, Chase Garth.
- There is a lack of enforcement of illegal parking and any changes to parking would need to address this.
- Easingwold asks as an unofficial park and ride for bus passenger to York, They need to park somewhere close to the bus services and also use local facilities and shops.

Suggested Options

- There is a lack of formalised parking. Mark out parking bays to help locals and visitors make best use of the space available and thus increase parking capacity.
- Improve signing to existing parking facilities.
- Consider the extent and role of commuter parking within Easingwold.
• Repaint yellow lining relating to existing parking restrictions.
• Formalise parking on Long Street.
• Restructure parking provision in terms of the length of stay and enforcement mechanisms.
• The introduction of double yellow line parking restrictions along Spring Street and in the Market Place
• Introduce 2-hour disc parking within the Market Place
  • It was noted by a representative from the Town Council that Hambleton District Council was opposed the introduction of disc parking, and questioned whether permission from Hambleton District Council was required in order to introduce disc parking.
  • A representative from Easingwold Chamber of Trade and Commerce clarified their position on this matter by stating that the introduction of a two-hour parking limit was indeed possible, but stated opposition towards the introduction of double yellow lines. They added that duration terms need to be revised and considered in view of a long-term strategy.
• Consider the potential for the construction of a long-stay car park on York Road.

Suggested Surveys
• Identify locations susceptible to obstruction of the carriageway?
• Include car park signing in a signing audit
• Investigate and verify existing parking restrictions
• Undertake a survey of existing on and off-street parking provision including a sample of the size of bays where they are provided.
• Conduct a parking survey (it is understood that the town council may have made progress on this)

8. **Local traffic management, road signing and lighting**

The Problem
• Carriageway obstructions, problems at junctions, signing and lighting

Observations
• Driver visibility on the approach to Church Hill mini-roundabout is poor due to cars parking on the carriageway and the remnants of tree stumps do not help. Drivers can not see the mini-roundabout on various approaches, especially in the snow or dark because of a poor vertical alignment. The mini-roundabout is also understood to have misleading signs on the approaches of the main road, for example, ‘Giveway’.
• Parked cars obstruct Church Hill carriageway (just past the mini-roundabout)
• Parked cars obstruct Upleby, the carriageway could be widened but borders onto a registered village green.
• The surface of Stillington Road is potholed, and the carriageway has poor drainage.
• The junction of Crabmill Lane, Long Street and Stillington Road is problematic and requires examination.
• Is it possible to create a new link on the east-side of Easingwold to reduce traffic levels through the town centre.
• Vehicle signing requires investigating. Signing of routes into the Market Place is considered to be inadequate.
• Street lighting is considered to be inadequate on Church Hill
• Street lighting along key routes into market place, and in general, is considered to be poor.
• Residential areas on Raskelf Road and Aline Road extend beyond street lighting provision.

Suggested Options
• Extend lighting in connection with improved gateways on routes into the town
• Remove tree stumps and improve signing at the Church Hill mini roundabout
• Develop a scheme for improving traffic management on Upleby including passing places within formalised parking
• Extend measures as appropriate on Long Street
• Inform NYCC Divisional Engineer of problems with Stillington Road
• Consider options for the re-modelling of the junction of Crab Mill Lane, Long Street and Stillington Road.

Suggested Surveys
• Conduct a signing and lighting audit.
• Undertake a video survey of traffic movements on Upleby
• Request vehicle turning counts of junctions requiring investigation.

9. **HCV access and routing**

**The Problem**
• Commercial vehicle deliveries, route access

**Observations**
• Deliveries occur mainly during the morning period
• Deliveries cause obstruction to traffic flow
• Loading on Chapel Lane and Little Lane - prevents access to/from the market place due to the narrow nature of the streets.
Developments have done nothing for the infrastructure of Easingwold to assist HGV routing to and from Clay Penny Industrial Estate or the development to the North of the town via Church Hill/Thirsk Road.

HGV turning from Church Hill onto Long Street is restricted as the camber of the road results in grounding of the vehicle.

**Suggested Options**

- Is it possible to impose delivery time restrictions?
- A traffic order could be considered to move the potential obstruction time to the off-peak.
- Can new routing for HCVs delivering to Easingwold be developed?

**Suggested Surveys**

- Conduct survey of delivery times for all business premises in Easingwold.

### 10. Market Place traffic flow

**The Problem**

- Conflict between traffic movement, parking, HCV and bus access.

**Observations**

- Traffic flow around the Market Place conflicts with parking facilities, HCV access and bus access.

**Suggested Options**

- It is suggested that a re-direction of traffic flow in an anti-clockwise direction to complement the entry through Chapel Lane and exit through Little Lane may alleviate some of the problems.
- One-way traffic circulation around the Market Place may create problems for buses, which exit the Market Place using different routes.
- Any suggested one-way circulation would need to consider access to the Galtres car park, particularly the current entry/exit arrangements.
- Potential for the introduction of one-way traffic flow along Chapel Street, Little Lane, Church Hill and Back Lane. However it may be unwise to distribute more traffic onto Church Hill due to presence of the blind corner at the church.
- Suggested construction of single level carriageway and footway along streets in the vicinity of the Market Place for joint pedestrian/vehicular usage.
Suggested Surveys

- Assess traffic flow around the Market Place, using the post office as viewing point.
- Examine existing bus turning movements within the Market Place.
Appendix G – NYCC: Local Transport Plan: Performance Indicators and Targets
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.
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 H – Consultation Leaflet and Postal Survey
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, visit the exhibition which will be held in the Galton Centre, Easingwold, between Friday 6 June and Thursday 19 June. Representatives of both NYCC and Mouchel will be at the exhibition on Friday 6 June between 12:00 and 18:00, and on Saturday 7 June between 10:00 and 16:00. Outside these hours the exhibition will be unmanned.

We want to hear your views on the way forward

In order for your views to be taken into account, you need to complete the questionnaire accompanying this pamphlet. Questionnaires can be handed in at the exhibition, returned free of charge by folding as indicated or completed on the internet at [http://www.nycc-consultation.info](http://www.nycc-consultation.info). You may also choose to provide more detailed written comments. Questionnaires and comments should be returned by Friday 20 June 2003.

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 and will be adopted as policy by NYCC. The implementation of individual major elements of the strategy will still be subject to later detailed local consultation prior to their construction.
Introduction
North Yorkshire County Council (NYCC) has recently developed a more comprehensive approach to managing traffic in the market towns in the county. The aim of the strategy is to provide a strategy that will provide long-lasting improvements, especially for vulnerable road users, while helping the local economy and improving the environment for both residents and visitors.

This leaflet summarises the current transport-related problems and issues in Easingwold, before setting out what we are trying to achieve through the strategy. Some options for achieving improvements are then described.

Many local organisations and individuals have helped to identify the problems which need tackling. We also undertaking a survey in the community by asking 10% of residents and business people what they considered were the main problems. Representatives of local organisations have also helped to develop the options contained within the leaflet. We would now like the views of the whole community in order to help decide the best way forward.

What are the problems?
- Vehicle speeds
- Pedestrian issues
- School travel issues
- Cycle route and parking
- Bus and coach passenger facilities
- Public transport information
- Car parking
- Local traffic management, lighting and signage
- Heavy commercial vehicle access and routing
- Traffic and parking in the Market Place

What are we trying to achieve?
- Reduce traffic speeds on the approaches to the town, and within the town centre
- Identify and make necessary improvements to establish an improved network of signed routes for pedestrians, especially those with disabilities
- Improve safety in the vicinity of schools and improve walking and cycling routes to schools
- Improve facilities for public transport users, including the provision of information shelters and raised bus boarding kerbs
- Consider the potential for improvements to the Market Place, including pedestrian routes, public transport facilities, traffic flow and parking provision
- Improve and clarify signing within the town. We need to agree a strategy to achieve these improvements.

How can it be achieved?
NYCC has worked closely with its partner consultants Mouchel and local organisations to develop options that can deliver what we are trying to achieve and provide overall benefit for Easingwold. A large number of pedestrian, public transport and signing improvements, plus two main strategy options are proposed for the town.

NYCC has allocated funds to allow schemes up to the value of £100,000 to be implemented by the end of March 2004, and has identified funds for continuing implementation of the strategy in future years.

For either or both of the strategy options to be developed further, we are looking for the support of the local community through this consultation process. The pedestrian, public transport and signing improvements can be carried out irrespective of the levels of support for either of the strategy options.

Pedestrian, Public Transport and Signing Improvements
NYCC has obligations under the Disability Discrimination Act 1995 (DDA) to ensure key pedestrian routes are free of tripping hazards and other barriers to use, by all people including the disabled. To meet this obligation, locations have been identified for the introduction of dropped kerbs and tactile paving at junctions, and several other key crossing points.

In addition to improving pedestrian facilities, NYCC intends to upgrade both existing offside and some unclassified bus stops in the town to a minimum standard. Facilities at stops will include a new seat, flag and timetable information and where the location allows, a tilted bus boarding kerb. To comply with the DDA and to provide access for all bus users, NYCC also needs to significantly improve bus stop provision in the Market Place. Inevitably, this will involve changing the location of the stops. Any change will be made using high quality materials and the design will complement the character of the conservation area.

A registered audit has been undertaken in Easingwold and changes will be made to traffic and directional signing including for pedestrians and to car parks. Damaged sign will also be replaced.

Option A: Improving Road Safety and Enhancing Pedestrian and Cycle Facilities
The elements of Option A are:
- A package of speed reducing measures are proposed, including:
  - A 40 mph limit on the approach to the Market Place
  - A 30 mph limit on specific streets (to be decided by Easingwold Town Council)
  - The creation of a 20 mph zone with extended 30 mph limit, parking and traffic calming measures in the vicinity of Easingwold Community Primary School on Thusby Road
  - The use of advance signing, masking or textured surfacing materials on Clifton Lane and Mill Lane
- Footways would be extended on Racecourse Road to the veterinary practice and on Stillington Road to the football field. Improvements would be made to footways on Church Hill and to the pedestrian crossings on Tarpley Lane, whilst the footway on the west side of Chapel Lane would be widened
- A continuous signed route for pedestrians and cyclists would be created from York Road to Racecourse Road, using Hardway Way, Showfield Drive, Stonelands Avenue and linking paths. A spur would also link to the Market Place, using Grass Garage Lane and Chapel Lane, with an upgraded signed public footpath crossing on Long Street
- Additional cycle parking would be provided in the Market Place
- The junctions of Thruxton Road, Racecourse Road, Church Hill and Long Street, would be improved to reduce conflict between vehicles and also between pedestrians and cyclists. At the existing mini-roundabout a larger roundabout could be accommodated, by removing some of the grassed verge areas. An area of planting would be included within the roundabout
- At the junction of Long Street, York Road and Stillington Road, the layout would be revised to improve safety and reduce vehicle speeds
- Passing places would also be created within the one-way parking on the road adjacent to the green on Upfold

Option B: Market Place Improvements
This option focuses on improving pedestrian facilities and safety, and more significant enhancement of bus stops and the marking of passing bays within the Market Place. Two alternatives are shown:
- In Strategy Alternative B1, footways would be created between the 'The Commercial' and 'The Angel' public houses, around the green opposite the Gardiner Centre, at the entrance to Thruxton Road and across the Market Place. The latter would involve removing some existing cobbles and replacing them with smooth setts. Two bus stops with improved tactile information and raised boarding kerbs would be created in the area of road between the green and print works. The green would be slightly extended and the road alignment altered. A third busway stop would be provided at the north end of Chapel Lane. In addition, one-way sections of road would be created between Tarpley Lane and Spring Street, and between Chapel Lane and Widdowson Square. Parking bays would be marked in the central area of the Market Place
- In Strategy Alternative B2, the footways would now be provided between the 'The Commercial' and 'The Angel' public houses, but the other pedestrian improvements would be made. The section of road between the green and print works, would be turned into an interchange for three buses with the same passenger facilities as Alternative B1 but access restricted to buses and delivered to the print works, increasing pedestrian priority in this area. Other traffic flows would remain two-way and parking bays would be marked in the central area of the Market Place but with a different arrangement to Alternative B1.

Car Parking
The introduction of the one-way parking zone to limit the duration of parking to a maximum of three or four hours in the Market Place and surrounding streets is being considered.
Easingwold Transportation Strategy - Consultation Questionnaire

1. Do you support the proposed 'Pedestrian, Public Transport and Signing Improvements'? Yes     No

2a. Do you support Option A - 'Improving Road Safety and Enhancing Pedestrian and Cycle Facilities'? Yes     No

2b. Which of the following elements of Option A you support
   a. Speed reducing features on the approaches to Easingwold   Yes     No
   b. A 20 mph zone outside the Primary School on Thirsk Road Yes     No
   c. Pedestrian and footway Improvements               Yes     No
   d. Shared use cycle and pedestrian route            Yes     No
   e. Junction improvements at both ends of Long Street Yes     No
   f. The creation of passing places on Uppleby       Yes     No

3a. Do you support Option B - 'Market Place Improvements'? Yes     No

3b. If yes to question 3a, do you support alternative B1? Yes     No

3c. If yes to question 3a, do you support alternative B2? Yes     No

4a. Would you support the introduction of a 'Disk Parking Zone'? Yes     No

4b. If yes to question 4a, what maximum duration of stay should be introduced? 1 Hour 2 Hours 3 Hours 4 Hours

4c. If yes to question 4a, should the zone include:
   a. The Market Place? Yes     No
   b. A wider area including part of Long Street? Yes     No
   c. Other (please state)                      Yes     No

So that we can analyse the information that you have provided in the most effective way, we would appreciate it, 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 YO61 3XX) __________ __________

Space is provided on the reverse of this form for any additional comments

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 20 June 2003

Easingwold Transportation Strategy Final Report
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Public Transport Improvements

- Improve the provision of public transportation (1)
- Provide a bus shelter for stops on Long Street (1)
- Provide a bus service at 0745 or 0800 departing from Easingwold to York via Alne and Tollerton (1)
- Extend the operating days of the Reliance number 30 service departing Exhibition Square at 1705/1710 to weekdays rather than restricting it to school term time (1)
- Extend bus services to surrounding villages e.g. Oulston, Hustwaite, Crayke, Coxwold (1)
- Provide bus services for the Raskelf Road section of Easingwold (2)
- What has happened to the bus service on Alne Road? (1)
- Provide a bus route from Easingwold to York via Alne road and then onto Alne stopping in the vicinity of the Alne Road / Raskelf Road junction - no services presently operate via this route (2)
- Buses are impeded by the traffic bottleneck on Chapel Street between the bank and the shops during delivery times (1)
- Reliance bus services encounter problems whilst accessing Tylers Walk / Market Place junction due to vehicles parked on the corner of this junction (2)
- Do not require a bus stop on Church Hill near Bonneycroft junction as buses are not routed via Church Hill (2)
- Locating a bus shelter along Church Hill on both the corner and brow of the hill is dangerous (6)
- Relocate the bus stop on Raskelf Road west from Alne nursery school (2)
- Relocate proposed bus stop on Uppleby away from number 57 as access to property required and construct shelter according to conservation specifications (1)
- Before improving bus stops on Raskelf Road, ensure buses operate along this road (1)
- Relocate the bus stop at Ingleton Drive as current position forces drivers to undertake dangerous overtaking manoeuvres (1)
- Raised bus kerbs constitute a hazard for pedestrians and other vehicle users (1)

Option A - Pedestrian and Footway Improvements

- Maintain the vegetation and condition of the path along Stonefield Lane prior to upgrading this route (1)
- Extend footpath along Raskelf Road to:
  - Toft Ings Lane (2)
  - to the garden centre (8)
- Widening Chapel Lane footpath will increase risk to pedestrians and cyclists when large vehicles pass (1)
- Widening Chapel Lane footway will only enable vehicles to parking completely on the pavement (1)
- Widen footpaths along Church Hill to enable safe access for school children (2)
- Do not remove Parish church mounting block (10)
- Conduct footpath widening on opposite side of road from church at junction near Church Avenue on Church Hill by removing tree stumps and constructing a pedestrian refuge island instead of removing the church mounting block (1)
- Do not widen the Church Hill footpath as cars parked along carriageway (attending church events) will endanger all road users (1)
• What are the proposed crossing point improvements for Church Hill? (3)
• What are the proposed improvements for Church Hill? (4)

Cycling Issues
• Provide improved cycle routes in the area (4)
• Create a cycle/pedestrian route on York Road to the Hawkhills for access (1)
• Encourage cycling in Easingwold (1)
• Provide cycle parking facilities in the market place (1)
• Provide secure cycle parking facilities in Easingwold town centre (2)
• Provide secure cycle parking facilities in the locality of Hutchinsons, Nisa and Towlers (1)
• Repair the surface of New Inn Lane as the potholes make cycling dangerous (1)
• Replace the road surface on Croft close which was removed several years ago as it creates dangerous conditions for cyclists (1)
• Provide a school cycle route along Long Street as pavement cycling is hazardous (1)
• Provide a cycle route between Crayke and Easingwold as the main road is dangerous for cyclists (2)
• Provide safe cycle routes outside the town, particularly to York - the A19 and Stillington Road are too dangerous and there are no viable alternatives (1)
• Construct a joint pedestrian/cycle route along long street as pavements are wide enough (1)
• Prohibit pavement cycling on Long Street (1)

Pedestrian Issues
• Construct a footpath along Tanpit Lane as current marked walkway is used as a car parking area, forcing young / elderly / disabled pedestrians and wheelchair users onto the carriageway (13)
• Construct a footpath along the entire length of Back Lane for pedestrian access (2)
• A footway between Crayke and Easingwold is required as the main road is considered too dangerous (2)
• Construct a footway between Aine and Aine station (1)
• Improve pedestrian facilities at the Manor Road/Spring Street junction (1)
• Improve pedestrian routes in the area (1)
• Widen the footpaths along Little Lane, current narrow widths endanger pedestrians (1)
• Provide wheelchair access ramps at the Crabmill / Stillington Road junction (1)
• Tactile paving causes problems for wheelchair access (1)
• Repair the New Inn Lane footway to disabled access standard as this is the main pedestrian route from the Market Place to Long Street (3)
• Repair footpath along Little Lane (1)
• All pavements should be made suitable for disabled access (1)
• Vehicle parking on footways is commonplace, forcing wheelchairs and electric scooters onto the carriageway (1)
• Improve the surface, lighting and drainage condition of Leasemire Avenue and Crabmill Lane footpaths (1)
• Maintain all pedestrian footways (1)
• Provide a pedestrian crossing facility:
  • across Stillington Road opposite Trac Electrics (1)
  • on Uppleby in the vicinity of property number 11 (1)
on the north end of Long street (7)
• at the Long Street / Chapel Lane junction (1)
• Provide a pelican crossing at Long Street / Thirsk Road junction or convert to a signal controlled junction (1)

Option A - The Construction of Shared Use Cycle and Pedestrian Route
• Oppose the shared cycle and pedestrian route from York Road to Raskelf Road as it will make properties vulnerable to equestrian and motorbike intrusions, burglars, vandals and anti-social behaviour (1)
• Oppose shared pedestrian/cycling facilities as pedestrians and cyclists must be kept separate (3)
• Ensure that the shared pedestrian/cycle route is at least 3m in width (1)
• Ensure that adequate railings and margins are installed to ensure safe passing (1)
• Ensure safe driveway access across route (1)
• Would street lighting be installed on the cyclist/pedestrian routes?
• Shared cycle / pedestrian routes encourage cyclists to use pavements elsewhere (1)
• Extend shared route to primary school on Thirsk Road as a route for school children (1)
• Oppose shared route between Stonefield Avenue and Raskelf Road / Long Street roundabout as route is used by many elderly people and would endanger them (1)
• Not enough cyclists to warrant cycle route construction (1)

Option A - 20mph Zone with Parking and Traffic Calming Measures in the Vicinity of Easingwold Primary School

• Proposals for school improvements are unnecessary (2)
• Would the 20mph speed limit be operational 24 hours per day, 7 days per week? (4)

Oppose the 20mph speed restriction proposals as:
• A 20mph speed restriction limit is neither realistic or enforceable (1)
• The introduction of a 20mph zone as it is only required less than 2 hours per day not all day every day (7)
• Parental vehicle parking provide natural speed restriction along route during school start/finish times (2)
• The current 30mph limit is disregarded thus the implementation of a 20mph zone would be pointless (3)
• The current 30mph speed limit is acceptable and both the school and parents must accept responsibility for school pupils safety (1)
• Need to encourage parents/children to use forms of transport other than cars (1)
• Only the introduction of parking restrictions are required (1)

Support for the 20mph Zone
• Would support a 20mph zone if operational during school start and finish times only (8)
• Would support a 20mph zone if no speed humps are associated with zone (1)
• Extend the 20mph zone for the primary school from Gillcroft, with rumble strips (1)

Traffic Calming Measures
• Oppose traffic calming measures (4) of which 2 stated that this would create noise pollution
• Support the introduction of speed humps on Thirsk Road in the vicinity of the Primary School (1)
• Support the introduction of chicanes in the vicinity of the Primary School (1)
• More information on traffic calming measures required (1)
• Extend the 30mph sign to north of Rose Bower Garage with rumble strips from Nineval cottages (1)
• Provide signs and road marking on Raskelf Road and Church Hill indicate presence of School Crossing on Raskelf Road (1)
• Install 30mph warning lights along Thirsk Road north of Primary School(1)
• Provide a pedestrian controlled crossing facility outside the school to reduce vehicle speed (1)

Parking in the vicinity of the Primary School
• Create a parking bay on the grass verge opposite the school entrance to accommodate school run vehicles (9)
• Create parking bay for the school (3)
• Convert the front of school grounds into a pull-in/drop-off area (4)
• Permit parking along the east-side of the Thirsk Road carriageway only (1)
• Construct a small island at Hustwaite Road / Thirsk Road junction to allow parents to turn when dropping-off/picking-up school children (1)
• Prohibit parking on the grass verges (6)
• Restrict parking by:
  • Introducing double yellow line parking restrictions outside the school in conjunction with the 20mph zone (1)
  • Introducing using zig-zag no-parking lines and barriers at school start/finish times (1)
• Charge parents for parking at the primary school (1)

Option A - Junction improvements
• Install a signal controlled junction at the Long Street / Church Hill / Thirsk Road / Raskelf Road junction (3) of which 1 comment suggested that this would improve safety along Church Hill
• Long Street / York Road / Stillington Road junction improvements should include Crab Mill Lane - a roundabout for all these routes should be constructed (1)
• The Long Street / Church Hill / Thirsk Road / Raskelf Road mini-roundabout requires repainting of road-markings only (1)
• The Long Street / York Road / Stillington Road junction does not required modification (1)
• Re-align the Long Street / York Road / Stillington Road junction to reduce the speed of vehicles onto Stillington Road (1)
• Support junction improvements at Long Street / York Road / Stillington Road but oppose junction improvements at Long Street / Church Hill / Thirsk Road / Raskelf Road (1)
• Consult accident records to inform on necessary junction alterations (1)
• Long Street / Church Hill / Thirsk Road / Raskelf Road roundabout must be enlarged and off-set to reduce risk of accidents, if not install signal controls at this junction with a pedestrian crossing (1)
• Long Street / York Road / Stillington Road junction - is there sufficient room for a roundabout to be constructed? (1)
• Long Street / Church Hill / Thirsk Road / Raskelf Road junction does not need enlarged, just sign information regarding right of way (1)
• Rather than enlarge Long Street / Church Hill / Thirsk Road / Raskelf Road roundabout, split and revert junction back to major road (for access from Long Street to Thirsk Road) and via minor road (Church Hill) for access to Raskelf road (1)

**Option A - The creation of passing places on Uppleby**

**Opposition towards the creation of passing places on Uppleby**
• Passing places are unnecessary, relocate residents vehicle parking onto new access paths (11)
• Prohibit parking along Uppleby carriageway by introducing double yellow line parking restrictions (14)
• Passing places will endanger all road users (4)
• Passing places will create a traffic hazard by restricting the road width and compelling motorists to reverse along main road into parking spaces (1)
• Passing places will only be used as parking bays (3)
• Construction of passing places will move on-street parking further east and therefore towards the brow of the hill which increases danger to all road users (1)
• Object to any further erosion of Uppleby Greens (3)

**Conditional support for the creation of passing places**
• Ensure that the passing places proposed for Uppleby will not be used as parking bays (1)
• Install kerbing around the carriageway border of the green to prevent further destruction of the area (1)
• Prohibit parking along one side of the carriageway (6)
• The location of passing places should coincide with the location of drives
• Further details regarding proposals are required (4)

**Alternative suggestions:**
• Create a parking area by recessing the Green (4)
• Widen the carriageway (7)
• Widen Uppleby 2-3 foot either side to create parking bays as the Green is already ruined (1)
• Widen the road by 4 foot to allow parking on 1 side only (1)

**Traffic Speed Control and Traffic Calming**

**Introduce traffic calming measures:**
• outside the George and at Chemist/card shop in Chapel Lane (1)
• on Spring Street and Uppleby (1)
• on Church Hill as this route is used for school pedestrians and traffic exceeds the speed limit (2)
• on Raskelf Road in the vicinity of Station Court (Easingwold) to enhance child pedestrian safety (1)
• on Chapel Lane and Little Lane (3)
• on Oulston Road (1)
• at both ends of Long Street (1)
• in the Market Place (3)
• in Tholthorpe (1)
• in Huby (1)
• in Stillington village (1)
• on all three approaches into Raskelf to restrict the speed of traffic through the village (1)
• in Crayke (1)
• along Stillington road in vicinity of Trac House / Fire Station (1)

Install speed cameras:
• On Chapel Lane and Little Lane to restrict the speed of vehicles along these routes (1)
• On the approaches into the town (1)
• On Stillington Road in the vicinity of the fire station to reduce vehicle speed entering and leaving Easingwold (1)

Install road hump features:
• at South View and at the Old Post Office localities of Sutton-on-the-Forest (1)
• on Long Street (1)
• along Tanpit lane (4)
• on Little Lane to reduce traffic speed (1)
• in the Nurseries residential estate (1)

• Install raised table features along Aine Road in the vicinity of Gatenby Garth as the speed of traffic endangers Gatenby Garth access and egress (1)
• Install rumble strip features on the Mill Lane and Oulston Lane approaches (1)
• Install raised table chicane features in the Market Place at The Angel, Tylers Walk/Market Place junction, and on Little Lane (1)

Restrict the speed of traffic:
• within Easingwold (2)
• on all approaches into Easingwold (2)
• on Upleby as it endangers school pedestrians (3)
• on Tanpit Lane as vehicle speeds endanger pedestrians (2)
• on Upleby, travelling from the Crayke direction (1)
• on Church Hill (2)
• on Manor Road (1)
• on Oulston Road (2)
• in Chapel Street (2)
• exiting Long Street and proceeding onto Stillington Road (1)
• on Raskelf Road - vehicles exceed current 30mph limit (1)
• along Little Lane (3)
• within the Broadlea residential area (1)
• on Mill Lane before approaching the Oulston Lane/Back Lane/Upleby junction - very dangerous junction (1)
• along Church Street as concealed entrances are hazardous to oncoming traffic and pedestrians (2)
• entering Church Street from Long Street (1)
• on Easingwold Road upon entering Crayke village (1)
• Restrict the speed of motorbikes on Spring Street (1)
• on Stillington Road in the vicinity of the fire station (3)
Introduce reduced speed limits:
- on Tanpit Lane (3)
- on Long Street (2)
- within the Market Place (1)
- introduce 40mph on Crayke Road (1)

Introduce a 20mph limit:
- sign on Raskeif Road inbound from Boroughbridge and enforce (1)
- for the whole of Easingwold (2)
- along Tanpit Lane (1)
- zone on Raskeif Road in the Westfield Day Nursery locality (1)
- within Leasmire and Meadowfields to enhance child pedestrian safety (1)
- zone for York road school and market place (1)
- zone for market place (6)
- zone to encompass Market Place, Long Street, Chapel Street, Little Lane, Church Hill, Tanpit lane, Uppleby, Spring Street, Back Lane, and Crabmill Lane, using e.g. cobbled road humps to indicate entry into 20mph zones (1)
- zone along Raskeif Road extending from Long Street to the Alne turn-off (1)

Other measures requested:
- Extend proposed speed reducing measures to Oulston Road and Crayke Road approaches into Easingwold (1)
- Locate Raskeif Road traffic calming features at the Alne turn-off point (1)
- The 30mph signs on Hustwaite road should be moved further out (1)
- Enforce the 30mph zone in Tollerton village - speeding vehicles are prevalent (1)
- Thirsk road improvements - extend the 30mph limit signage further north beyond the entrances to Heding's Nursery and Rose Bower Garage to increase safety by reducing vehicular speed and noise past residential and commercial property and associated concealed entrances (18)
- Introduce a 40mph buffer zone on Thirsk north of Nineveh cottages to increase safety for pedestrians walking along the carriageway and to reduce vehicle speed and accidents before approach road bend (18)
- Impose a weight restriction, 20mph speed restriction and improved traffic calming measures along Back Lane and replace the 'local traffic only' sign which has been removed (1)
- Introduce more effective traffic calming measures on Back Lane - present speed humps are not a deterrent (1)
- Attention required to improve the 'blind spot' present opposite Ashlea on Hustwaite Road (1)

Opposition towards speed reducing / traffic calming measures:
- Traffic calming measures installed on the approaches into Easingwold would deter visitors to the town (1)
- Do not install speed humps, all other traffic calming features are welcome (2)
- do not introduce speed humps, chicanes preferable (1)
- Do not install speed humps (2)
- No traffic calming measures are required (1)
- Do not install speed humps or chicanes traffic calming measures (2)
- Speed bumps and chicanes detract the drivers attention from the road, pedestrians and cyclists (1)
• Reduce the dimension profile of speed humps to eliminate foundation vibration (1)
• Do not install road humps in Easingwold - use colour or reduce speeds upon all approach roads (1)
• Do not install speed humps as these features damage suspension and steering joints which can then cause accidents, and are dangerous for two-wheeled vehicles in wet or icy conditions (1)
• Traffic calming will spoil Easingwold (1)
• Oppose gateway features
  • as they are restrictive and potentially dangerous, but support revised speed restrictions (1)
  • as they increase congestion and increase pollution and noise levels (1)
  • as they create bottlenecks for vehicles leaving the town (1)
  • if they are similar to those installed at Coxwold and Helperby - which are expensive and ineffective (1)
  • if similar to those in Helperby as car parking at the gateway creates hazardous conditions (1)
  • as they can be dangerous and restrictive (2)

**Option B - Market Place Improvements**

**Oppose Option B:**
• Option does not improve traffic or pedestrian flow (3)
• Option would result in increased congestion (1)
• Both strategy alternatives ruin the character of the town centre (2)
• Both strategy alternatives will ruin the Georgian features of the Market Place (2)

**Bus improvements**
• Modern bus shelters are considered unsuitable and will spoil the character of the Market Place (5)
• The presence of bus shelters will spoil the character of the Market Place (9)
• The suggested sites for bus shelters will spoil the character of the market place (1)
• Oppose the erection of bus shelters as they will attract vandalism (8) and anti-social behaviour (4)
• The erection of bus shelters and parking of buses on Chapel Street and in front of the Green, would be detrimental and spoil the town centre (1)
• The existing market shelter is adequate and should remain as the Market Place bus stop location (13)
• Convert current Market Cross bus stop location into bus shelter (6)
• Bus kerbs will spoil the image of the town (1)
• Do not need raised kerbs for kneeling buses when most buses have internal steps (1)
• If the bus companies could provide a regular and co-ordinated service then a maximum of 2 stops would be adequate for the market place - 3 stops are unnecessary (1)
• Proposed bus improvements are considered unnecessary (2)
• The need for 3 bus parking areas is considered as excessive (2)
• The construction of bus shelters would ruin the character of the Market Place / Green (5)
• Bus improvements would ruin the character of the Market Place (6)
• Current public transport provision is considered safer to use than that proposed (2)

Relocate bus layover to:
- Millfield Lane (2)
- Stillington Road Industrial Estate (1)

- Support option B but relocate Market Place bus stops:
  - To the western flank of the Market Place;
  - within the Galtres Centre rear car park (1);
  - To the post office end of the Market Place (1)
  - in the Tanpit Lane area of the Market Place (2)
  - Away from the Market Place (3)
- To Millfield Lane (2)
- To the back of the Galtres Centre with parking facilities for York-bound commuters (1)
- To Millfield Park with parking facilities for York-bound commuters (2)
- To Towlers (1)
- To Long Street

**Marking of Parking Bays**

- The marking of parking bays is considered inappropriate for a Georgian town centre (3)
- The creation of marked parking bays and the removal of cobbles would alter the nature of the market town (3)
- Painted parking bays on the market place cobbles will be an eyesore (5)
- Do not change the character of the Market Place by with new hard material for car parking (1)
- Prohibit parking on the cobbled areas of the town centre (2)
- Remove car parking from the perimeter of the town hall building (3)
- Oppose car parking proposals for the Market Place as it accepts dominance of cars and encourages car use (1)
- Cobbles should not be used as parking bays (1)
- Oppose construction of parking bays (1)
- Can marking of parking bays be done without damaging or removal of cobbles? (1)
- Minimise the painting of parking bays on the cobbles e.g. by outlining corners only (1)
- Use coloured sets or coloured thermo-plastic instead of paint for marking parking bays (1)
- Defacing the cobbles by marking out parking bays will not increase the number of available parking spaces (1)
- The marking of parking bays will be ignored as double yellow line parking restrictions are currently widely abused (1)
- Support the marking of parking bays to prevent haphazard vehicle parking (1)

**Removal of Cobbles and construction of Pedestrian Footways**

- Removal of cobbles would desecrate the character of Easingwold (2)
- Oppose removal of any cobbles in the Market Place (10)
- Minimise the removal of cobbles as these are an important feature of the town (2)
- The bull ring on the cobbles should not be removed (near Tolbooth building) (1)
- Replace the cobbles with flat paving sets (2)
- Remove all cobbles around the Market Place and replace with tarmac, to enable elderly and disabled safe access (1)
- Support the removal of cobbles to construct level footways as cobbles are dangerous for elderly and disabled pedestrian access (3)
- Provision of Market Place perimeter and ‘spoke’ footways are required (1)
• Creation of pedestrian footways in market place are essential (1)

**Market Place Traffic Flow**
• The current traffic system around the Market Place is functional, not alterations are necessary (2)
• Alterations to traffic flow will create congestion along Chapel Lane (1)
• Alterations increase traffic volume and danger around the north and west flanks of the Market Place (1)
• The part one-way system around the market place would confuse visitors, convert traffic flow to either all one-way or all two-way (1)
• Convert the Market Place into a one-way system (10)
• Oppose one-way traffic restrictions as they are unnecessary (1)
• Pedestrianise Chapel Lane between 0900 and 1400 on market days to enable access to the market place (1)
• Pedestrianise the Market Place (5)

**Partial support for Option B and further suggestions**
• Oppose bus improvements proposals of option, but support additional footway provision (2)
• Oppose option but support improved crossing points on Long Street particularly at the Chapel Lane/Long Street junction (1)
• Oppose option as presented, relocate bus stops to the west side of printers with one-way Market Place system north via Little Lane and south via Chapel Lane (1)
• Oppose option but recognise need to improve pedestrian footways (2)
• Oppose option but if a one-way bus lane is necessary, locate it in front of the Commercial / Post Office enhance pedestrian access in this area (1)
• Oppose option but prefer option B2 with one-way system (1)
• Oppose option, provide a third alternative encompassing a one-way Market Place traffic system, chicane traffic calming measures, prohibited on-street parking and 20mph speed restrictions in the Market Place (1)

**Option B1**

**Oppose strategy alternative as:**
• The creation of a bus lay over on Chapel Lane is unnecessary as it would cause problems for pedestrian and vehicle access (9)
• The construction of a footpath between the Angel and the Commercial public houses is considered unnecessary (3)
• Creation of a one-way traffic flow system would create traffic problems (3)
• The loss of a two-way traffic flow will only increase the volume of traffic on Long street as vehicles circulate in search for a parking space (1)
• The positioning bus stops at the most narrow point / busiest pedestrian crossing point of the Market Place and will therefore lead to accidents (3)

**Support strategy alternative:**
• due to traffic calming at junctions (1)
• as traffic is permitted to use road between the printer works and the Market Place Green (1)
• as it increases the provision of parking bays and diverts Uppleby traffic to the east of the Market Place (1)

Support strategy alternative but:
The creation of a bus lay over on Chapel Lane is not required (9)
• would cause traffic blockage along Chapel Lane (5)
• cause problems for pedestrians (4)
• will make that junction very congested (3)
• block view of Green / Market Place area (1)
• proposed bus stop area would cause problems for traffic flowing around the north side of the Market Place (1)
• prohibit parking along the Galtres Centre perimeter wall opposite the bus lay over on Chapel Lane (5)
• bus stop area too domineering and removes valuable parking area (2)
• relocate bus stop area to Post Office area to reduce visual intrusion of bus shelters (2)
• retain two-way traffic flow system (2)
• extend footways to include those proposed in strategy alternative B2 (2)
• oppose the development of new footpaths (2)
• Is there sufficient room for a bus lay over area on Chapel Lane? (1)
• Relocate bus stop area to the Market Cross (1)
• Ensure that vehicle pavement parking is prohibited on proposed footway outside HSBC bank and Post Office (1)
• Alter traffic flow around the Market Place as presented in strategy alternative B2 (1)
• Reverse the proposed one-way system between the Commercial and the Angel to allow traffic to flow more naturally (1)
• Reverse the proposed Market Place one-way system (entry via Little Lane and exit via Chapel Lane) as this would improve access to New Inn Lane area and access into the Galtres Centre (3)

Option B2

Oppose strategy alternative:
• due to the increased volume of traffic forced around the Market Place (3)
• as increased speed and volume of traffic via the northern and western flanks of the Market Place would endanger pedestrians (2)
• as it would prove very difficult to exit from Back Lane to York and from the Galtres Centre (1)
• as it would increase traffic conflict at the Tanpit Lane junction (1)
• as buses are not continuously present in the market place therefore creating a bus only access is unnecessary (1)

Support strategy alternative:
• due to the creation of a bus interchange area (7)
• as traffic will be restricted from the bus interchange area (2)
• as it will improve pedestrian access and traffic flow (3)
• as non-car transport is given priority (3)

Support strategy alternative but:
• Create a footpath between the Angel and the Commercial public houses as presented in strategy alternative B1 (8)
• Convert the northern section of the Market Place (outside the Post Office) to one-way traffic flow (1)
• Prohibit bus waiting in the Market Place (set down and pick-up only) (1)
• Implement and enforce parking restrictions outside The Commercial, the Post Office and The Angel (7)
• Restrict parking outside The Commercial, the Post Office and The Angel to disabled parking only (2)
• Implement clockwise traffic flow (reverse of current system) to aid access to the Galtres Centre, avoiding conflicting traffic junctions (1)
• Prioritise parking bays for disabled drivers (2)

Other comments regarding Option B
• A reduction in traffic in front of the green is required as it is currently very dangerous for older citizens (1)
• Will the cobbled footpath in front of the George Hotel be replaced with a smoother surface? (1)
• Improve street lighting provision in the Market Place (1)

• The creation of parking bays near the market cross would prevent access to the rear of the printing works by paper lorry deliveries - response by printing works (1)

Requested Market Place Footway Improvements
• Construct a footpath along the Windross Square area of the market place as pedestrians currently walk along the carriageway (4)
• Provide a footway wide enough for prams and wheelchairs extending from Windross Square to Tanpit Lane, across by the library and post office and onto Spring street (1)
• Provide a footpath extending from the Angel Hotel to the Post Office (3)
• Provide a protected footway outside the Post Office (3)
• Provide a flat footway extending from the George Hotel to the Chemist as Tylers Walk junction for wheelchair access (5)
• Provide a footway extending around the entire perimeter of the Market Place (4)
• Provide a pedestrian route via the crescent (Property owners consent) (1)
• Provide pedestrian crossing facilities:
  • in the Galtres, chemist and town hall area (2)
  • within the Market Place (6)
• Provide a pedestrian controlled crossing facility:
  • between the George Hotel and the town hall building (1)
  • between the Green and the town hall building (2)
  • between the market place and the Post Office (1)

Creation of a Disc Parking Zone

Operation of Disc Parking
• Disc parking restrictions should operate 0800 to 1800 Monday to Saturday only (1)
• Disc parking should be as brief as possible to allow vehicle derived access from surrounding catchment area (1)
• Disc parking to operate until 1600 (1)
• Operate disc parking from 0900 to 1700 Monday to Friday only (1)
• Restrict parking period in the Post Office area and Windross Square to 1 hour maximum (1)
• Restrict parking period to 3 hours maximum for the Market Place and surrounding streets, to 4 hours maximum for Long Street, and to 2 hours maximum for both Galtres car parks (1)
• Restrict parking period to 2 hours maximum for both the Market Place and Long Street (1)
• Confine disc parking to the market place with the option of extending the scheme in the future, a 3 hour parking period should suffice (1)
• Disc parking period should operate for maximum period possible to maintain and encourage trade from district residents and visitors (1)
• Introduce no-waiting restrictions in association with disc parking (1)
• Provide sufficient retail outlets for purchase of parking disc (1)
• If disc parking is introduced then provide long stay parking facilities (2)

Residents and Town Employee Parking Implications
• If disc parking is introduced, what are the implications regarding residents who don’t have private parking facilities? (4)
• Who would pay for a parking warden? (1)
• What is the cost of employing a traffic warden? (1)
• Introduce permits for those residents living on Long Street, Spring Street and Market Place slip-roads as they do not possess private parking facilities and would therefore be disadvantaged by the scheme (1)
• Disc parking would necessitate the introduction of a residents permit scheme (3)
• Provide an unlimited parking permit per each Long Street household if parking is to be restricted (1)
• Introduce employee parking permits in association with disc parking scheme (1)
• Provide annual passes for those working in Easingwold for access to the Galtres car park, enabling shoppers and visitors to park in the town centre (1)
• Do not make special parking concessions business owners and staff(1)
• How will the disc parking zone affect the residents of Tylers Walk, Back Lane, Spring Street, Tanpit Lane and New Inn Yard? (1)
• Disc parking would displace indiscriminate parking into other areas e.g. Crabmill Lane and Back Lane - the introduction and enforcement of double yellow line parking restrictions would therefore be required (1)

Opposition towards the Scheme, as disc parking:
• Will discriminate against those residents from outlying villages wishing to use the Post Office facilities (1)
• Would be inconvenient (3)
• Would deter visitors (4)
• Is considered unnecessary (6)
• Would spoil the character of the town (2)
• Would have an immediate and detrimental effect upon local employees who need to park all day (1)
• Would be detrimental to the trade in the town (3) of which 1 Hotel business suggested introducing a maximum 15 minute waiting restriction in the market place between 0700 and 0930 as a solution to deterring market place long-term parking practice (1)
• Current parking situation is not considered a problem (4)
• Equates to unnecessary additional signage (2)
• Parking provision outside market place Veterinary Surgeons is required for both the delivery access and the vets’ vehicles (1)
• Is considered an unnecessary permanent expense for the residents of Easingwold as it would necessitate the employment of a traffic warden (4)
• Current parking restrictions are not enforced therefore a disc parking scheme will not succeed (2)
• Scheme will not succeed if enforcement is limited to 1 hour per week (1)

Support for the creation of a Disc Parking Zone, as scheme:
• Is necessary to eliminate long-stay parking in the market place (3)
• Will enable all residents and non-employees to use the local amenities (2)
• Is essential to future and success of Easingwold - max 2 hours (1)

Would support scheme if:
• Employees of Easingwold were provided with free parking (1)
• Exemptions were given to town employees and residents (1)
• A full time traffic warden is employed to enforce scheme (1)

Enforcement of disc parking
• Disc parking will only succeed if someone is employed to enforce scheme as current double yellow line parking restrictions are abused due to lack of enforcement (5)
• Disc parking requires the employment of a traffic warden/personnel to enforce this system (14)

Car Parking in Easingwold

Implement and Enforce double yellow line parking restrictions:
• Along both sides of Chapel Lane carriageway - extending to property number 106 on Long Street to prevent parked vehicles obstructing the carriageway (1)
• on Long Street adjacent to the St Mary’s Mews development (1)
• along Long street to prohibit parking at all junctions (1)
• on Long street to junctions with chapel lane and little lane (1)
• at junction of Chase Garth and Long street - lorries park at this location and obstruct the carriageway (1)
• along the entire length of Tanpit Lane (1)
• along church street (1)
• along both sides of Tylers Walk (17) of which 3 requested this extended around the corner of Tylers Walk / Market Place junction
• in the Crabmill Lane area (4)
• outside the post office to eliminate the incidence of triple and dangerous parking (1)
• along the inbound carriageway side of Leasmire (1)
• along Crabmill lane to prevent parked cars obstructed traffic flow (1)
• along entire length of Spring Street (1)
• around the perimeter of the market place directing car parking to designated areas (1)
• between Tanpit Lodge and Bonnycroft Lane to prevent vehicles parking on the footway (2)
Prohibit parking at the following locations:
- outside Clarks Bakers as it is on a dangerous bend in Long Street (1)
- between the Commercial and the Angel
- on Spring Street (6)
- on Chapel Lane outside the Galtres centre (1)
- on footpath in front of Barclays Bank, forcing pedestrians onto road (1)
- outside the Commercial / Post Office / HSBC bank area (5)
- at Tylers Walk / Market Place junction (3)
- at junction near former health centre on Crabmill Lane (3)
- on Crabmill Lane near former Health Centre on Crabmill Lane (2)
- along entire length of Tanpit Lane (11) as the white line indicating a pedestrian footway is currently regarded by motorists as a parking bay marking, pedestrians are forced to use the carriageway and carriageway is insufficiently reduced to enable HGV and emergency vehicle access
- at the Galtres Centre perimeter wall (Chapel Street cobbled parking area) (7)
- on pavement outside Broadmeadows flats on Raskelf Road; extend parking area for residents parking (1)
- on Stillington Road from junction with Long Street to fire station (1)

Enforce existing parking restrictions:
- In general (45)
- In the town (7)
- In the Market Place (3)
- on spring street (7) as access/egress from Manor Road is continuously blocked, and traffic flow along Spring Street is obstructed by triple vehicle parking
- to eliminate pavement/footway parking which is currently commonplace (1)
- on Long Street (3) of which 1 specified the locality around the Cost Cutter store as problematic (1)

Reduce the level of parking:
- in Market Place as it spoils the character of the town centre (4)
- along Tanpit Lane along Tanpit Lane in order to construct a footway (3)
- on Long Street to 1 side of the carriageway only (1)
- on Spring Street (5)
- outside the Post Office on Friday mornings by using traffic cones, thus improving traffic flow (1)
- in Windross Square (1)
- free parking outside the Galtres centre as this will be taken by all-day commuters instead of current short-stay users (1)

Reported parking problems
- The practice of double parking on Chapel Lane outside Barclays and the Nursery impedes bus journeys during early mornings and on Fridays (1)
- Parking in the vicinity of Barclays Bank and Galtres Centre on footpaths and cobbles on Chapel Lane forces pedestrians to use the carriageway (2)
- Long street section between Chapel Street and Little Lane is continuously subjected to parking problems creating Chapel Lane access problems (1)
• Parking problems in the Market Place are caused by disregard of signs and parking restrictions (11)
• Review the Galtres Centre Chapel Lane entrance/exit arrangements (4)
• Restrict New Inn Lane to residence parking only as driveways are continuously blocked (1)
• Re-organise parking outside the Cost Cutter store as it is presently a hazardous arrangement (1)

Car Parking facilities
• Provide additional disabled parking bays in the Market Place (13)
• Convert Windross Square parking area to disabled parking bays (2)
• Provide disabled parking facilities at the Post Office and HSBC bank (3)
• Provide designated mother-children parking bays in the Market Place (2)
• Provide designated long-stay parking facilities for town employees (7) and York-bound commuters (5)
• Provide additional car parking facilities (25) by:
  • Constructing a long-stay car park (11):
    • in the Millfield area of town (3)
    • near Long Street for tourists, employees and commuters (1)
    • at back of angel pub (1)
    • on the old claypenny land alongside/near the health centre (1)
  • Converting the NYCC gritting depot into a car park (5)
  • Converting the Memorial Park into a long-stay car park (7)
• Increase the provision of non-Market place parking facilities (2)
• Support the relocation of long-stay parking from the Market Place to the Galtres Centre car park (9)
• Support the relocation of town employee parking from the Market Place to the Galtres Centre car park (5)

Other parking comments
• Construct parallel parking bays on spring street (2)
• The Galtres Centre car park should remain free of charge (2)
• Introduce pay and display parking system for visitors including a residents permit entitling
• Introduce a parking charge (1)

Easingwold Secondary School Issues
• Introduce a 20mph speed restriction within the vicinity of Easingwold Secondary School (1)
• Create a school bus lay-by on York Road to eliminate bus parking on Hambleton Way (1) and to eliminate congestion and hazardous overtaking manoeuvres as school passengers disembark (1)
• Bus management at Easingwold Secondary School must be included in the transportation strategy (1)
• Car parking on Hambleton Way by staff and students of Easingwold Secondary School is becoming problematic and must be included in the transportation strategy (1)

Other issues regarding Easingwold Primary School
• Create a cycle route/footpath extending from Claypenny cycle track to Easingwold Primary School via the field located behind the school premises (1)
• The speed of traffic and narrow carriageway of Church Hill creates dangerous conditions for school pedestrians crossing this road to access the primary school (1)
• Create a safe school cycle route between Stillington and Easingwold, Stillington Road is considered to be dangerous for safe cycling (1)

**Road and infrastructure improvements**
• Construct a mini-roundabout at the junction of Little Lane, Long Street and St Mary’s Mews to reduce potential accidents arising from the increased traffic created by the housing development (1)
• Egress visibility when turning right from Little Lane onto Long Street is poor and further exacerbated by vehicle parking and speeding traffic (7) of which 1 comment requested the construction of a mini-roundabout
• Improve the safety at all the junctions on Long Street (e.g. from the Market Place, new housing development, BP garage) as they are all dangerous (3)
• Improve the Chapel Lane entrance/exit to the Galtres Centre car park as the current positions endangers both pedestrians and motorists (1)
• Egress visibility from exits onto Spring Lane and Chapel Lane is restricted due to vehicle parking at junctions (1)
• Improve the Tylers Walk / Market Place junction as it is dangerous (5) of which 2 request the construction of a mini-roundabout (2)
• Improve the Oulston Road / Crayke Road / Back Lane junction (3) - of which 1 comment requests the construction of a mini-roundabout
• Concern expressed regarding the visibility for traffic at the give-way lines on Oulston Road - Mill Lane bound (1)
• Parked vehicles on junction of New Inn Lane / Little Lane obscures egress visibility onto Little Lane (1)
• The parking of vehicles (for renal dialysis unit) along Church Avenue obstructs egress visibility onto Church Street (1)
• Parked vehicles on junction of Church Street / Long Street obstruct traffic flow (1)
• Delivery vehicles obstruct access by parking in hatched area in the vicinity of Longley House (Wilkinson Court) (1)
• Place anti-slip surface material along the southern and northern sections of the Market Place to reduce speed upon exit from the Chapel Lane / Tylers Walk junction (1)

**Street Lighting**
• Street lighting improvement would assist road safety (1)
• Are there plans to improve the substandard street lighting system in the town? (1)
• Improve street lighting in the vicinity of the Market Place (1)
• Improve street lighting along Manor Road (1)
• Improve street lighting in the Windross Square area (1)

**Road Signing**
• Minimise the number of additional road signs (3)
• Provide advance signing on Crayke Road (1)
• Provide advance signing on Raskeff Road for Alne turn off (1)
• Reduce traffic levels along Chapel Lane by sign-posting via Stillington Road instead or Chapel Lane / Market Place / Uppleby (1)
• Improve sign-posting for car parking facilities (5)
• Maintain proposed sign post arrangements (1)
• Sensitive signage required in the conservation areas of Easingwold (2)
• Sign posting required in Market Place to indicate routes to York, A19 and Thirsk (1)
• Sign posting required on Long Street to indicate Market Place direction (1)

Road markings
• Minimise the number of additional road signs and markings (2)
• Maintain proposed signing and lining arrangements (1)

Carriageway maintenance
• Repair and maintain all roads and footways in the area (3)
• New Inn Lane road surface requires urgent maintenance (1)
• Improve the road surface of New Inn Yard (1)
• Maintain the road surface of Aine Road between Aine and Easingwold (1)
• Maintain the road surface of Stillington Road (1)
• Maintain the road surface and footways of both Manor Road and Bonneycroft (1)
• Resurface Croft Close (1)
• Resurface Church Hill / Long Street junction (1)

Violation of vehicular access restrictions
• The one-way traffic flow restrictions along Tanpit Lane is frequently violated, enforce traffic flow direction by installing signs (1)
• The one-way traffic flow restrictions on slip roads from Long street are frequently violated (1)
• New Inn Lane is used as a vehicular short cut onto Long Street despite having access only restrictions (1)

HGV Routing and Commercial deliveries
• Heavy goods vehicles continue to use Back Lane as a major route from the market place to Oulston Road which is dangerous and destroying the road surface (1)
• Create a 7.5 ton hgv limit on all roads into Easingwold forcing hgv to use bypass (1)
• Stillington road is now used a rat run access to Malton and east coast for hgv which negates use and construction of bypass, implement 7.5 ton limit on Stillington road (1)
• An interchange on the bypass onto Raskelf road would take most hgv movements out of long street (1)
• Impose a 7.5 ton weight limit through centre of Easingwold to reduce traffic volume and noise made by unnecessary HGV traffic (18)
• Sign-post the bypass at Stillington Road and York Road to the south, and at the Church Hill/ Raskelf Road/ Thirsk Road / Long Street junction to the north, enforcing HGV to use the bypass (18)
• Impose 7.5 ton weight limit through Crayke thus preventing routing via Uppeleby, Church Hill and the Market Place (1)
• Impose a weight limit on Church Hill, Long Street and the A19, to reduce HGV traffic in town centre and on Uppeleby (1)
• Encourage HGV traffic to use the bypass by providing refreshment outlets on bypass (1)
• Prohibit commercial deliveries to the town centre after 0900 in order to improve traffic flow along Chapel Street (1)
Coach Facilities
- Provide coach parking facilities in Easingwold (2)
- Provide two dedicated coach drop-off points (1)
- Encourage coach parties via the A19 into the town (1)
- Why is there no publicity regarding National Express coach services - many local are ignorant of available coach serves, and will coaches be permitted to call into market place bus area? (1)

Taxi rank facilities
- Provide taxi rank facilities in the vicinity of the Market Place (2)

Comments station Opposition towards proposals
- The transportation strategy is unnecessary and will destroy the character of an attractive rural market town (11)
- No changes are required, as they will only urbanise a market town (6)
- Changes unnecessary as they will result in loss of trade and therefore a ghost town (2)
- Bus improvements, signing, road markings and traffic calming measures are unnecessary and will spoil the town’s charm (2)
- The current traffic system in Easingwold functions well and changes will only reduce the attractiveness of the area (1)
- Previous Long Street improvements have spoilt the character of the Long Street area and wasted money, new proposals will only repeat this (7)
- The recent creation of parking bays in the Market Place has spoilt the unique and rural atmosphere of this market town (1)
- The character of the town has already been destroyed by tarmac footpaths across the market green, no changes are necessary (1)
- Not convinced that the level of danger or accidents required the large scale changes proposed (1)
- Any improvements in Easingwold will be plagued by misuse e.g. the zebra crossing on Long Street mis-used by school pupils (1)
- The only problem is the volume of traffic (2)

Other Comments
- All proposals will have to be enforced by police or traffic wardens (2)
- Not point implementing speed reducing measure features unless they are rigorously policed (1)
- No consideration has been given towards horses or bridleway construction (1)
- Move the market to another day other than Friday to lessen problems by traffic (1)
- Attractive post street-signs should be installed (1)
- Install old-fashioned looking street lighting (1)
- Materials used must retain character of area (1)
- Replace the wooden fencing on the market place green (1)
- Avoid the use of jargon such as gateways and layover - do not know what they mean (1)
- A few minutes discussion with planners at the consultation period is insufficient (1)
- Proposed housing development (300-400 new homes) in Easingwold will increase traffic volumes and Easingwold simply does not have the capacity for this level of increase (1)
### APPENDIX 3

**EASINGWOLD TRAFFIC MANAGEMENT STRATEGY CONSULTATION**

**VIEWS OF THE STAKEHOLDERS AND STATUTORY CONSULTEES**

<table>
<thead>
<tr>
<th>From</th>
<th>Comment</th>
<th>Officer response</th>
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<tbody>
<tr>
<td><strong>Easingwold Town Council</strong></td>
<td>1. Yes to Pedestrian, Public Transport and Signing Improvements. It is not practical to remove the mounting steps outside the parish church as they constitute a listed building and it would be far simpler (and cheaper) to re-align the kerbing of the footway so that it incises to the doorway for a maximum of (say) one foot when passing the steps. We recommend that this idea be fully investigated before application is made through the courts for their removal. Residents of The Spinney have requested that a mirror be provided in the garden of Tarpit Lodge in order assist their safe exit on to Tarpit Lane. We recommend that this be provided.</td>
<td>The proposal is not to remove the steps but to move them back so that they are clear of the footway. This would of course be subject to agreement with St John the Baptist and All Saints Church, and their response indicates that moving the steps may not be acceptable. Some localised widening of the footway may be achievable. The County Council would not support provision of a mirror.</td>
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<td>2. Yes to Option A. Yes to traffic speed reduction measures on approaches to Easingwold. No to 20 mph zone outside Easingwold Primary School. Yes to pedestrian and footway improvements.</td>
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<td></td>
<td>Yes to shared use cycle and pedestrian route. Our approval of shared routes for cycles and pedestrians is conditional on separate lanes being provided for the two classes of users and each lane being appropriately signed. Yes to junction improvements at both ends of Long Street Yes to passing places on Uppleby. We recommend that “passing places” should not be created in Uppleby other than where they naturally occur at the foot of access drives to properties on the North side of that street.</td>
<td>Shared pedestrian and cyclist routes will be segregated where physically possible. Noted. This may be an appropriate way of achieving the objective and will be investigated.</td>
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<td></td>
<td>3. Yes to Option B: Market Place Improvements Whilst we welcome the proposed extension of the grassed area into the existing roadway on the site of the proposed bus shelter and boarding kerbs, we would not wish a disproportionate amount of the total sum allocated for the whole project to be spent in this small area to the detriment of other more desirable items that we would consider to have greater priority. Yes to Option B1 We recommend that option B1 be further modified to remove the option for traffic to proceed South from the southern end of Tarpit Lane to the southern end of New Inn Lane and that the resultant single track highway be reduced to accommodate a proper footway from the flower shop opposite Windross Square to the Old Vicarage. This will have minimum impact for existing users but bring the following benefits: a) Safety of pedestrians - especially those making their way to the library and, on market day, avoiding the central area.</td>
<td>Noted, although it will be necessary to ensure that these works are constructed in such a way as to minimise the impact on the conservation area. Noted. This suggested addition to option B1 will be given careful consideration and will be the subject of further discussions with the Town Council.</td>
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<td>b)</td>
<td>Safety for vehicles “swinging-out” to enter/exit the new parking bays on the West side of the market place.</td>
<td>Every effort will be made to retain this popular feature in the detailed design of the proposals.</td>
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<td>No to Option B2</td>
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<td>4.</td>
<td>Yes to Disc Parking Zone with 2 hours duration of stay</td>
<td>The extent of the zone will be subject to further discussion with the district and Town Councils and other appropriate stakeholders.</td>
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<tr>
<td>Yes to Disc Parking Zone extending to the whole of the Commercial Area (as defined by Hambleton District Council)</td>
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<td>If disc parking is to be introduced, we recommend that it should extend to the whole of the Commercial Area (as defined by Hambleton District Council) as one of its main purposes would be to encourage a constant turnover of users for the mutual benefit of themselves and the shops, offices and businesses that they wish to patronise. We also recognize that, however, the area is defined, there could well be a “mushroom effect” entailing parking restrictions in adjoining areas unless adequate spaces are provided for long-stay parking within a reasonable distance of the town centre. Our recommendation is therefore limited to several related issues and we would not wish this proposal to be implemented until the following matters have been further investigated and satisfactorily resolved:</td>
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<tr>
<td>a)</td>
<td>Market Place responsibility - at the moment it is entirely Town Council but it is claimed that disc parking would entail leasing it to HDC for a minimum of 99 years.</td>
<td>These matters will require careful consideration in the detailed development of the scheme.</td>
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<tr>
<td>b)</td>
<td>Conservation Area issues - do we wish to see the eastern side of the Market Place covered with cars and the abundance of “signage” that will inevitably accompany them?</td>
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<tr>
<td>c)</td>
<td>Local Authority issues - Mouchel have made this suggestion on behalf of NYCC but HDC are totally opposed to the idea and currently do not accept that there is a need for it.</td>
<td></td>
</tr>
<tr>
<td>d)</td>
<td>Long Stay car parking - other possible sites need to be revisited to establish whether the current problems can be contained by alternative planning.</td>
<td></td>
</tr>
<tr>
<td>E)</td>
<td>On the scheme as presented, we recommend that a clear (2 metre ?) space be left between the row of shops underneath the Toll Booth and the proposed line of car parking in front of them.</td>
<td></td>
</tr>
<tr>
<td>C)</td>
<td>We request that local features such as the “Bull Ring” in the cobbles are not destroyed/ covered over by the “improvements”.</td>
<td></td>
</tr>
<tr>
<td>D)</td>
<td>We strongly recommend that the area immediately surrounding the Butter Cross should be bollardied off and pedestrianised for further development as an historic feature of the town.</td>
<td></td>
</tr>
<tr>
<td>The Council wishes to remind you that they consider this an interim position on the proposals and that they will consider their final response once the outcome of the public consultation is known.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>From</td>
<td>Comment</td>
<td>Officer response</td>
</tr>
<tr>
<td>---------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Hambleton District Council</td>
<td>1. Support in principal for Pedestrian, Public Transport and Signing Improvements. Request care in design and placement of additional signs and public transport infrastructure. Welcome the County Councillor’s statement that ‘...using high quality materials and the design will complement the conservation area’. Request that signage be kept to a minimum.</td>
<td>All proposals within the conservation area will be subject to further consultation when the detailed schemes are prepared, and the District Council’s input to the detailed design process will be welcomed.</td>
</tr>
<tr>
<td></td>
<td>2. Option A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Support for traffic speed reduction measures on approaches to Easingwold</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Support for 20 mph zone outside Easingwold Primary School</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Support for pedestrian and footway improvements</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Support for shared use cycle and pedestrian route, with additional routes requested</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No objection to junction improvements subject to careful design to minimise negative impacts on character and townscape</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Support for passing places on Uppleby subject to demonstration of need.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The District Council’s preference is Option B1.</td>
<td>Proposals will be subject to further consultation when the detailed scheme is prepared.</td>
</tr>
<tr>
<td></td>
<td>No view expressed on proposed footway between ‘The Commercial’ and ‘The Angel’ public houses – more detail</td>
<td>Proposals will be subject to further consultation when the detailed scheme is prepared.</td>
</tr>
<tr>
<td></td>
<td><strong>requested</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>No objection to marking out parking bays provided cobbled areas are marked with ‘T’ markings. Opposed to marking out bays near to the Market Cross building. Support for removal of cobbles near to create smoother stone set footpaths across the Market Place subject to agreement of materials. Comment that need for additional street furniture and signs should be justified, and introduction of additional signs, shelters and other street furniture should not be damaging to the townscape. No objection to slight enlargement of central green. Noted that Easingwold Town Council is seeking grant aid for repair/replacement of the white timber rails which edge the green and that schemes should be co-ordinated.</td>
<td><strong>T</strong> markings are proposed. Bays in the cobbles would be ‘T’ marked using coloured or painted brick pavours, and proposals will be subject to further consultation. Proposals will be subject to further consultation. Noted. Agreed that co-ordination of schemes is desirable.</td>
</tr>
<tr>
<td></td>
<td>Option B2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Noted that proposed closure of road on south side of Market Place would force traffic to use road on north side of Market Place which is already heavily congested. Previous comments regarding road lining and signage apply equally to this option.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4. Disc Parking Zone</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cannot give support to disc parking at this time as insufficient evidence that this measure is necessary at present.</td>
<td>Noted. Further discussions required.</td>
</tr>
</tbody>
</table>
## APPENDIX 3

<table>
<thead>
<tr>
<th>From</th>
<th>Comment</th>
<th>Officer response</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Council</td>
<td>Urged to wait until the impact of the other measures has been established. Recommends that the County Council attempts to negotiate with local shops and other businesses to see whether they would be willing to refrain from parking in the Market Place and informally agree to park in other nearby underused locations such as the Galleries Centre.</td>
<td>Noted. Further discussions required.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Stilton Parish Council</th>
<th>1. Yes in part to Pedestrian, Public Transport and Signing Improvements</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2. Yes in part to Option A except:</td>
<td>Noted. Further discussions required.</td>
</tr>
<tr>
<td></td>
<td>No to the passing places on Uppingby</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. No opinion given</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4. No to Disc Parking Zone</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sutton-on-the-Forest Parish Council</th>
<th>1. Yes to Pedestrian, Public Transport and Signing Improvements</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2. Yes to Option A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. No to Option B1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Yes to Option B2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4. Yes to Disc Parking Zone in the Market Place with 2 hours duration of stay</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Yes to Disc Parking Zone extended to a wider area including part of Long Street.</td>
<td></td>
</tr>
</tbody>
</table>

| Easingwold Parish Council | Members have replied individually. |  |

<table>
<thead>
<tr>
<th>Aline Parish Council</th>
<th>1. Yes to Pedestrian, Public Transport and Signing Improvements</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2. Yes to Option A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. No to Option B1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Yes to Option B2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4. Yes to Disc Parking Zone in the Market Place with 3 hours duration of stay</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No to Disc Parking Zone extended to a wider area including part of Long Street</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The maximum duration of parking will require detailed discussion.</td>
<td></td>
</tr>
</tbody>
</table>

| Tollerton Parish Council | Councils agreed with all the points raised at the public meeting in Easingwold. They had concerns about the positioning of the bus stand but that was all. |  |

| English Heritage | Easingwold is a good historic North Yorkshire town and was interestingly described by Pevsner (The Buildings of England: Yorkshire - The North Riding) as having "a curiously intricate plan...and the Market Place, a friendly cobbled space with...pretty houses many with nice doorcases". Little has changed and English Heritage's view on your traffic management scheme is that it should have minimum physical impact on the streetscape of the Market Place. We have no especial views on the options you propose other than to urge that the one involving minimal intervention into the streetscape / streetscape is adopted. There is a tendency for highway schemes to  | English Heritage will be consulted again when the detailed designs for individual schemes are developed. |

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<table>
<thead>
<tr>
<th>From</th>
<th>Comment</th>
<th>Officer response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sustrans</strong></td>
<td>1. No opinion given to Pedestrian, Public Transport and Signing Improvements</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Yes to Option A</td>
<td>Noted</td>
</tr>
<tr>
<td></td>
<td>Concern to ensure that the National Cycle Network takes the most comfortable and attractive alignment through Easingwold.</td>
<td></td>
</tr>
<tr>
<td><strong>Easingwold and District Community Care Association</strong></td>
<td>1. No to Pedestrian, Public Transport and Signing Improvements.</td>
<td>Officers will need to ensure that, as far as possible, the detailed design improves pedestrian access to the Galtrres Centre, places beyond, and to the Chemist.</td>
</tr>
<tr>
<td></td>
<td>2. Yes to Option A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Yes to speed reducing features on the town approaches.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Yes to altering the junctions at both ends of Long Street</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. No to Option B</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Support for new boarding and setting-down arrangements for buses adjacent to the Green opposite the Printers. Setting down at the end of Chapel Street could cause obstruction and difficulties for the many older people who cross there to go to the Galtrres centre and places beyond, and to the Chemist.</td>
<td></td>
</tr>
<tr>
<td><strong>Easingwold Community Primary School</strong></td>
<td>1. Yes to Pedestrian, Public Transport and Signing Improvements</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Yes to Option A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. Does not fully support or reject Option B</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Considers Option B1 to be marginally preferable to B2.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4. Yes to Disc Parking Zone with 2 hours duration of stay</td>
<td>NYCC officers will arrange to meet with the school so that this response is taken into account in the development of the preferred strategy.</td>
</tr>
<tr>
<td></td>
<td>Yes to Disc Parking Zone extended to a wider area including part of Long Street</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Included 3 pages of other useful ideas &amp; comments and requested a meeting with NYCC officers to discuss taking these forward.</td>
<td></td>
</tr>
<tr>
<td><strong>Millfield Surgery</strong></td>
<td>No comments to make</td>
<td></td>
</tr>
<tr>
<td>From</td>
<td>Comment</td>
<td>Officer response</td>
</tr>
<tr>
<td>------</td>
<td>---------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Yorkshire Motorcycle Action Group</td>
<td>1. Would encourage the provision of dedicated motorcycle parking areas.</td>
<td>Noted</td>
</tr>
<tr>
<td>St John the Baptist and All Saints</td>
<td>1. Yes to Pedestrian, Public Transport and Signing Improvements</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No to 20mph zone outside the Primary School</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No to altering the churchyard steps</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. Yes to Option B1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4. Yes to Disc Parking Zone in the Market Place with 2 hours duration of stay</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No to Disc Parking Zone extended to a wider area including Long Street</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The simplest changes eg Stillingfleet Road improvements, signing and disc parking will make a big difference</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Why a bus stop on Church Hill - buses don't go that way and its on the brow of a hill.</td>
<td></td>
</tr>
<tr>
<td>North Yorkshire Ambulance Service HQ</td>
<td>1. Yes to Pedestrian, Public Transport and Signing Improvements.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Yes to Option A.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4. Yes to Disc Parking Zone in the Market Place with 2 hours duration of stay.</td>
<td></td>
</tr>
<tr>
<td>British Horse Society</td>
<td>1. Yes to Pedestrian, Public Transport and Signing Improvements.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Yes to Option A.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. Yes to Option B1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No to Option B2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4. Yes to Disc Parking Zone in the Market Place with 2 hours duration of stay</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No to Disc Parking Zone extended to a wider area including part of Long Street</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No other comments.</td>
<td></td>
</tr>
<tr>
<td>Cyclists Touring Club - North Yorkshire District Association</td>
<td>1. Support for Pedestrian, Public Transport and Signing Improvements</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Support Option A except:</td>
<td>Noted</td>
</tr>
<tr>
<td></td>
<td>Some concern about the Junction improvement at both ends of Long Street and also The creation of passing places on Upplaby - need ensure that these are not worse for cyclists than the current junction layouts</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. Support for Option B</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Slight preference for Option B2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Requested consideration is given to cycle facilities within</td>
<td></td>
</tr>
</tbody>
</table>

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### APPENDIX 3

<table>
<thead>
<tr>
<th>From</th>
<th>Comment</th>
<th>Officer response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option B, particularly access to Galtres Centre and toilets, and cycle parking</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Support for Disc Parking Zone in the Market Place and perhaps extended to a wider area including Long Street.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Confederation of Passenger Transport UK</strong></td>
<td>Supports the public transport proposals.</td>
<td></td>
</tr>
<tr>
<td><strong>Reliance Motor Services</strong> (bus operator)</td>
<td>1. Yes to Pedestrian, Public Transport and Signing Improvements</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Yes to Speed reducing measures</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Yes to Pedestrian and footway improvements</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Yes to Junction improvements at both ends of Long Street</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Yes to creation of passing places on Upoleby</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No opinion given on other aspects of Option A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. Yes to Option B1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No to Option B2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4. Yes to Disc Parking Zone in the Market Place (no preference expressed on duration of stay)</td>
<td>There is a need for a designated coach drop off / pick up point within the town centre, preferably within the Market Place. One option that may be feasible is to use the 'layover' bus stop on Chapel Street.</td>
</tr>
<tr>
<td></td>
<td>No to Disc Parking Zone extended to a wider area including part of Long Street</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Would like to see a separate coach parking area in the town.</td>
<td></td>
</tr>
<tr>
<td>W.P. Hutchinson (bus operator)</td>
<td>Would not like to see any reduction in road width on Tyler's Walk as this could interfere with operation of Bus Service 40</td>
<td>Street that is proposed in both Options B1 and B2. There is also a need for coach parking within a reasonable distance of driver's facilities. Officers will continue to seek suitable sites and to discuss options with Hambleton DC and Easingwold TC. Proposals will be checked to ensure that buses and large vehicles can pass. Proposals will be subject to further consultation including with operators.</td>
</tr>
<tr>
<td></td>
<td>No comments to make.</td>
<td></td>
</tr>
</tbody>
</table>
Appendix J – Area Committee Report, Area Committee Minutes and NYCC Decision Record
NORTH YORKSHIRE COUNTY COUNCIL

COUNTY COMMITTEE FOR HAMBLETON

28 JULY 2003

EASINGWOLD 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 traffic management strategy options for Easingwold.

1.2 In addition, the report is to make recommendations on the Traffic Management Strategy for Easingwold.

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 some of these measures will be commenced during the current financial year using funds already identified in the LTP budget allocation for 2003/04.

2.0 BACKGROUND

2.1 Members will recall that, at the meeting of this Committee on 12 May this year, a report was presented which provided an update on progress on preparation of the Easingwold Traffic Management Strategy.

2.2 At the meeting, Members resolved that three main strategy options, listed as Options A, B1 and B2, for managing traffic movements in Easingwold, together with a number of short term measures throughout the town, and a long term parking strategy for the town centre be approved as a basis for the public consultation exercise. All of these proposals are indicated on the exhibition display drawings which will also be displayed at your meeting.

2.3 Over 4,500 leaflets were delivered to addresses in Easingwold and the surrounding rural areas, and to almost 50 stakeholders and statutory consultees. An exhibition of the options and other proposals was also held in the Galtres Centre in Easingwold between 6 and 19 June. This exhibition was manned by County Council and Mouchel North Yorkshire Officers for the first two days. A copy of the consultation leaflet is included with these papers to remind members of the details of the proposals presented for public comments.
2.4 The summary of the overall response to this exercise is attached to this report as Appendix 1.

2.5 Members will note that almost 25% of the 4,500 plus households and businesses, to whom the leaflets were distributed, have responded to the consultation. This is an excellent level of response once again for a consultation exercise of this kind, and Members will also note the very positive nature of the response in terms of the levels of support to the various suggested proposals.

2.6 Many of the questionnaires were accompanied by detailed written comments, and in the case of many of the stakeholders and statutory consultees, more formal written submissions were made. A summary of the questionnaire 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 (where these are appropriate), is attached as Appendix 3.

3.0 INTERPRETATION OF 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 and business operators, and from stakeholders and statutory consultees alike.

3.2 It is quite clear from the responses received that all of the short term, measures involving pedestrian, public transport and signing improvements, were well supported (85% support). It is therefore proposed, as indicated to Members in the report to your Committee on 12 May, to proceed to the detailed design and implementation of these measures from the budget allocation of £100k in the current financial year.

3.3 In addition, 80% of the respondents supported Option A which involves a range of proposals to improve road safety, and enhance pedestrian and cycle facilities in Easingwold. These include speed reducing features on the approaches to the town, a 20 mph zone outside the Primary School; pedestrian/footway improvements, a shared use pedestrian/cycle route, junction improvements on Long Street and the creation of passing places on Uppleby. Support for these individual measures ranged from 58% for shared use of cycle and pedestrian routes to 85% for the pedestrian and footway improvements. Given this level of support for Option A your Officers recommend that those proposals which can be progressed without additional significant consultations be developed for implementation. The timing of these works will need to be subject to further review as part of the roll forward of the capital programme. Although the shared use cycle and pedestrian
routes did receive over 50% support (at 58%), the concerns of the town council are noted and your officers will endeavour to achieve segregation on these shared routes wherever physically possible.

3.4 Members will also note that the proposal to introduce a disc parking zone received over 66% support with the majority (57%) expressing a preference for 2 hours maximum duration. 92% of respondents considered that such a zone should include the Market Place, with a lower percentage (54%) considering that it should also include part of Long Street. It will also be noted that Hambleton District Council has indicated it cannot give its support to the introduction of a disc parking scheme at this time as it is considered there is presently insufficient evidence to support it. The District Council would prefer, at this stage, to rely on voluntary arrangements with local business employees. Easingwold Town Council, on the other hand, has indicated its support for the proposal. The Town Council has, however, expressed concerns about the impact that such a scheme could have. These include such issues as the possible impact on adjoining areas unless adequate long stay parking is provided within a reasonable distance of the town centre, conservation concerns in the Market Place, and finding an appropriate agreement with the District Council.

The realisation of this strategy will, of course, require considerable development with partners such as the District and Town Council, landowners and other stakeholders, and will require careful consideration and further discussion with these partners on such matters as extent of the zone, implications for other areas outside the zone, management arrangements, and timing of implementation.

3.5 The remaining issue is the more fundamental alterations to the road layout in the Market Place to accommodate buses and improved parking as envisaged in Options B1 and B2. Members will note that a substantial majority of respondents (77%) supported improvements to the Market Place, but that the community is almost equally split in relation to the preferred option (56% favouring B1 and 54% favouring B2). These figures exceed 100% because some indicated support for both options. We have therefore undertaken a further analysis of these responses in order to determine the levels of support for each option from those properties within, and fronting onto, the Market Place. This analysis indicated 55% supported Option B1 and 48% supported B2. We have also taken into account the preferences expressed by the other two main bodies representing the community, Easingwold Town Council and Hambleton District Council.

Both the Town Council and District Council have indicated a preference for B1 with certain qualifications which will require further discussion. Members will note however that whilst the Town Council, in expressing support for B1, it has also indicated a wish to introduce one-way vehicular operation, in a northerly direction, on the length of road flanking the west side of the Market Place. It is suggested that an additional benefit of this proposal would be to enable the carriageway to be reduced in width thereby enabling a footway to be provided on the western side of the road. This proposal had not been
included in any of the alternative proposals, but it is considered by your officers to be a suggestion worthy of further consideration and discussion. Members will also note that the bus operators who have responded have indicated a preference for Option B1.

3.6 Members need to consider which, if either, of these two options to adopt for the future management of traffic movements in Easingwold Market Place.

3.7 Your Officers are of the view that significant improvements can be achieved in the town centre whichever of the two options is selected, but on the basis of the further analysis described at paragraph 3.5 above, it is considered that Option B1 should be adopted as the preferred strategy so that it can be developed in more detail, for further consultation, prior to implementation.

3.8 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.

4.0 FURTHER INFORMATION

4.1 Members are asked to note that the decision on the Traffic Management Strategy to be adopted for Easingwold is a matter which is delegated to the Director of 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 great local concern, as underlined by the particularly high level of response to the public consultation exercise.

5.0 RECOMMENDATIONS

5.1 It is recommended that the intention to proceed to the detailed design and implementation of the short term measures referred to in paragraph 3.2 of this report from the budget allocation of £100k in the current financial year be noted.

5.2 The Director of Environmental Services be informed that it is the Committee's view that the proposal to introduce a Disc Parking Zone in Easingwold should be agreed in principle, the detailed arrangements in relation to maximum parking duration, extent of the zone and management regime, to be the subject of further negotiations with the Easingwold Town Council, Hambleton District Council and other principal stakeholders.

5.3 The Director of Environmental Services be informed that it is the Committees view that a Traffic Management Strategy for Easingwold which includes the proposals in Options A and B (1) as described in the public consultation leaflet and as indicated on detailed display drawings 77 x 20-002/10B, 11A and 12F, should be approved.
5.4 Officers be requested to present a further report to a future meeting of this Committee, setting out a proposed phasing plan for implementation of the approved strategy for Easingwold.

M O MOORE
Director of Environmental Services

Background Papers: None

Author of Report: Stewart Hurst
HAMBLETON AREA COMMITTEE

Extract of minutes of the meeting held 28th July 2003

EASINGWOLD TRAFFIC MANAGEMENT STRATEGY

CONSIDERED –

The report of the Director of Environmental Services on the outcome of the public consultation exercise on the Traffic Management Strategy options for Easingwold.

The Reverend John Harrison and District Councillor Geoffrey Ellis addressed the meeting.

Concerns raised by them included the imposition of 20 mph speed limit outside the Primary School; the construction of passing places in Uppleby; the positioning of bus shelters in the Market Place; the positioning of parking spaces to allow ease of access and exit from the spaces and whether it was appropriate to introduce a disc parking zone.

RESOLVED –

(a) That the intention to proceed to the detailed design and implementation of short term measures referred to in paragraph 3.2 of the Director’s report from the budget allocation of £100,000 in the current year be noted.

(b) That the Director of Environmental Services be informed that it is the Committee’s view that the proposal to introduce a disc parking zone in Easingwold should be agreed in principle, the detailed arrangements in relation to a maximum parking duration, the extent of the zone and management regime to be the subject of further negotiations with Easingwold Town Council, Hambleton District and other principal stakeholders.

(c) That the Director of Environmental Services be informed that it is the Committee’s view that a Traffic Management Strategy for Easingwold which includes the proposals in options A and B (1) as described in the public consultation leaflet and as indicated on detailed display drawings numbers 77X2-002/10B, 11A and 12F be approved.

(d) That the officers present a further report to a future meeting of the Committee setting out a proposed phase planning for the implementation of the approved strategy for Easingwold.
NORTH YORKSHIRE COUNTY COUNCIL

DECISION RECORD

Re: EASINGWOLD 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)

The following executive decision has been taken:

(1) That a traffic management strategy for Easingwold be adopted, which includes the proposals contained in Option A and B(1) as described in the consultation leaflet and as indicated on Drawings 77X20 – 002/10 B, 11A and 12F which were displayed at the County Council’s Committee for Hambleton on 28 July 2003.

(2) That the introduction of a disc parking zone in Easingwold be agreed in principle and to be subject to further investigations with Easingwold Town Council, Hambleton District Council and other principal stakeholders.

By whom: M O Moore – Director of Environmental Services
(insert name of Meeting, Member or Officer)

On: 5 August 2003
(insert date decision taken)

Reasons for decision:

To enable the implementation of the traffic management strategy for Easingwold to proceed.

Details of any alternative options considered and rejected:

None
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>
<thead>
<tr>
<th>Conflict</th>
<th>Dispensation?</th>
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<tbody>
<tr>
<td>None</td>
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Signed ........................................... Publication Date: [to be inserted by Margaret Gray]

Mike Moore
(Name) ...........................................

Environmental Services
Directorate ...........................................

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: SG Hurst

Contact for copy of report considered S G Hurst

To: Margaret Gray, Committee Services – for onward circulation to:
   > all Members of the Council
   > all Political Assistants
   > Stephen Knight, Head of Committee Services
   > Catherine Whitehead, Monitoring Officer
   > John Moore, Chief Finance Officer
   > Ray Busby, Corporate Policy & Performance
   > Amanda Fry, Staff Officer to the Chief Executive Officer