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1. Introduction

North Yorkshire County Council (NYCC), in its role as the Highway Authority for Hawes, traditionally targeted local issues and problems by introducing appropriate remedial measures. This approach generated some success, but possibly lacked the cohesion that can be generated by a longer-term comprehensive plan for improvement. To do nothing was not considered to be a viable for the future prosperity of Hawes.

The overall aim of the Traffic Management Strategy for Hawes was to produce an integrated transportation strategy for the town, aimed at securing long lasting improvements, especially for vulnerable road users, whilst maximising economic and environmental well being and minimising existing or potential sources of detrimental impact.

A copy of the Consultants Brief for the study is included as Appendix 1 of this report. Whilst considered to be a working document, and thus not totally prescriptive, it set out stages to be included in the strategy development process. The structure of this report has been developed within the framework of the brief, which in turn was developed within the framework set out by the (NYCC) Local Transport Plan (LTP) 2001–2006 dated July 2000. It is also consistent with the Yorkshire Dales National Park Authority (YDNPA) Local Plan dated September 1996.

The NYCC LTP and YDNPA Local Plan were been prepared in line with central government guidance on transport and planning. Of particular relevance is Planning Policy Guidance Note 13 (PPG13), which sets objectives to integrate planning and transport at the national, regional, strategic and local level.

Consultation has been carried out to ensure that the views of all sections of the wider community have been taken into account. These include views from local residents, Hawes Town Council, Richmondshire District Council, Yorkshire Dales National Park Authority, English Heritage, transport operators, police and emergency services, and other key partners. The attendees of workshops held as part of this process are listed in Appendix 2.

The strategy proposed within this document identifies costs and prioritises a programme of schemes for implementation. A Pedestrian Action Plan for Hawes has been prepared as an integral part of the strategy and has been included as Appendix 3. A Cycle Plan for Hawes is included as Appendix 4.
2. The Hawes Study Area

2.1 Location

Hawes is situated in the Yorkshire Dales National Park in Upper Wensleydale. It is surrounded to both the North and South by high terrain. The study area indicated on Figure 1 encompasses the developed area of Hawes, including Wensleydale Creamery but not Gayle to the South. To the north, the area includes the Industrial Estate accessed off Brunt Acres Road. Figure 1 also shows the wider locational context of the town.

2.2 Character of the Town

Hawes is characterised by its function as a rural market town serving the local and wider community, it provides an auction mart and facilities for the farming community, and its economy has significant reliance on tourism.

Hawes is a small rural market town built along the A684. Apart from a few narrow side streets, most of the developed area fronts directly onto the A684. The Market Place has a continuous footway on the south side only, the north side being characterised by its cobbled areas in front of the shops, public houses, hotels and guest houses.

To the east of the Market Place, the narrow one-way streets lead to bridges over Gayle Beck and on to the junction with Brunt Acres Road. There are a few narrow footways along these streets but mostly pedestrians are forced to walk in the road.

On market day the town becomes congested with conflicting demands for space made by the traffic on the A684, market stalls on the cobbled areas, pedestrians, parked cars, delivery vehicles, buses, tourists and tourist coaches.

The town provides the local facilities needed by the rural community as well as being a tourist attraction in itself.

Facilities available in the town include: Post office, library, school, doctor’s surgery, banks, outdoor market, shops, public houses, community office, town hall, and churches.

The principal tourist attractions are: Wensleydale Creamery; Dales Countryside Museum and National Park Visitor Centre; Outhwaite Ropemakers; Ivor Grace Woodturning; Orange Glow Glass; Wensleydale Pottery; and the annual Hawes Gala.
2.3 Demography

The population of Hawes is estimated to be 900, with a further 450 in the nearby communities at Gayle, Appersett and Burtersett. The town also serves the scattered rural communities of upper Wensleydale and upper Swaledale, with a total population of about 3,500. Around 80% of households in the area have a car and many have two or more.

2.4 Access

Hawes is located on the A684 providing access from the A1, 28 miles to the East, and from the M6, 20 miles to the West. Other routes into Hawes include the B6255 heading southwards to Ribblehead and beyond, and the B6259, which heads North from Garsdale passing through Kirkby Stephen and onwards to the A66 at Brough.

Hawes is 6 miles from Garsdale Station on the Settle and Carlisle railway line, which can be accessed by shared private hire car Monday to Saturday. There is also a connecting bus from Ribblehead Station (10 miles) on summer Sundays and Bank Holidays.

The Friarage Hospital in Northallerton, a journey of 33 miles, serves the population of Hawes. The journey takes 1 hour by car or 2 hours by bus. The daily bus service to Northallerton via Leyburn does not serve the hospital.

The town is served by three off-street car parks. These are situated at Gayle Lane, off the market place, and at the visitor centre. There is on-street parking available including the Market Place, Penn Lane, at the junction with Brunt Acres Road, and along the A684 eastern approach to the town.

2.5 Historical Development

Cheese making has brought tourists to Hawes in recent times, although the tradition can be traced back to French Cistercian monks who settled at Fors, four miles from Hawes in 1150 and later moved to Jervaulx in Lower Wensleydale, where they produced a blue cheese similar to Roquefort. Following the dissolution of monastery in the 16th century, farm-produced cheese was the norm, but in 1897 production began on a larger scale at the Hawes Dairy (later the Wensleydale Creamery).

Rope making has been recorded as an occupation in Hawes since the first national census in 1841, and may date back to the early part of the 18th century. The current site has been used for rope production since 1922, and has been further developed by the current owners since taking over the business in 1975. Locals and visitors have always been welcome to visit and watch rope being made during working hours, a practice continued to the present day.
Figure 1: Hawes Location and Study Area
Hawes was first recorded as a market place in 1307, but it was not until 3rd February 1699, after a number of individuals were taken to court for trading illegally on a weekly basis, that Matthew Wetherald, his heirs and assigns were granted a Market Charter by King William III. Said to be one of the highest Market Towns in England, a bustling market is held each Tuesday. Shops traditionally close early on Wednesday.

Until the construction of the Auction Mart in the early 20th century, farmers’ livestock dominated the street market. The Auction Mart serves a large area of the Yorkshire Dales and attracts buyers from all over the country, weekly sales are held every Tuesday throughout the year, and a number of special sales are held during the autumn.

The man-made and natural attractions, the latter including the Buttertubs Pass and Hardraw Force the largest single drop waterfall in England, both to the North of the town, help to attract over 8 million visitors per year to the area. For over 90% of these, access is achieved by car, and during the summer months 60% of traffic is visitor related.

In 2001, foot and mouth disease hit the communities of upper Wensleydale hard, with farms losing livestock and a huge drop in visitor numbers affecting the tourist related businesses.

2.6 Transport development

Hawes gained increasing importance as a staging point and trading centre throughout the 17th and 18th centuries. In 1795, the Lancaster to Richmond turnpike was re-routed through the town, bringing the first stagecoach traffic, and later the railway reached Hawes in 1877 providing links to the East of England via Leyburn and Northallerton, and to the West via the Settle and Carlisle line. At the end of the 19th century thousands of tons of stone flags were shipped by rail from Hawes each month.
3. Transport in Hawes

3.1 Main traffic generators

The main tourist attractions within Hawes generate the majority of traffic during the tourist season, which runs from May to October. Attractions include the:

- Wensleydale Creamery, at the south-east of the town on the road to Gayle;
- Dales Countryside Museum and National Park Visitor Centre, in the old station building at the North of the town;
- Outhwaite Ropemakers, adjacent to the countryside museum;
- Ivor Grace Woodturning;
- Orange Glow Glass;
- Wensleydale Pottery, in the Market Place; and,
- Hawes Gala held in June. An annual town cultural event, consisting of family orientated activities such as, fun sports events for children, the annual visit of the funfair, fancy dress competitions, floats, parades around the town, teas and side shows.

Out of season, the main traffic generators are the market and Auction Mart held in Hawes on a Tuesday.

3.2 Major pedestrian activities

No pedestrian counts have been undertaken within Hawes. From observation, the main pedestrian flows appear to be:

- From the Countryside Museum / Ropemakers / Car Park area to the Market Place via the one-way system;
- From the Market Place Car Park to the Market Place;
- From the Gayle Lane Car Park to the Market Place;
- Along and across the Market Place; and,
- From the Creamery Visitor Centre and car park to the Market Place.

It should also be noted that The Pennine Way passes through the town.

3.3 Major cyclist activities

There are numerous factors affecting levels of cycle use, including the provision of facilities, topography and weather.
The two cycle counts available for Hawes were both undertaken on weekdays and it is unlikely that these represent the peak cycle flows through the town, which are more likely to occur at weekends, cycling in the town being largely a tourism activity. Indeed, Hawes acts as a focus for cyclists who take advantage of the food, drink and shopping facilities that the town has to offer. Cycle parking is limited in Hawes and is not provided in the Market Place.

The town is also a key overnight stop on the Yorkshire Dales Cycleway (National Cycle Network: Regional Route 10), a 130 mile (208km) circular route from Skipton.

There are 2 ‘Sheffield’ type cycle stands in the Gayle Lane car park.

3.4 Public transport facilities and services

Buses serving the town stop in the Market Place (Plate 1), where information is provided outside the Market House/Library. Road markings are provided for westbound services, but no such provision is apparent for services in the opposite direction. The stop is served by:

- Service 112 – Operated by Braithwaites Coaches, with financial support from NYCC, serving Gayle, Garsdale, Sedbergh and during school terms Settlebeck High School. Additionally on Wednesday and Friday a service extends to Oxenholme and Kendal.

- Service 130 - Operated by Braithwaites Coaches, a twice-daily service to Keld.

- Service 156/157/Postbus – Services operating along Wensleydale to Bainbridge, Leyburn, Bedale, Leeming and Northallerton, at roughly an hourly frequency. Dales and District operate services 156 and 157, with financial support from NYCC.

A stop with shelter is provided for eastbound services on The Holme to the West of Holme Bridge. Timetable information is provided at the stop, but passengers were seen to have to negotiate parked cars to access a bus. There is some evidence that road-markings had not been replaced following resurfacing.

A third stop is located at the Dales Countryside Museum. The stop has an NYCC flag and a telephone number 01969 667450. Timetables are provided for service 800, operated by Arriva Yorkshire. The timetable dated 4 November to 24 March gives details of a service departing Leeds at 10:10 and arriving in Hawes 13:25. The return service departs Hawes at 15:20. The Museum is also served by a heritage service (Plate 2) operated by Cumbria Classic Coaches. This operates with stops and on a hail and ride basis between Ravenstonedale, Kirkby Stephen and Hawes on Tuesdays between mid-April and the end of October. The service is timed to provide visitors with a 3½-hour stay in Hawes.
Plate 1: Bus Stop Facilities: Hawes Market Place

Plate 2: Cumbria Classic Coaches Weekly Summer Service
3.5 Rail

Wensleydale Railway PLC supported by the Wensleydale Railway Association intends to reopen the railway line for passenger services between Garsdale and Northallerton. There is significant local support for reopening the line between Garsdale and Hawes at an early stage in the project. Supporters see this project as an opportunity to regenerate and revitalise the local economy following the disastrous effects of foot and mouth disease on the area.

3.6 Taxis

During weekdays and on Saturday, a shared hire car service operates between Hawes, Garsdale and on alternate days Askrigg. The service (also numbered 112) is timetabled for up to four trips per day to connect with rail services from Leeds and Carlisle. It is operated by A R Harrington and must be booked in advance.

3.7 Motorbikes

- Considerable numbers of motorcyclists have congregated in Hawes on Sundays for many of years, parking throughout the central area. Mouchel has observed that:
  - There is currently a lack of dedicated high visibility motorcycle parking within the town.
  - A number of smaller parking locations may be preferable to one large location.

Discussions with motorcycling groups indicate that motorcyclists may be prepared to pay to park in suitable locations.

3.8 Major vehicle activities

Through traffic on the A684 must either pass through the one-way system and Market Place, or travel via Brunt Acres Road and Hardraw (this route is compulsory for vehicles weighing over 17 tonnes).

Traffic can be attributed to a number of distinct sources:

- Local shopping and visitor traffic;
- Service and delivery vehicles serving business premises in the Market Place and along the A684;
- Commercial vehicles serving the Creamery;
- Quarry traffic; and,
- Local agricultural traffic.
Traffic counts (Figure 2) reveal a maximum flow of 990 vehicles heading eastbound between Turfy Hill and Gayle Lane in a twelve-hour period. At the same time, 868 vehicles were recorded travelling westbound over the same section.

Surveys of HCV have been undertaken in the Market Place since 1998, but as yet, it is not possible to establish trends, because considerably fewer vehicles were recorded in 1999 than either the preceding or subsequent year. The flow in 2000 was 77 vehicles heading eastbound towards Bainbridge and 61 vehicles heading westbound towards Appersett.

Figure 2: Traffic Counts

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<td>Towards Appersett</td>
<td>Towards Bainbridge</td>
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3.9 Car parks, off-street and on-street parking, coach parking, waiting restrictions.

There are two main types of car parking in Hawes, public off-street parking and public on street parking. These are detailed in Figure 3.

Public off-street parking

The town is served by three car parks.

- The Yorkshire Dales National Park Authority Car Park (Plate 3) at the Dales Countryside Museum. Charges for cars, motorcycles and minibuses with up to 16 passengers are £1 for one hour and £2 for over one hour. Charges are doubled for vehicles requiring more than one space, although, coaches are allowed to park for free. Annual passes are available for visitors, guesthouses and businesses at a charge of £70. A free residents pass is available to all residents of properties situated within the national park boundary. There are 111 spaces including 2 for disabled people, and 6 bays for coaches.

- A free car park is located on the south side of the Market Place. It is understood that this is owned by the Market Toll Trustees. There are 18 spaces including 2 for disabled people.

- Richmondshire District Council operates Gayle Lane car park. There are 97 spaces including 2 for disabled people. Charges are applicable between 08:00 and 18:00 on all days. The charges are:
  - 60p for up to two hours;
  - 90p for up to 3 hours;
  - £1.20 for up to 4 hours; and
  - £1.50 for over 4 hours.

RDC Permits are available allowing unlimited long-stay parking for £30 per annum and disabled badge holders are allowed to park free of charge.

Public on-street parking

On street parking dominates the market place and main streets through the town. In locations where on-street parking is restricted, for example, on the North side of Burtersett Road and through the southerly section of the one-way system, restrictions are in force from 08:00 to 18:00 between 21 May and 31 October. Short sections of carriageway are subject to no parking at any time. These include the eastern entrance to the Market Place. Double parking is commonplace (Plate 4).
Figure 3: Parking in Hawes

- On street parking
- Car park
- Area used for off-carriageway parking
- Market area (used for parking on non-market days)

Not to scale

Plate 3: National Parks Authority Car Park

Plate 4: Double Parking in the Market Place
3.10 One-way streets, roundabouts, weight-height-width-access restrictions, speed limits

To the East of the Market Place, the A684 divides into eastbound and westbound one-way streets.

- Eastbound, entry to The Holme from the Market Place is through a sharp left-hand bend into a narrow section of road, further restricted by parking both on the carriageway and partly on the footway.

- Westbound the route is narrow with sharp bends. Narrow footways are provided in short sections, but in part, only consist of stone kerbing. Pedestrians are forced to walk in to the carriageway across the bridge over Gayle Beck, leading to conflict.

The junction of the A684 with Brunt Acres Road is partly one-way and can be confusing to visitors. Some vehicles have been observed to go the wrong way through the junction.

There is a 17 tonne weight restriction on the bridge at Appersett (Plate 5). Heavy vehicles are routed via Brunt Acres Road and Hardraw. All heavy vehicles from the B6255 must pass through the Market Place and one-way system. Gayle Bridge to the South of Hawes is also subject to a 17 tonne weight restriction.

Plate 5: Appersett Bridge
The built up area is currently subject to a 30mph speed limit. On Brunt Acres Road, the 30mph zone is entered in close proximity to the aforementioned junction with the A684 and it may be desirable to extend the zone beyond the bridge over the dismantled railway in parallel to the potential development outlined in Section 4.3.

3.11 Traffic signals, pedestrian crossings and footways

There are no pedestrian crossings or traffic signals in Hawes.

Many of the footways are substandard and need to be considered in the Pedestrian Action Plan. The location of footways and narrow footways are shown on Figure 4. Narrow footways are usually defined as those with a width of less than 900mm. The plan also highlights observed obstructions of the footway. Plate 6 highlights the narrow footway behind railings towards the western end of the town.

There are currently no facilities to aid the mobility of the physically or sensory impaired in Hawes. The Pedestrian Action Plan will define a number of locations at which tactile surfacing should be introduced.

3.12 Known traffic speed problems, law breaking and enforcement

There is no known speeding problem within the study area, although a perception exists within the town of excessive speed, particularly by motorcyclists, on the approaches to the town.

Enforcement of parking regulations, particularly in the Market Place, needs to be addressed. Double parking of vehicles is common. This needs to be considered within the context of a town-wide parking and servicing strategy.

3.13 Road traffic accidents

No personal injury road traffic accidents have been recorded in the study area between January 1999 and December 2001.

Considering accidents over a longer period, the accident of 30 April 1991 is of note. This accident involved a Heavy Commercial Vehicle failing to stop on Turfy Hill approaching Hawes and running on into the Market. A number of vehicles both in motion and stationary were involved and the HCV eventually collided with a market stall, injuring 13 people, 9 seriously.
Figure 4: Provision of footways

- Footway (of width 900mm or greater)
- Narrow Footway (of width less than 900mm)
- Market area
- Footway/carriageway delineation to be determined
  - Steps
  - Sign obstructing footway
  - Parking on footway
  - Uneven surface

Footway (of width 900mm or greater)

- 1200mm
- 1500mm (1200mm at Telegraph Pole)

Narrow Footway (of width less than 900mm)

- 1250mm
- 1500mm
- Width reduces to 760mm
- 330mm
- 450mm
- 570mm
- 340mm
- 800mm behind railings
- 850mm restricted to 400mm by flowerpots

North Yorkshire County Council

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3.14 The views of the public

A stakeholder workshop was held in Hawes on 27th September 2001. It was attended by 17 stakeholder groups and 4 NYCC officers. A full list of attendees is included at Appendix 2. The workshop consisted of a presentation by Mouchel, a brainstorming session to identify key issues, a vote on the 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 were identified as:

- Footpath and Pedestrian Issues - the provision and standard of footpaths, clutter on footpaths and conflict with motor vehicles, also the lack of safe pedestrian routes.
- Cycling - the lack of secure visible cycle parking provision.
• Facilities for the Mobility Impaired and Wheelchair Users - the state and lack of provision of facilities.

• Public transport - information, services and infrastructure, including the suitability of current buses for the elderly and mobility impaired.

• The reinstatement of the Railway.

• Tourist Coaches - facilities for set down/pick up in the Market Place and parking for coaches.

• Traffic Growth and Congestion - particularly on market day and at the Auction Mart during September and October.

• Traffic Flow - the suitability and desirability of the current one-way system.

• Traffic Speeds - both through the town and on the approach roads to the town, with particular reference to motorcycles.

• Commercial and Heavy Goods Vehicles - including access for such vehicles and parking for delivery vehicles.

• Parking Issues - the location and charges for parking, parking on the footways and enforcement.

• Signing Issues - signing clutter, to car parks and for tourist coaches.

• Sensitivity - to the local people and character of Hawes.

• Visitors - catering for growth in numbers.

The discussion notes from Workshop 1 have been included at Appendix 5.

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 North Yorkshire Local Transport Plan is based on a structure of aims and objectives, developed into a strategy that seeks to achieve a core vision:

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

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

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

4.2 **Local Transport Plan Local Objectives**

Hawes is located in NYCC’s ‘Yorkshire Dales and Nidderdale AONB’ policy sub-area. NYCC recognises Hawes as a local service centre and transport node within this policy sub-area. NYCC have also set a number of local objectives within the LTP to take account of the special qualities of the sub-area. These are:

- To minimise the adverse impact of traffic on the environment
- To limit traffic growth by minimising the need to travel and developing non-car modes
- To provide a quality public transport system for as many residents as possible which recognises the importance of tourism on the county
- To promote social equality by providing genuine choice of travel mode which meet the travel needs of the socially and physically disadvantaged.
4.3 Local Plan Developments and Constraints

Planned developments within the study area are detailed in the Local Plan, prepared by The Yorkshire Dales National Park Authority and adopted in September 1996. The plan is likely to remain current until February 2004. Key elements of the Local Plan that need to be considered in context of the Traffic Management Study are:

- **Policy TR3**: Proposed road works … that would result in a loss of road character, will be supported only where the works are necessary in the interests of road safety and no environmentally preferable solution is possible.

- **Policy TR6**: Where village street lighting schemes are being installed or replaced, the use of lighting units that are in keeping with the character of the village, wherever possible fixed by brackets to buildings and emitting an appropriate coloured light, will, subject to the interests of road safety, be encouraged.

- **Policy TR7**: When undertaking road signing, the Highway Authorities will be encouraged to:
  - Avoid erecting signs that are not necessary for road safety or for providing essential information to drivers;
  - Pay close regard to the immediate setting to signs to minimise visual interference with important facades and views;
  - Make maximum use of bracketing signs to existing structures and posts, to avoid clutter of free standing signs; and,
  - Consider the most effective way of rationalising the signs required and of avoiding unsightly clutter.

- Where congestion or environmental problems exist for a significant period, the National Park Authority states that traffic management 'measures may be desirable'. Elements of such management are defined as:
  - Selective signing;
  - Local control of on-the-road parking; and,
  - Co-ordination of alternative forms of access into the National Park.

- On parking, the authority states that 'unless a comprehensive scheme can be implemented, the provision of a car park, assuming an acceptable site can be found, may only serve to attract more vehicles'.

In addition to the policies outlined above, the local plan identifies a 0.89 hectare site located to the West of Brunt Acres Road and to the North of the dismantled railway line, for potential local industrial and business use. The creation of new employment opportunities on the Hawes Creamery Site will be supported.
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 (PPGs). 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 traffic management measures can contribute to planning objectives in a number of ways, including:

- Reducing community severance, noise, local air pollution and traffic accidents;
- Promoting safe walking, cycling and public transport across the whole journey;
- Improving the attractiveness of urban areas and allowing efficient use of land;
- Helping to avoid or manage congestion pressures 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.
- When desirable, the strategy will also take account of PPG 7, which provides guidance on development in rural areas and PPG 15, which covers development in historic environments.
4.5 Traffic Management Strategy Objectives for Hawes

The overall aim for the Town Centre Traffic Management Study for Hawes is to produce an integrated strategy for the Town Centre aimed at securing long lasting improvements, especially for vulnerable road users, whilst maximising the economic and environmental well being of the town and minimising existing or potential sources of detrimental impact. To enable deliver of this aim, a number of objectives have been determined. These are:

- Retain the character of Hawes - including the retention of an element of parking in the Market Place and the use of sympathetic materials.
- Provide safe accessible routes for pedestrians, cyclists and the mobility impaired - including to, from and between visitor attractions.
- Provide cycle parking facilities in the Market Place.
- Provide better facilities for all types of pedestrians in the area of the one–way system - particularly in the westbound section.
- Provide a footway link to Brandymires.
- Develop a parking strategy - which reduces the abuse of current parking regulations, in particular on market day, whilst optimising the management of the existing parking stock.
- Provide for delivery vehicles whilst reducing the impact of HCV traffic passing through the town.
- Reduce traffic speeds - to improve the environment within the retail area and reduce the severity of any potential pedestrian vehicle accidents.
- Seek to reduce obstruction of footways - caused by inappropriate parking and the inappropriate location of temporary advertising signing.
- Improve and consolidate signing within the town - including directional signing towards car parks and for tourist coaches.
- Retain the potential for the reinstatement of rail infrastructure.
4.6 Finance and Implementation

NYCC Traffic Management Priority System

North Yorkshire operates a system by which various problems and potential solutions to traffic management issues in and around Hawes are sent to the Area Traffic Manager. These are then prioritised in a report to the NYCC Richmondshire Area Committee. The Committee decides which matters are worthy of further investigation. There are currently no outstanding issues in Hawes.

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. Schemes in and around Hawes, of relevance to the Traffic Management Strategy are detailed in Table 1.

Table 1: NYCC Programmed Schemes

<table>
<thead>
<tr>
<th>Type of Scheme</th>
<th>Location</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td>Hawes</td>
<td>£90,000</td>
</tr>
<tr>
<td>Public Transport</td>
<td>Hawes/Leyburn Corridor</td>
<td>£100,000</td>
</tr>
<tr>
<td>Cycling</td>
<td>North Yorkshire Dales – Cycle Plan Implementation</td>
<td>£73,000</td>
</tr>
<tr>
<td>Highway Improvement</td>
<td>C32 Hawes to Buckden</td>
<td>£26,000</td>
</tr>
<tr>
<td>Traffic Calming</td>
<td>Hawes Route Study Schemes</td>
<td>£35,000</td>
</tr>
</tbody>
</table>
5. Developing the Traffic Management Strategy

5.1 Identification of Options

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

- A number of pedestrian improvements;
- Additional cycle parking;
- Upgrading and provision of additional bus stops;
- Two main options for the one-way system:
  - Either enhancement of the existing arrangement (Option A);
  - Or provision for two-way traffic on The Holme (Option B).
- A car parking strategy.

5.2 Stakeholder Workshop

- These measures were presented to a stakeholder workshop held in Hawes on 10th April 2002. It was attended by 14 stakeholders and 6 NYCC officers. A full list of attendees is included at Appendix 2. Following the presentation the stakeholders were given the opportunity to discuss the measures in detail. Key elements of the discussion are detailed below.

Pedestrian, cycle and public transport measures

- Footpaths between Gayle and Hawes Market Place need to be improved and made more accessible.
- Can raised tables be constructed at the junction 'bell-mouths' on Gayle Lane?
- A footway links is needed to the Industrial Estate.
- There is a need to ensure that the Pennine Way route is properly addressed.
- Need a pedestrian route through Gayle Lane Car Park.
- Traffic calming gateways were requested on the A684 similar to that on the Ingleton Road.
- There is a need for cycle parking at a number of attractions.
- A crossing point should be constructed to the proposed bus shelter on Gayle Lane.
Option A

- Footway construction of The Holme should not be at the expense of existing car parking.
- Use the existing setts wherever possible, laid flat and closely spaced.
- Consider starting the 20mph zone at the playground entrance.
- Avoid additional sign clutter.

Option B

- Need for gateways to discourage abuse of the pedestrian zone.
- Traffic signal should not be blocked by westbound stationary traffic.
- Retain one-way within the pedestrian zone.
- Provide pedestrian crossing at the entrance to the Ropemakers.
- Can it be undertaken on an experimental basis?
- Concern that trade may suffer in the pedestrian zone.
- Residents on The Holme will face twice the existing traffic flow.
- Parking on The Holme would need to be addressed.

Parking Strategy

- Develop an ‘Optional Extra’ motorcycle park.
- 2 hour disk parking would need to include an all day residents permit.

Measures not finding favour

Three measures suggested in the workshop did not find favour.

- Bypassing Hawes using the old railway alignment.
- Creating a footpath within the primary school grounds alongside Gayle Lane Car Park.
- Removing footways entirely within the proposed Option A 20mph Zone.

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 described below.
Complementary Measures

The complementary measures included.

- Improvements to pedestrian crossing points through the introduction of dropped kerbs and tactile paving to comply with the Disability Discrimination Act. The location of these is discussed in detail in the Pedestrian Action Plan, but in summary includes, Gayle Lane, the eastern end of the Market Place and the junctions around the southern end of Brunt Acres Road.

- The provision of a footpath to Brandymires by extending the existing footpath from the industrial estate, as a surfaced field path, the side of the road to be determined at a later date, but including an uncontrolled crossing point where necessary.

- A ramped footpath to provide for disabled access from the Gayle Lane Car Park to the High Street via the Penny Garth Car Park. The existing route is steep steps with a ‘pinch’ type stile at the bottom. A ramp would serve to provide disabled access from and to the Gayle Lane Car Park. Relocating the disabled spaces within the aforementioned car park should also be considered. A ramp with slope between 1 in 16 and 1 in 20 should be feasible with the removal of trees kept to a minimum.

- ‘Birdcage Walk’ outside the Hawes County Primary School is a narrow section of footway sandwiched between a large retaining wall and old railings. The surface is also in a poor state of repair. A topographical survey has shown that it is not possible to widen the footway whilst retaining essential parking in the vicinity of properties on the opposite side of the road, but shortening the length of railing would greatly increase the usability of the route for those in wheelchairs or indeed pushing small children in pushchairs or prams.

- Improvements to the exiting bus stops in the Market Place by proving a flag, timetable, Kassel kerb outside the Market Hall and bus box on the opposite side of the road will increase the visibility, awareness and accessibility of bus services. In addition the westbound bus stop outside the Post Office would be reinstated and a stop provided at the Wensleydale Creamery to promote the use of stage carriage services by tourists.

- The provision of secure cycle parking is suggested in a number of locations including at the Wensleydale Creamery, in the Penny Garth Car Park and the National Park Visitor Centre/Outhwaite Ropemakers.
Option A

- Option A focused on increasing priority for pedestrians and improving safety for all road users within the current one-way system, to be retained in its existing form.

- The westbound one-way section would be formally designated as a 20 mph zone allowing for the provision of improved pedestrian facilities at both ends of the section. Within the section, alterations will be made to the surface of the carriageway and to the alignment of existing footways to create more priority for pedestrians. The traditional granite setts forming the carriageway will be retained.

- On The Holme, a footway strip would be created on the North side of the existing carriageway, with an upstand of approximately 20mm. This would provide a continuous route for pedestrians between the Market Place, Medical Centre, Industrial Estate, National Park Visitor Centre and the eastern end of the town including the Auction Mart. The footway would not be at the expense of car parking.

Option B

- Option B would provide for two-way traffic on The Holme, with the current westbound section of the one-way system being used only by pedestrians and by vehicles for access to properties and loading for retail premises. This would permit other environmental improvements to the westbound section.

- Traffic on The Holme would be controlled by a signalled junction at the eastern end of the Market Place, which would also act as a controlled pedestrian crossing. The timing of the signals would be set so as to minimise the build-up of traffic within the Market Place.

- In this option The Holme would experience an increase in traffic and it would also be necessary to remove an element of on-street parking.

Car Parking

North Yorkshire County Council has a responsibility for parking on the Highway. Within Hawes the majority of public car parking is controlled by Richmondshire District Council, the National Park Authority, the Market Tolls Trustees and the Lords of the Manor of Bainbridge. The implementation of any changes to parking arrangements would require extensive partnership working.

The proposed parking strategy, centred on the Market Place, would:
Limit parking within the highway boundary in the Market Place to a shorter duration than at present, with exemptions applying for properties with residential frontages and possibly for hotel guests.

Displace some parking from the south side of the Market Place.

Surface the Market Hall car park to provide parking for up to four hours for those working in local businesses.

Allow for the creation of a pedestrian strip along the North side of the carriageway in the Market Place to provide increased safety for pedestrians, particularly on market days. This would not be at the expense of any car parking spaces.

5.4 Public Consultation

The measures and options described above were presented on a leaflet distributed to 79 stakeholders and statutory Consultees and 796 households and businesses in and around Hawes at the end of June 2002. This leaflet was accompanied by a questionnaire, and both are included in this report as Appendix 7.

An exhibition was held between Friday 5th July and Thursday 18th July in the National Park Visitors Centre, Hawes. Both Mouchel and NYCC manned this exhibition on Friday 5th and Saturday 6th 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 26th June, a story following in the Northern Echo on 28th June.

347 questionnaires were returned within the response period, representing a response rate of 38%. An additional 14 questionnaires were completed at the exhibition and 2 completed on the internet.

5.5 Summary of Consultation Responses

Complementary Measures

The level of support for complementary measures

- 80% - Ramped access from Gayle Lane Car Park to Penny Garth
- 79% - New pedestrian footway to Brandymires
- 75% - Footway improvements at ‘Birdcage Walk’ without affecting existing on-street parking arrangements
- 70% - Footway improvements between Gayle Lane and Turfy Hill
- 64% - Improved bus stop definition within the Market Place
• 54% - Re-alignment of the footway on the South Side of the Market Place
• 45% - Provision of secure cycle parking
• 44% - Bus stop provision at the Wensleydale Creamery

Option A
• 84% of respondents supported Option A, 10% did not support this option and 6% did not register an opinion.

Option B
• 6% of respondents supported Option B, 80% did not support this option and 14% did not register an opinion.

Parking Measures
• 56% of respondents supported the proposed ‘Parking Measures’, 29% did not support these proposals and 15% did not register an opinion.

Motorcycle Parking
• 40% of respondents thought that motorcycle parking was acceptable because of the business benefit to Hawes and 44% though that it was a problem that needed to be addressed.

Additional Detailed Comments

A number of additional detailed comments were received. These are summarised in Appendix 8.
6. The Hawes Traffic Management Strategy

The consultation results were reported to the North Yorkshire County Council Richmondshire Area Committee on 21st October 2002. The report asked members of the committee for support of the following proposals:

- A ramped access from Gayle Lane Car Park to Penny Garth.
- A new pedestrian footway to Brandymires.
- Footway improvements at ‘Birdcage Walk’.
- Footway improvements between Gayle Lane and Turfy Hill.
- Improved bus stop definition within the Market Place.
- Cycle parking provision off the highway.
- Improvement of pedestrian crossing points at various locations.
- Rationalisation of signing
- Option A - increasing priority for pedestrians in the westbound section of the one-way system. Designation of the section of road as a 20mph zone and a footway strip on the eastbound section (The Holme).

The members resolved to support the proposals. The main text of the committee report and minutes of the meeting are included as Appendix 9.

The North Yorkshire County Council Director of Environmental Services, Mike Moore, made an executive decision on 25 November 2002 as follows.

1. That the parking strategy for Hawes, as set out in the public consultation leaflet, and shown on drawing no. B9329/014/018A be adopted, to be implemented on a phased basis in consultation with the various owning bodies, and that further investigations be undertaken with other partners into the possibility of providing off-street parking facilities in Hawes.

2. A traffic management strategy for Hawes be adopted which includes the proposals contained in Option A, as described in the Hawes public consultation leaflet and as indicated on drawing B9329/014/015A which was displayed at the Richmondshire Area Committee on 21 October 2002.

Drawing nos. B9329/014/018A and B9329/014/015A are attached to this report.
6.1 Implementation of the Strategy

A phasing programme has been devised to implement the Hawes Traffic Management Strategy. This is summarised in Table 2, below, and sets out the main measures and options, the timescale for implementation and current estimated costs of the projects. North Yorkshire County Council’s Richmondshire Area Committee has agreed the programme and an officer group has been established to oversee the implementation of the study.

Table 2: Hawes Traffic Management Strategy - Implementation Programme

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Year</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dropped kerbs and tactile paving</td>
<td>2002/03</td>
<td>£12,300</td>
</tr>
<tr>
<td>Birdcage Walk footway</td>
<td>2003/04</td>
<td>£13,500</td>
</tr>
<tr>
<td>Brandymires footway</td>
<td>2003/04</td>
<td>£28,200</td>
</tr>
<tr>
<td>Gayle Lane Car Park to Penny Garth footway</td>
<td>2003/04</td>
<td>£35,000</td>
</tr>
<tr>
<td>Gayle Lane to Turfy Hill footway (highway encroachment)</td>
<td>2003/04</td>
<td>£1,000</td>
</tr>
<tr>
<td>Footpath improvement Gayle to Gayle Lane Car Park</td>
<td>2006/11</td>
<td>£10,000</td>
</tr>
<tr>
<td>New footway, Cricket Ground to Rayns Bridge, Brunt Acres Road</td>
<td>2006/11</td>
<td>£35,000</td>
</tr>
<tr>
<td>Cycle parking at tourist destinations</td>
<td>2003/04</td>
<td>£5,400</td>
</tr>
<tr>
<td>A684 Gateway features</td>
<td>2003/04</td>
<td>£7,800</td>
</tr>
<tr>
<td>One-way system improvements including a continuous footway along The Holme</td>
<td>2004/05/06</td>
<td>£415,000</td>
</tr>
<tr>
<td>Traffic Sign Audit and improvements</td>
<td>2003/04</td>
<td>£9,800</td>
</tr>
<tr>
<td>Bus stops, Market Place and Town Foot</td>
<td>2002/03</td>
<td>£2,000</td>
</tr>
<tr>
<td>Passenger transport improvements at National Park Visitor Centre</td>
<td>2006/11</td>
<td>£45,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>£620,000</td>
</tr>
</tbody>
</table>
OPTION A - INCREASING PEDESTRIAN PRIORITY

Key
- Gateway Feature and Pedestrian Improvement
- Other Pedestrian Improvement
- 20mph Zone

Create continuous footways within existing carriageway limits

Gateway feature and pedestrian improvement at entry to 20mph zone

20mph zone (with additional allocation of space to pedestrians whenever possible)

Improve pedestrian facilities at exit of 20mph zone
Appendix 1: Consultants Brief
CONSULTANTS BRIEF FOR THE PRODUCTION OF A TOWN CENTRE TRAFFIC
MANAGEMENT STRATEGY FOR HAWES

1.0 INTRODUCTION

1.1 This brief sets out the requirements for undertaking an analysis of the issues involving all modes of transport in Hawes, North Yorkshire, and for producing an integrated strategy aimed at securing long lasting improvements, especially for more vulnerable road users.

1.2 The proposed strategy must be a practical and pragmatic document; i.e. it must be capable of realisation both in practical and financial terms, given likely levels of LTP funding over the next 5-6 years, and taking account of the fact that 6 or 7 town strategies are likely to be completed in each of the next 5 financial years. The strategy must identify proposed schemes, budget costs and a suggested priority and programme.

1.3 In developing the strategy, Consultants will need to ensure that all appropriate partner organisations are identified, and that they, together with the local elected member and members of the public are consulted and fully involved before forming any conclusion at relevant stages of the study. This will involve careful planning and effective organisation since it is expected that from commencement of study to completion of final report will take no longer than 5 months. The principal contact officer during the preparation of the study will be the County Council's relevant Area Traffic Manager, and guidance will also be available from the Senior Assistant Engineer (Traffic Management) SAE(TM), the Passenger Transport Manager (PTM), and the Senior Assistant Engineer (Forward Planning) SAE(FP) as appropriate, all of whom are based at County Hall.

1.4 Any issues and/or additional requirements which are specific to the town covered by this study are listed at Appendices A and B to this Brief. The Consultant will be expected to include in his work on this study, consideration of all of the particular issues listed at Appendix A, and to undertake all of the additional requirements listed at Appendix B.
NOTE: The Inclusion of Appendix A with a study brief is to provide the opportunity to ensure that the Consultant includes particular issues already identified as critical in the preparation of the traffic strategy, but which might otherwise not be included.

The inclusion of Appendix B will inform the Consultant that a Pedestrian Action Plan and/or a Cycling Plan is needed as a separately identifiable element of the study.

2.0 STUDY FRAMEWORK

2.1 Whilst not intended to be totally prescriptive in terms of the format of the study and the report, it is expected that the following stages will be included in the Consultants work.

<table>
<thead>
<tr>
<th>Stage</th>
<th>Description</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Preliminary Arrangements</td>
<td>Organise brainstorming session involving Area Chairman, Local Member and Officer Sub-Group to identify main issues.</td>
</tr>
<tr>
<td>2</td>
<td>Background</td>
<td>An introduction to the area to be studied including preparation of base plans showing main traffic generators, main features including car parks, bus and rail stations, on-street parking areas and extent of waiting restrictions, any one-way streets or other restricted junction movements, including any significant constraint on vehicle movements such as HCV bans, pedestrian crossings, roundabouts and signalised junctions. The text to include a summary of major vehicle and pedestrian activities, including a review of movement patterns, parking numbers, bus stop locations and locations where there are known speed problems and/or a high incidence of personal injury accidents. This work should be based on information obtained from existing survey sources and from Area Traffic Managers knowledge of the town in question; supplemented only by snapshot surveys where no other information is available. Agree first draft with ATM/SAE (TM)SAE(FP)/PTM/Div Eng (Officer Sub-Group). Also confirm agreement on issues to be addressed.</td>
</tr>
<tr>
<td>Stage</td>
<td>Description</td>
<td>Comments</td>
</tr>
<tr>
<td>-------</td>
<td>-------------</td>
<td>----------</td>
</tr>
<tr>
<td>3</td>
<td>LTP context</td>
<td>This stage is required to identify the LTP policy implications insofar as they affect the study area, identifying in particular, LTP priorities, indicated levels of available funding and schemes already programmed.</td>
</tr>
<tr>
<td>4</td>
<td>Identify and agree key partner organisations</td>
<td>List contact organisations in consultation with Officer Sub-Group, make contact with invite to and arrange first workshop. <strong>Aim of Workshop</strong>—To identify current problems and issues, and key partners for representation at future partnership meeting(s).</td>
</tr>
</tbody>
</table>
| 5     | Production of current problems and issues chapter | It will be the responsibility of the Consultant to ensure that the workshop secures an agreement on the main issues which need to be addressed, and their **relative priority**. It is expected that the following areas will be covered as a minimum.  
(i) Pedestrian problems and needs.  
(ii) Cycling and cycle facilities.  
(iii) Public transport including rail (if appropriate), buses and taxis.  
(iv) Servicing.  
(v) Vehicular traffic—congestion/parking/demand management.  
(vi) Mobility/Disabled access considerations.  
(vii) Safety problems, and vehicle speed issues.  
(viii) Environmental concerns including identification of locations/sites likely to benefit from either school or Green Travel Plans.  
(ix) Land use allocations in District Local Plan so as to identify any future major traffic generators.  
Having obtained a consensus view from the workshop, the Consultant will be required to independently review the areas of concern identified, produce appropriate plans and a written summary of the issues, which will form a chapter of the final report. |
<table>
<thead>
<tr>
<th>Stage</th>
<th>Description</th>
<th>Comments</th>
</tr>
</thead>
</table>
| 6     | Strategy Objectives | Completion of this stage is a vital milestone in the study and should draw together the main factors identified in Stage 5, and formulate a set of critical objectives for the strategy. Initially these, together with the current problems and issues, must be agreed with the Officer Sub-Group and then with the key partners at a study partnership meeting to be organised by the Consultant. It is anticipated that the consultant will be guided by the County Council's principle objectives which, in priority order, seek to improve conditions for pedestrians, cyclists, public transport users and vehicle drivers, having particular regard to meeting the County Council's road safety objectives and targets.  

**Aim of meeting** - To agree a final draft of the current problems and issues chapter and to agree the critical objectives for the strategy. |
| 7     | The Strategy        | The formulation of an integrated management strategy for the town.  

This stage should include the production of appropriate plans to demonstrate the way various proposals will integrate as part of an overall strategy. The text will be expected to describe in detail the approach to meeting the critical objectives, indicate areas for priority treatment, identify individual schemes for implementation and indicative budget costs, and produce a prioritised programme of work having regard to likely funding levels in the LTP which will need to be ascertained by discussions with the appropriate Client Officers. Any potential sources of 3rd party funding for particular elements of the strategy should be identified. Where separate walking and cycling strategies are called for, separate priority lists for pedestrian and cycling facilities must be identified, together with outline implementation programmes based on the likely available funding levels in the LTP. |
<table>
<thead>
<tr>
<th>Stage</th>
<th>Description</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A draft of this chapter must be produced for agreement by the Officer Sub-Group, and then circulated to key partners for comment. A further workshop meeting should then be arranged to discuss any suggested amendments. <strong>Aim of Workshop:</strong> To secure agreement to the detailed draft strategy, and agree the method of public consultation.</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Other consultations</td>
<td>The draft of the document incorporating stages 1-7 will then be circulated for wider consultation with the public. The consultant will be responsible for production of a questionnaire/explanatory leaflet and any exhibition material and will be expected to allow for the attendance of one officer at the public exhibition for an 8-hour period. The response to this round of public consultation must be collated and appropriate responses formulated prior to the production of any amendments to the draft document. The draft should be circulated to key partners if it is agreed with the Client Officer Group there are any significant changes arising from the public consultation stage. A further partnership meeting would, in this eventuality, need to be organised to discuss and agree any changes. The draft document must then be reported to the North Yorkshire County Council's Richmondshire Area Committee for approval. The Consultant should allow for the production of an amended document, suitable display drawings for the Committee meeting and for attendance at the meeting. At this stage, the final draft should also include an implementation programme, identification of additional sources of funding, LTP funding profile, and proposals for monitoring the outcomes of the various scheme elements and the criteria by which they should be monitored.</td>
</tr>
<tr>
<td>Stage</td>
<td>Description</td>
<td>Comments</td>
</tr>
<tr>
<td>-------</td>
<td>-------------</td>
<td>----------</td>
</tr>
<tr>
<td>9</td>
<td>Final draft</td>
<td>Following the Area Committee meeting, the Consultant will be responsible for producing any amendments to the document, for circulating a copy of the final draft to key partners and for producing 6 copies with bound-in plans to the Client.</td>
</tr>
</tbody>
</table>

3.0 GENERAL REQUIREMENTS

3.1 The Consultant will be expected to undertake the Hawes study (from commencement to completion and circulation of final draft) in an **8-month period**. The Consultant will be responsible, within 1 week following the issue of the commission, for producing, for approval, a detailed programme of study activities, including all partnership meetings and consultation stages. This programme will be used by the Client to monitor progress on the study.

3.2 It is emphasised that this study is to include the whole of the town, but should concentrate on **major corridors of movement**. It is not expected that issues in particular residential or industrial areas of the town should be examined in detail.

3.3 There will be a presumption that the strategy will be developed in such a way as to reflect the LTP priority accorded to different categories of users, as follows.

1. Pedestrians; in particular taking account of the needs of the disabled.
2. Cyclists.
4. Vehicle drivers.

This order of priorities should also be viewed in the context of maximising the economic well being of the town and minimising/removing existing or potential sources of detrimental environmental and commercial impact. It is also vital that the strategy takes due account of the County Council’s accident reduction targets and that all proposed schemes form an integral part of an urban safety management programme.
3.4 It is not expected that any significant survey work should be necessary, but the Consultant will be expected to have allowed in the programming and in the pricing for the study, for undertaking sufficient additional “snapshot” surveys to ensure that any conclusions/recommendations reached which are dependent on survey figures are sufficiently robust.

3.5 The Consultant will be deemed to have fully satisfied himself as to the requirements of this brief once he has provided programming and pricing details to the Client. Any clarification must be obtained prior to commencement of Stage 1 of the study as outlined in Section 2 of this brief.
Town Centre Traffic Management Studies

Appendix B1 – Pedestrian Action Plan

A stand alone Pedestrian Action Plan for Hawes should be produced. This should normally be produced in accordance with the NYCC Guidelines for the Production of Pedestrian Action Plans. However departures from this format may be justified in some areas where local circumstances dictate.

The report should include the following sections.

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Introduction</td>
<td>Provides the policy background to pedestrian provision in North Yorkshire and brief detail of the local area.</td>
</tr>
<tr>
<td>2</td>
<td>Aims and Objectives</td>
<td>Give details of the aims and objectives of the local Pedestrian Action Plan</td>
</tr>
<tr>
<td>3</td>
<td>Key Pedestrian Routes</td>
<td>Gives details of and philosophy behind the identification of the key pedestrian routes in the town.</td>
</tr>
</tbody>
</table>
| 4       | Problems                     | Should be split into 3 sections;  
a) Problems for Pedestrians – identification of problems / constraints for all pedestrians on the key pedestrian routes.  
b) Problems for the Mobility Impaired – an important element of the pedestrian action plan is the identification of problems for pedestrians with mobility impairments on the key pedestrian routes in each town. These need to be identified in this section.  
c) Ad hoc Problems – identification of significant problems for pedestrians (including those with mobility impairments) not on the key pedestrian routes. |
| 5       | Remedial Measures            | Identification of remedial measures for the problems identified in Section 4.                |
| 6       | Local Targets                | Develop local targets.                                                                      |
| 7       | Implementation and Priorities| Give details of the ranking for implementation of the measures identified in the plan.      |

The Pedestrian Action Plan should be produced giving due consideration to the JHT publication Guidelines For Providing For Journeys On Foot.
Appendix 2: Hawes Workshop Attendees
Workshop Attendees 27th September 2001

Stakeholders

County Councillor John Blackie
County Councillor Michael Heseltine
John Avison – Yorkshire Dales National Park
Matt Neale – Yorkshire Dales National Park
Neil Bacon – Richmondshire District Council
Kate Empsall – Upper Wensleydale Business & Tourist Association
Mrs Ruth Annison – Ropemakers / Wensleydale Railway Association
Mr Keith Watkins – Dales & District (Bus Services)
Mr Daniel Bradley/ Mrs Janet Bell – Wensleydale Creamery
Mr Maurice Hall – Hawes Auction Mart
Mr Steve Ball – North Yorkshire Police
Mr Keith Bradshaw – Cycling Tourist Club
Jill Lee – Hawes Parish Council
Rev Bill Simms – Church of England
Rev James – Methodist
Mr Wilf Fenton - Horton in Ribblesdale Parish Councillor
Mr Cliff Ellis – Taxi Operator
Mr Stephenson – Market Traders

NYCC

Mr Stewart Hurst – Group Engineer Traffic Management
Mary Welsh – Passenger Transport Group
Mr Andrew Bainbridge – Senior Engineer – Forward Planning
Mr Ian Beighton – Senior Technician – Area 1 Traffic Team

Mouchel

Mr Alan Bunting
Mr Colin Brown
Mr Lee Foulner
Mr Paul Fotheringham
Workshop Attendees 10th April 2002

Stakeholders
County Councillor Michael Heseltine
County Councillor John Blackie
Andy Ryland – Yorkshire Dales National Park
Richard Hall – Yorkshire Dales National Park
Matt Neil – Yorkshire Dales National Park
Will Phenton – Yorkshire Dales National Park
Neil Bacon, Richmondshire District Council
Dale Wattering, Hawes Parish Council
Eric Bell, Hawes Parish Council
Barrie Nicol, Ambulance Station Officer
George Peach, CPT
Wendy Morton, Hilco Europe
Kate Empsall, Business Association
Ruth Annison, Wensleydale Railway

NYCC
Graham Cressey
Stewart Hurst
Andrew Bainbridge
Mary Welsh
Ian Beighton
Mike Woodford

Mouchel
Alan Bunting
Colin Brown
Matt Steele
Lee Foulner
Appendix 3: Hawes Pedestrian Action Plan
HAWES PEDESTRIAN
ACTION PLAN

April 2003

Prepared for:
North Yorkshire County Council
County Hall
Northallerton
North Yorkshire
DL7 8AH

By:
Mouchel Consulting Limited
21 Front Street
Acomb
York
YO24 3BW
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2. Objectives 3
3. Principal Features 5
4. Pedestrian Routes 5
5. Proposals and Consultation 12
6. Summary 14

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Appendix

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Appendix B Summary of Pedestrian Action Plan Implementation 16
1. **Introduction**

1.1 This Pedestrian Action Plan has been produced in parallel to the Hawes Traffic Management Strategy, adopted by North Yorkshire County Council on 25\textsuperscript{th} November 2002, and developed in partnership with Mouchel Consulting Limited.

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

1.3 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

1.4 The outcome of the Pedestrian Action Plan is summarised in Appendix A and on Drawing B9329/014/020.

2. **Objectives**

2.1 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 the rural community as well as being a tourist attraction in itself. Facilities available include the Market Hall, Community Office, Library, School, Hotels, Guest Houses, Public Houses and shops as well as the Market Place where the market is held once a week.

Most of the developed area fronts directly onto the A684. The Market Place has a continuous footway on the southern side, with the north side being characterised by cobbled areas in front of shops, pubs, hotels and guest houses.

On market day the town becomes congested with the demands for space between traffic on the A684, market stalls on the cobbled areas, pedestrians, parked cars, delivery vehicles, buses, tourists and tourist coaches.

Pedestrian activity within Hawes is focused on the Market Place.

3.2 Tourist Attractions – There are a number of tourist attractions within the town. To the south of the Market Place there is the Wensleydale Creamery and to the east of the town, the Dales Countryside Museum and National Park Visitor Centre; Outhwaite Ropemakers; Ivor Grace Woodturning; Orange Glow Glass; and Wensleydale Pottery. Hawes Gala is also an annual event held in the town.

3.3 It should also be noted that the Pennine Way passes through the town.

3.4 No accidents involving pedestrians have been recorded in Hawes during the period 1999 - 2001. No pedestrian count data is available.

4. **Pedestrian Routes**

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

A  **Gayle Lane to Honeycott Caravan Park** - This route has a continuous footway, typically of width exceeding 1450mm on the south side of the carriageway, recently extended to the Caravan Park. One short section of the route is problematic in the vicinity of ‘Glen Croft’ where a low stone wall encroaches on to the Highway. NYCC is currently seeking to address this issue (Plate 1).
B  Wensleydale Creamery to Market Place (via Gayle Lane) - Gayle lane has footway provision on both sides, typically of width 1450mm on the east side and 3450mm on the west side (Plate 2). The route becomes constrained outside the primary school on the A684 where a high retaining wall and pedestrian guard rail reduce the width to less than 800mm. This section of the route is known locally as ‘Birdcage Walk’ (Plate 3).

Plate 1: Footway obstruction outside ‘Glen Croft’
Plate 2: Gayle Lane - Looking South from outside Hawes Primary School

Plate 3: ‘Birdcage Walk’
C  *Dales Countryside Museum & Outhwaite Ropemakers to Market Place* - These facilities are linked to the Market Place by narrow one-way streets leading to a bridge over Gayle Beck and on to the junction with Brunt Acres Road. Footways are non-continuous on both sections of the one-way system. On the westbound section (Plate 4) the footway width is typically between 330mm and 570mm when present. On the eastbound section (Plate 5) there are a number of obstructions including ‘A’ signs, a step and parking. There is no facility to assist pedestrians to cross the A684 at its junction with Brunt Acres Road.

D  *Brown Moor Caravan Park to Town Foot* - This route is accessible along Brunt Acres Road which has a footway of typical width 1500mm on the western side as far as the Industrial Estate. Beyond the Industrial Estate a public right of way takes the Pennine Way due north across fields. There is no formal provision to either Brandymires or Brown Moor Caravan Park and the width of grass verge is limited.

E  *Gayle Lane and Penny Garth Car Parks* - A public right of way exists across Gayle Lane and Penny Garth Car Parks. This is not formally delineated with the exception of the section between the two car parks but forms a key route into the Market Place. The delineated section of the route currently consists of a number of stone steps with a ‘pinch’ stile at the entrance from Penny Garth. This currently makes the route unsuitable for the mobility impaired, and those with wheelchairs, prams or pushchairs (Plate 6). The alternative route is via Gayle Lane and Birdcage Walk.

F  *Burtersett Road & Auction Mart to Town Foot* - There are footways on both sides of Burtersett Road with widths generally exceeding 1250mm.
Plate 4: One-way System - Westbound

Plate 5: One-way System - Eastbound
4.2 The results of a survey of footway widths and obstructions is shown as Figure 1, whilst the key routes considered as part of this plan are shown on drawing no. B9329/014/020.

4.3 There is also a desire within the town to improve the field path between Wensleydale Creamery and Gayle Lane Car Park. The Parish Council has been informed that it may be possible for them to progress this with a Countryside Agency Parish Transport Grant.

Plate 6: Steps between Gayle Lane and Penny Garth Car Parks
Figure 1: Footway Survey

- Footway (of width 900mm or greater)
- Narrow Footway (of width less than 900mm)
- Market area (Mostly Cobble)
- Footway/carriageway definition to be determined
- Steps
- Sign obstructing footway
- Parking on footway
- Uneven surface

---

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty’s Stationery Office. Copyright & registered trade mark. All rights reserved. Any infringement may lead to prosecution or civil proceedings.

5. Proposals and Consultation

5.1 The problems and issues regarding all modes of transport were identified at two stakeholder workshops in Hawes and through observations from a number of other meetings with individual stakeholders and the Hawes and High Abbotside Parish Council. 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. Additionally a topographical survey was undertaken of the area surrounding ‘Birdcage Walk’ in order to help determine feasible solutions.

5.2 Within the Traffic Management Strategy, two main options were proposed: the first ‘Strategy Option A’ to improve the existing one-way system by reducing traffic speeds and increasing pedestrian priority; and, the second ‘Strategy Option B’ to focus two-way traffic on Penn Lane and The Holme, removing all except access traffic on the current westbound section, providing traffic signals with pedestrian facilities at the end of the Market Place and at Brunt Acres Road and undertaking environmental improvements.

5.3 In addition to the two main options, a number of general improvements were proposed for pedestrians. These included: improvements to pedestrian crossing points, the provision of a footpath to Brandymires; a ramped footpath between Gayle Lane and Penny Garth Car Parks and improvements at ‘Birdcage Walk’.

5.4 Public consultation was undertaken during July 2002 and included the distribution of a leaflet and questionnaire to 796 addresses in Hawes and the surrounding area, and a public exhibition in the Dales Countryside Museum. The exhibition was manned on 5 and 6 July (Plate 7).
5.5 The response rate to the survey was 38% and a number of additional responses and comments were received from visitors to the exhibition. The following gained significant support:

- Strategy Option A - 84% support.
- A ramp between Gayle Lane and Penny Garth Car Parks - 80% support
- Footway to Brandymires - 79% support
- Improvements at ‘Birdcage Walk’ - 75% support
- Improvements between Gayle Lane and Turfy Hill - 70% support

5.6 A number of additional comments were received regarding pedestrian issues.

- 21 requests were made for pedestrian crossing facilities to benefit child safety and to reduce traffic speeds. Comments related to:
  - in the vicinity of the Market Hall because of problems with parking and loading (8)
  - between the playground and health centre (7)
- on Gayle Lane outside the primary school (6)
- 28 responses were received relating to footway improvements. Specific locations were identified as:
  - the south side of the Market Place (7)
  - to the Honeycott Caravan Park (5)
  - on Turfy Hill (3)
  - on Mossy Lane (3)
- 18 responses were received about obstruction of footways, 6 noting advertising boards and 12 cars parked on the pavement, particularly in the central area and in The Holme.
- In addition 3 respondents requested the implementation of dropped kerbs.

6. **Summary**

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

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

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

<table>
<thead>
<tr>
<th>Route</th>
<th>Location</th>
<th>Action</th>
</tr>
</thead>
</table>
| A     | Gayle Lane to Honeycott Caravan Park  
Wide footway on the southern side, however there is a section to the west of Gayle Lane where there is no footway forcing pedestrians to walk in the road.  
No footway on the northern side. | A1 - Footway improvements on southern side to provide continuous footway. |
| B     | Wensleydale Creamery to Market Place – Accessible via Gayle Lane which generally has a wide footway on both sides.  
At ‘Birdcage Walk’ the route is narrow with a high retaining wall on one side and pedestrian guardrail on the other. | B1 - Improvement to pedestrian crossing points on Gayle Lane. |
| C     | Dales Countryside Museum/Outhwaite Ropemakers to Market Place – Narrow footways on one-way streets, leading to a bridge over Gayle Beck and on to the junction with Brunt Acres Road. Pedestrians are forced to walk in the road.  
There are no facilities to assist pedestrians to cross the A684 at its junction with Brunt Acres Road | C1 – Option A including pedestrian priority through the cobbled one way section.  
C3 - Provision of pedestrian crossing facilities at Brunt Acres Road. |
| D     | Brown Moor Caravan Park to Town Foot  
Wide footway on the western side of Brunt Acres Road and a narrow one on the eastern side.  
No footway provision beyond the Industrial Estate on either side. | D1 - Continuous footway to be created from Industrial Estate to Brandymires with appropriate crossing point. |
| E     | Gayle Lane and Penny Garth Car Parks  
Direct route has footway provision, however, a series of steps form a barrier for wheelchairs/prams.  
Alternative route is via Gayle Lane and Birdcage Walk. | E1 - Provision of ramp from Gayle Lane to Penny Garth. |
| F     | Burtersett Road and Auction Mart to Town Foot - Wide footpath on the southern side. | No improvements necessary. |
## APPENDIX B

<table>
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<tr>
<th>No.</th>
<th>Scheme</th>
<th>Description</th>
<th>Cost</th>
<th>Timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Gayle Lane to Turfy Hill Footway</td>
<td>Footway improvements between Gayle Lane and Turfy Hill Remove encroachment on the highway Construct new footway</td>
<td>£1,000</td>
<td>2003/04</td>
</tr>
<tr>
<td>B2</td>
<td>Birdcage Walk</td>
<td>Footway improvements at ‘Birdcage Walk’ without affecting existing parking arrangements Remove existing pedestrian guardrail and dispose Resurface existing footway Erect new guardrail Widen carriageway &amp; reduce footway width on corner of Gayle Lane to allow easier turn by HCVs.</td>
<td>£13,500</td>
<td>2003/04</td>
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<tr>
<td>C1/2/3</td>
<td>One-Way System</td>
<td>Option A Introduction of 20 mph zone Alteration and extension of areas of Setts on one-way westbound New and improved footways on the Holme and Penn Lane New pedestrian crossing points Include improvement of Brunt Acres junction</td>
<td>£415,000</td>
<td>2003-2006</td>
</tr>
<tr>
<td>D1</td>
<td>Brandymires footway</td>
<td>New pedestrian footway to Brandymires Footway to be constructed using one or more of the following: 1) on the existing verge 2) behind the stone wall in the field 3) moving the wall back and building the footway on the widened verge Appropriate crossing point(s) to be identified - check visibility</td>
<td>£28,200</td>
<td>2003/04</td>
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<tr>
<td>E1</td>
<td>Ramp on PROW between Gayle Lane and Penny Garth Car Parks</td>
<td>Ramped access from Gayle Lane Car Park to Penny Garth Ramped footway to be constructed on land between the car parks</td>
<td>£35,000</td>
<td>2003/04</td>
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<td></td>
<td>Dropped Kerbs and Tactile Paving</td>
<td>Dropped kerbs, tactile paving and raised table crossings to be provided as identified by the Pedestrian Action Plan</td>
<td>£12,300</td>
<td>2002/3</td>
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Appendix 4: Hawes Cycle Plan
HAWES CYCLING PLAN

October 2003

Prepared for:
North Yorkshire County Council
County Hall
Northallerton
North Yorkshire
DL7 8AH

By:
Mouchel Consulting Limited
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**DOCUMENT PREFACE SHEET**

Project Title: Hawes Traffic Management Strategy

Project No.: B9329/014

Document Title: Hawes Cycling Plan

Issue: 1

Status: Draft

Document No.: 005

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<td>RJT</td>
<td>28/10/03</td>
<td>MJS</td>
<td>28/10/03</td>
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*LATEST ISSUE MUST HAVE INITIALS AND SIGNATURE, PREVIOUS ISSUES ONLY REQUIRE INITIALS*
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2. Cycle Routes, Problems and Opportunities  4
3. Proposals for Hawes                  5
4. Local Cycling Targets                5
5. Implementation                       7

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Figure 2   Proposed Locations for Cycle Parking in Hawes       8
1. Introduction

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

1.2 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.

1.3 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’.

1.4 The Hawes Cycling Plan has been developed as part of the Hawes Traffic Management 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:

- The Yorkshire Dales National Park Authority
- Richmondshire District Council
- Hawes Parish Council
- North Yorkshire Fire and Rescue
- North Yorkshire Ambulance Service
- The Cyclists’ Touring Club
- Dales and District (Local bus operator)
Hawes Cycling Plan
October 2003

- Wensleydale Railway
- The Upper Wensleydale Business and Tourism Association, and,
- Local businesses, including, Hawes Auction Mart, Hilco Europe, Wensleydale Creamery and Outhwaite Ropemakers.

1.5 The Hawes Cycle Plan is also consistent with The Yorkshire Dales Cycle Plan, currently being prepared for consultation by NYCC.

2. Cycle Routes, Problems and Opportunities

2.1 Hawes is located at the western end of Wensleydale and covers a distance of 1.2km by 350m at its extremities with the A684 as its spine. Hawes is at an altitude of about 240m and is surrounded to the North and South by high terrain, roads rising to 526m and 587m respectively. To the South West the B6255 to Ribblehead rises to 438m and to the North West the A684 to Kendal and Kirkby Stephen (B6259) rises to 324m at Garsdale.

2.2 With most local journeys easily within walking distance there is little evidence of locally generated cycling activity, a situation supported by the two cycling counts available for Hawes, both undertaken on weekdays.

2.3 Cycling activity in Hawes is thus, largely an activity undertaken by tourists, the town acting as a focus providing food, drink, shopping facilities and overnight accommodation, including at the Youth Hostel located on Turfy Hill. Hawes is a key stopping point on the Yorkshire Dales Cycle Way (National Cycle Network: Regional Route 10), a 130-mile (208km) circular route. It approaches Hawes on the South West on the B6255 and leaves crossing the River Wharfe at Brandymires before heading on towards Askrigg. Hawes is also popular with off-road cyclists, a number of routes utilising the Pennine Way south of Hawes and the Roman Road over Drumaldrace. These routes outside Hawes are covered in the Yorkshire Dales Cycle Plan.

2.4 Cycle parking in Hawes is limited, there are 2 ‘Sheffield’ type stands in Gayle Lane Car Park and also a number have been provided at the National Park Visitors Centre. Although providing for secure parking, these are not suitable for cycle tourists with luggage.
2.5 No road traffic accidents involving cyclists have been recorded in Hawes during the last 10 years.

2.6 The A684 has car parking along its entire length through Hawes, although in some locations parking is restricted between May and October. This makes the provision of on-road cycle lanes problematic. Footway widths are such that neither segregated nor unsegregated shared use routes are appropriate and the existing network of public rights of way is limited to footpaths with little scope for joint use.

3. **Proposals for Hawes**

3.1 Lack of secure and indeed covered cycle parking is the main cycle related issue in Hawes. As part of the traffic management strategy proposals were forwarded for improving cycle parking for visitors at the Wensleydale Creamery and the National Park Visitors centre, and secure cycle parking close to the Market Place in the centre of Hawes, The latter likely to consist of iron hoops in a style similar to Figure 1.

4. **Local Cycling Targets**

4.1 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 £70,000 p.a. of the County Council Local Transport Plan budget on measures to improve facilities for cyclists.

4.2 Following further consideration by the County Council, it was felt more appropriate to set Target 1 and Target 3 at the Local Cycle Plan level rather than on a county wide basis. Thus, Target 1 has been established using the existing count data and the targets set out within the Government’s Ten Year Transport Plan.

• Target 1: To increase cycle use in Hawes so that by 2010, 9 cycle trips are made in each direction, each day, through the Market Place.

The National Cycling Strategy suggests that targets for accident reduction for cyclists should be based on a reduction in the casualty rate per km cycled. This was essentially brought about due to past experience of cycle casualty reduction being brought about by reduced cycle use. Target 3 in the North Yorkshire Cycling Strategy was originally to identify and adopt targets based on this philosophy. At present there is no accurate method of establishing cycle accident rates per km cycled. This plan therefore sets a target to maintain at the present low level the total number of cyclist casualties in Hawes. The maintaining of the number of cyclist casualties when set against increased cycle use would indicate a decreased cycle casualty rate. In order to minimise random variations from year to year targets will be set based on accidents in the three years before the target date. In the three-year period 1999 to 2002 inclusive there were no cyclist casualties in the plan area.

• Target 3: To maintain current the zero levels of cyclist casualties in the plan area.
5. **Implementation**


5.2 £5,400 has currently been allocated to implement this plan in the financial year 2003/04. The proposed locations for cycle parking are shown on Figure 2.
Figure 1: Extract from Sustrans Information Sheet FF17 - Cycle Parking in Rural Areas

Figure 2: Proposed Locations for Cycle Parking in Hawes
Appendix 5: Workshop 1 Notes: Problems and Issues
Hawes Town Centre
Traffic Management Study

Workshop 1

List of Issues Identified
and
Group Discussion Notes

November 2003

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

Consultant:
Mouchel Consulting Limited
21 Front Street
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York
YO24 3BW
**DOCUMENT PREFACE SHEET**

Project Title: Hawes Town Centre Traffic Management Study  
Project No.: B9329/014  
Document Title: Workshop 1 – List of Issues and Group Discussion Notes  
Version: 1.0  
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)
Hawes Workshop 1 - Thursday 27 September 2001

Complete List of Issues identified

1. Congestion on market day.
2. No traffic warden / enforcement issues.
3. Wheelchair access, and interaction between wheelchair and motorised users.
4. Not enough information on parking and traffic flow within study area.
5. Car parking on pavements.
7. Speed of motorcycles.
8. HCV in general.
9. Vehicle / pedestrian conflict
10. Implications regarding Disability Discrimination Act.
11. More car park space needed
12. Footpaths standards.
14. Vehicles travelling the wrong way along the one way system.
15. Parking facilities of local parking for short term.
16. Parking fees in the pay and display parking.
17. Policy conflict regarding parking facilities.
18. Lack of specific types of parking.
20. Orange badge parking on yellow line areas causing obstruction.
22. Signing on coach parking.
23. Coach parking in bus stops.
24. Lack of covered cycle parking.
25. Lack of town centre set down point for tourist coaches.
27. Maintaining sensitivity with the local people.
28. Character of Hawes to be kept.
29. General traffic speeds through Hawes.
30. Enforcement of speeds.
31. Enforcement of illegal parking.
32. Traffic growth.
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# Hawes Workshop 1 – Thursday 27 September 2001

## Group Discussion Notes

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1. Congestion on market day.

The Problem

- Is mainly located in the town centre & market place
- Occurs between 1000hrs-1600hrs summertime.
- A contributor is the bus stop outside the market hall which obstructs traffic flow when occupied by buses and coaches.
- Congestion at the auction mart and in particular between 0800hrs-0900hrs tractors and lorries queuing on highway to enter auction mart conflict with school traffic.
- School transport in general
- Pedestrian conflict with heavy commercial vehicles (HCVs) when trying to cross the road, especially on market day.
- Congestion due to unsuitability of streets.

Observations

- market stalls set up from 8am Tuesdays.
- siting of markets stalls take away car parking spaces.
- problems exacerbated by short-term parking and drivers waiting for spaces to become free.

Suggested Options

- Free coach parking requires more signage.
- Need visible traffic warden control – can we have a ‘special traffic warden’.
- Town superintendent suggested.
- A view is keep the vehicles out of the market place
- Tuesday traffic warden paid for through decriminalised parking/ local management
- market shoppers mainly local people for satellite villages therefore could provide shuttle bus service to village.
- non-market deliveries to (other) shops could be restricted to non-market days.
- mix of long-term and short-term parking needs looking at.
- possible use of post bus to bring shoppers into town.
- provide increased off-street parking, possibly using auction mart car park.
- improve public transport services.
- provide out-of-town park & ride type facility with transport mode an attraction in itself, e.g. mono-rail, light rail, or (heavy) rail.
- provide a road closure through market on market days, but could cause problems with access to school.
- move market to another location (not well received generally by group), however market is perceived as a street market which is part of attraction.
3. **Wheelchair access, and interaction between wheelchair and motorised users.**

**The Problem**
- Cannot get around town without staying mainly in the road.
- Gully grates in the way at dropped crossings.
- Observations
- Involve Richmond DAG.
- Need also to consider / include pushchairs, prams, and elderly as beneficiaries.

**Suggested Surveys**
- Needs a comprehensive survey of demand and facilities.

**Suggested Options**
- Widen some existing pavements.
- Adjust kerb heights and provide dropped-kerbs at crossing locations, particular need identified in vicinity of primary school.
- Prevent car parking on pavements.

7. **Speed of motorcycles.**

**The Problem**
- Speeding is perceived to be a particular problem on the approaches into Hawes.
- Is this a real problem or perhaps a perception due to excessive noise (illegal exhausts)?
- Provide speed cameras.
- Problem also includes the number of motorcyclists.
- Intimidation by large numbers congregating.
- Also noise/smell issue.

**Observations**
- Loss of motorcyclists visiting town would not be missed, motorcyclists not considered to bring much trade, image of motorcyclists not generally welcomed as town wishes to be seen as ‘family-friendly’.

**Suggested Options**
- Need to identify a suitable safe place for parking motorcycles and publicise it in bike magazines.
- Provide speed cameras.
8. **HCV in general.**

**The Problem**
- The 1980’s voluntary agreement that through HCVs should use A66 seems to have been lost.
- ‘Quarry wagons’ cited as a particular problem (from Ingleton), vehicles present throughout the day.
- Suggested Surveys
  - Survey required to determine scale of problem and any way in which a ban on long distance lorries can be imposed.

**Suggested Options**
- Improve signage back as far as A1, Bedale, and M6?
- Publicity.
- Ban long distance vehicles through Hawes.
- Prevent ability of 2no. HCV’s to pass on another in main street.
- Provide more one-way streets
- Extend ‘one-way’ through Main Street controlled by traffic signals at either end.
- Pedestrianise one link of existing one-way system and make other two-way.

11. **More car park space needed**

**The Problem**
- Local people experience difficulty in parking on a Tuesday.

**Suggested Options**
- Provide more car parking at the auction mart.
- Provide more car parking at the Appersett end of town.
- Provide more orange (blue) badge spaces in car parks.
- Provide free parking for local people at Gayle Lane car park.
- Review car parking charges.
- Provide more car parking near the school.
- Provide an over-flow car park surfaced using grasscrete.
15. Parking facilities of local parking for short term.

Suggested Options

- Introduce short-term controlled parking on street eg. disc parking, but would need to ensure alternative parking also available.
- Provide residents-only parking places.
- Provide cycle parking and changing facilities.
- Introduce disc parking but needs enforcement and need to bring Lords of the Manor on board to achieve this.
- Compulsory purchase of land, if necessary, in order to gain control.
- Farmers could provide overflow parking in fields (suggested that current legislation allows provision for up to 28 days without planning consent?)
- Provide car parking facility to cater specifically for day-visitors.
- Would new car park spaces simply fill up and existing problem return in the future?


Suggested Options

- Limit size of delivery vehicles.
- Provide marked loading bays.
- Prevent deliveries at inconvenient times.
- Prevent or reduce number of deliveries on a Tuesday.
- If a delivery ban at certain times were enforced, worries expressed over whether shops would receive goods at all.
- Use cones to secure space for the vehicles before the vehicles before the deliveries arrive.
- Put an article in the local press asking local people to be more considerate aimed at getting long-stayers into the car parks (re-education).

25. Lack of town centre set down point for tourist coaches.

The Problem

- Suggestion that this was not really much of a problem/need.
- Observations
  - Need to link this to coach parking issue.
Suggested Options

- Setting down only or ban it entirely - another enforcement issue.
- Need to improve the pedestrian link to the town market place if official set down is at visitors centre.
- Need signage from market place to coach pick up points.
- Ban coaches from using service bus stops.
- Provide set down point near chip shop.
- Need to identify a turning point near Gayle Lane.
- Provide driver incentive to use National Park car park.
- Provide sign at National Park car park to encourage people to walk to Market Place.
- Consider putting coach places on Penn Lane or setting down outside Ropemakers.
- Provide education / information to tourist coach drivers via coach operators association
- Possible location of set-down /pick-up point suggested outside library.
- Coaches could be allowed to set-down and pick-up at (say) an arranged time but not allowed to remain in town centre.
- Coaches unable to access due to size / not allowed into the District car park therefore (would) have difficulties in turning around.
- Provision for buses to turn around would be required.

27. Maintaining sensitivity with the local people.

The Problem

- This is considered a restraint to proposals.
- There is a need to consult / keep people informed of proposals.

Suggested Surveys

- Need to carry out a signage audit.

Suggested Options

- Need to rationalise the signs.
- Use Upper Dales newsletter to encourage locals to be considerate.
- Need to keep the communications channels open. Perhaps a joint questionnaire (parish council newsletter) to all residents including reply paid envelope.
- Widen footways on one-way system? Extend cobbled areas but need to provide for wheel chairs.

28. Character of Hawes to be kept.

Suggested Options

- Retain characteristics of Hawes such as an ‘unstructured feel’ that includes a degree of unstructured parking.
• Should be ‘different’ from other towns
• Traffic management measures should not be in the form of traffic humps, chicanes, and lots of bright road markings.
• Provide bigger signs with a traditional appearance.
• Cobble surfacing would help slow / dissuade motorcyclists but would cause a noise problem and are bicycle unfriendly.
• Compromises requiring non-standard footway widths etc would be likely and would be considered satisfactory.

33. Lack of an integrated public transport system.

The Problem
• Buses do not link with the cinema in Leyburn
• Bus times ‘on the hour’ are not always appropriate.
• Bus service, and public transport generally, very poor / inadequate on Sundays.
• There is an information problem.

Observations
• How do you get local people to use it?
• Bus contracts are due for review / renewal in January 2003.
• Speak to Andy Ryland about improvements in Dales Museum car park.
• Tax-payers money (subsidy) should not be wasted on ‘ghost’ (empty) buses.

Suggested Options
• Improve link to Garsdale. Must meet all trains. Need trains from Hellifield to Clitheroe, this will provide a link to Manchester.
• Need to improve information provision.
• Need to provide for young mums with pushchairs and elderly.
• Provide bus link to train station at Garsdale (only 6 miles).
• Need to link Hawes, Garsdale and Ribblehead to provide links by train to Leeds & Carlisle but service must be reliable and regular.
• The local demand for a rail link (from Garsdale to Hawes) might be limited but could be used to bring in / generate visitors.
• Operate a car-share scheme (from Hawes) to the rail station (at Garsdale) (currently operates on a limited informal basis).
• Operate a car-share scheme for the school-run (currently operates on a limited informal basis).
• Improve quality of public transport waiting facilities.
• Improve bus service reliability.
• The post-bus could play a part and would attract a rural bus grant.
39. **Inadequate / lack of footway provision.**

**The Problem**
- The footway outside the school does not allow two buggies to pass and it is difficult to get a wheelchair along there at all.
- Problem at John Cocketts butchers shop near White Hart where slight increase in footway width would make a big difference.

**Observations**
- One way system needs a complete review.
- Footways should provide for all abilities (e.g. disabled).

**Suggested Options**
- Continuous footways are required from out of town connecting to the town centre
- A footway is required from Hawes past Brunt Acres to Brown Moor Caravan Park and recreation field, perhaps continuing to Hardraw, and perhaps linking right round to Appersett and back to Hawes.
- How about buying a strip of land from the farmer and putting a path behind the existing wall/fence.
- Is there any possibility of turning the market around to face a widened pavement?
- Provide wider footways but allow some compromise possibly in regard to standards.
- Better provision required outside Hawes especially on links to Appersett and Sedbusk in particular where there is no provision at present.
- Provide footway(s) along northern link of one-way system where none at present.
- Localised widening of footways at the expense of the carriageway where existing carriageway width is wider than necessary.
- Wider footways could be provided outside cafes etc for outdoor seating areas.

43. **Lack of a railway.**

**Observations**
- Need to increase trade, bring in more tourists, some goods could go by train (eg from Auction Mart).
- Could be a huge boost to the economy.

**Suggested Options**
- NYCC has just appointed Sarah Carter as new rail officer. She is discussing funding (for reopening the Wensleydale Railway) with the Strategic Rail Authority. Make sure that Hawes to Garsdale is included in discussions.
- Need to discuss practicalities with National Park re: use of station for rail and linking buses.
- Provide support to re-establish (passenger?) rail link along Wensleydale line.
Appendix 6: 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.

- Target = To reduce the cost per passenger journey of subsidised bus services from £1.35 (1999/2000) to £1.30 (2000/2001) and by a further 10% by 2005/2006.

- Target = To increase the total number of passenger journeys made annually on local buses within the area of the Authority by 10% by 2005/06.

Objective =

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

- Target = To reduce to 6% the length of principal road network with negative residual life during the Plan period.

- Target = To reduce to 14% the length of principal road network with skidding resistance below investigatory level during the Plan period.
Objective =
To minimise the adverse impact of traffic on the environment, particularly with regard to noise and pollution.

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

Objective =
To provide a quality public transport system for as many residents as possible which recognises the importance and impact of tourism in the County.

- Target = To ensure that 75% of users are satisfied with local bus services by the end of the Plan period.
• Target = To ensure that 75% of users are satisfied with local provision of public transport information by the end of the Plan period.

• Target = To increase the total number of public transport journeys made annually in the two National Parks and AONB by 15% by 2005/06.

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

• Target = To achieve a 40% reduction in the number of people killed or seriously injured by 2010 compared with the average for 1994 – 1998.

• Target = To achieve a 50% reduction in children under 16 years of age killed and seriously injured by 2010 compared with the average for 1994 – 1998.

• Target = To achieve a 10% reduction in slight casualty rate (expressed as the number of people slightly injured per 100 million vehicle km) compared with the average for 1994 – 1998.

Objective =
To facilitate opportunities for economic regeneration, growth and the sustainable movement of goods.

• Target = To establish a lorry routing database for the County in the first two years of the Plan.

• Target = To establish three quality freight partnerships during the life of the Plan.
Appendix 7: Consultation Leaflet and Postal Survey
How can you help?

Please read this pamphlet and then come to the exhibition, to be held between Friday 5 July and Friday 18 July, in the National Park Centre, Hawes. On Friday 5 July and Saturday 6 July, you will be able to discuss the proposals with representatives of both the County Council and Mouchel.

Whilst any comments would be helpful, it would be appreciated if you would also complete the questionnaire accompanying this pamphlet. This can be handed in at the exhibition, returned free of charge in the envelope provided or completed on the internet at [http://www.nycs-consultation.info]. All comments and questionnaires should be returned by Friday 26 July 2002.

Your views will be considered on an equal basis with those of other people and organisations. The final strategy for implementation will be based solely on the majority view indicated by the responses received. At that stage formal proposals will be published for those elements of the strategy options that require detailed local consultation prior to their construction.
Introduction

North Yorkshire County Council (NYCC) has afforded transport and access related issues a high priority within Upper Wensleydale over a number of years. Recently effort has been focused on the development of a Traffic Management Strategy for Hawes. This aims to secure long lasting transport improvements, especially for vulnerable road users, whilst maximising economic and environmental well being and minimising existing or potential sources of detrimental impact.

Many local organisations and individuals have participated in the development of the strategy options and measures contained within this pamphlet through attendance at two workshops. The County Council would like your views in order to help construct a final strategy. Implementation of the strategy is then likely to begin before the end of the year.

What are the problems?

The problems and issues summarised in the list below were identified by stakeholders at a workshop in Hawes, held towards the end of 2001. They represent the first input into the Traffic Management Strategy.

Footpath and Pedestrian Issues - the provision and standard of footpaths, clutter, conflict with motor vehicles and the lack of safe pedestrian routes.

Cycling - the lack of secure visible cycle parking provision.

Facilities for the Mobility Impaired and Wheelchair Users - the state and lack of provision of facilities.

Public Transport - information, services and infrastructure, including the suitability of current buses for the elderly and mobility impaired.

The reinstatement of the Railway

Tourist Coaches - facilities for setting/pick up and parking.

Traffic Growth and Congestion - particularly on market day.

Traffic Flow - the suitability and desirability of the current one-way system.

Traffic Speeds - both through the town and on the approach roads to the town, with particular reference to motorcycles.

Commercial and Heavy Goods Vehicles - including access for such vehicles and parking for delivery vehicles.

Parking Issues - the location and charges for parking, parking on the footways, enforcement and motor cycle parking.

Signing Issues - signing clutter, to car parks and for tourist coaches.

Sensitivity - to the local people and character of Hawes.

Visitors - catering for growth in numbers.

What are we trying to achieve?

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

Retain the character of Hawes - including the retention of an element of parking in the Market Place and the use of sympathetic materials.

Provide safe accessible routes for pedestrians, cyclists and the mobility impaired includes to, from and between visitor attractions.

Provide cycle parking facilities in the Market Place.

Provide facilities for all types of pedestrian in the area of the one-way system particularly in the westbound section.

Provide a footway link to Brandymines.

Develop a parking strategy which reduces the abuse of current parking regulations, in particular on market day, whilst optimising the management of the existing parking stock.

Provide for delivery vehicles whilst reducing the impact of HGV traffic passing through the town.

Reduce traffic speeds to improve the environment within the retail area and reduce the severity of any potential pedestrian vehicle accidents.

Seek to reduce obstruction of footways - caused by inappropriate parking and the inappropriate location of temporary advertising signing.

Improve and consolidate signing within the town - including directional signing towards car parks and for tourist coaches.

Retain the potential for the reinstatement of rail infrastructure.

How can it be achieved?

NYCC has worked closely with its partner consultant Mouchel North Yorkshire to develop schemes that can deliver on the objectives and provide an overall benefit for Hawes. Two options have been developed for the current one-way system in Hawes, and a number of complementary measures are also proposed. The County Council has allocated funds in its capital budget to allow schemes up to the value of £100,000 to commence this financial year (2002/03). For either option to be developed the necessary level of support would be required from the local community through this consultation process. The carrying out of the complementary measures is not dependent on progression of either option, so a number of improvements can be proceeded with even if neither option is favoured by the community.

Option A

Option A focuses on increasing priority for pedestrians and improving safety for all road users within the current one-way system, which would be retained as it is now.

The westbound one-way section would be formally designated as a 20 mph zone. The will allow for the provision of improved pedestrian facilities at both ends of the section. Within the section, alterations will be made to the surface of the carriageway to create more priority for pedestrians. The traditional set surface materials will be retained. On the Holme, a footway strip would be identified on the north side of the existing carriageway, providing a continuous route for pedestrians. This would not be at the expense of car parking.

Option B

Option B would provide for two-way traffic on the Holme, with the current westbound section of the one-way system being used only by pedestrians and by vehicles for access to properties and loading for retail premises. This would permit other environmental improvements to the westbound section.

Traffic on the Holme would be controlled by a signalled junction at the East end of the market Place, which would also act as a controlled pedestrian crossing. The timing of the signals would be set as to minimise the build-up of traffic within the market Place.

In this option The Holme would experience an increase in traffic and it would also be necessary to remove an element of on-street parking.

Complementary Measures

The complementary measures include: improvements to pedestrian crossing points, the provision of a footpath to Brandymines, a swept footpath to provide for disabled access from the Gayle Lane car park to the High Street, footway improvements at the ‘Birdcage Walk’; improvements to public transport facilities; and, the provision of cycle parking. These measures are highlighted on the reverse of this sheet and are listed on the questionnaire.

What about car parking?

NYCC has a responsibility for parking on the Highway. Within Hawes the majority of public car parking is controlled by Richmondshire District Council, the National Park Authority, the Market Tolls Trustees and the Lords of the Manor of Bainbridge. The implementation of any changes to parking arrangements will require extensive partnership working.

A possible solution for improving parking in the Market Place is shown on the reverse of this sheet. Parking on the areas of the highway would be limited to a shorter duration than at present (with exemptions applying for properties with residential frontages and possibly for hotel guests).

Some parking may be displaced from the south side of the Market Place. The Market Hall car park could be surfaced and provide parking for up to four hours. A pedestrian strip could be created along the north side of the carriageway in the Market Place to provide increased safety for pedestrians, particularly on market days. Again this would not be at the expense of any car parking spaces.
Hawes Traffic Management Strategy
Consultation Questionnaire

1. Do you support ‘Strategy Option A - Increasing Pedestrian Priority’? 
   - Yes 
   - No

2. Do you support ‘Strategy Option B - Increasing Pedestrian Priority and Restricted Vehicle Access’? 
   - Yes 
   - No

3. Indicate which of the following ‘Complementary Measures’ you support and then prioritise the three measures that you would like to see implemented first by writing 1 - 2 - 3 in the boxes provided.
   - Support
   - Indicate as priority
   - 1 - 2 - 3
   a. New pedestrian footway to Brandymires
   b. Ramped access from Gayle Lane Car Park to Penny Garth
   c. Footway improvements at ‘Birdcage Walk’ without affecting existing on-street parking arrangements
   d. Footway improvements between Gayle Lane and Turfy Hill
   e. Re-alignment of the footway on the South side of the Market Place
   f. Provision of secure cycle parking
   g. Bus stop provision at the Wensleydale Creamery
   h. Improved bus stop definition within the Market Place

4. Do you support the parking measures? 
   - Yes 
   - No

5. Do you think that motorcycle parking in the Market Place is a problem that needs to be addressed, or is it acceptable because of the business benefit to Hawes? 
   - Problem 
   - Acceptable

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

What is the name and/or number of your building

What is your full postcode (for example DL8 1XX)

Other Comments

Thank you for your time and assistance.
This questionnaire is also available for completion on-line at http://www.nycc-consultation.info
**Pedestrian issues**

- A number of requests were made for pedestrian crossing facilities to benefit child safety and to reduce traffic speeds. Comments related to:
  - in the vicinity of the Market Hall because of problems with parking and loading (8)
  - between the playground and health centre (7)
  - on Gayle Lane outside the primary school (6)

- 28 responses were received relating to footway improvements. Specific locations were identified as:
  - the south side of the Market Place (7)
  - to the Honeycott Caravan Park (5)
  - on Turfy Hill (3)
  - on Mossy Lane (3)

- 18 responses were received about obstruction of footways, 6 noting advertising board and 12 cars parked on the pavement, particularly in the central area and in the Holme.
- In addition 3 respondents requested the implementation of dropped kerbs

**Public transport**

- Hazardous Coach parking and inappropriate passenger drop off/pick up locations were highlighted by 6 respondents, 3 of these suggested the creation of a designated coach park.
- A number of responses opposed the creation of the Wensleydale bus stop, 5 of these were associated with other businesses in the town, and an additional 5 respondents opposed it upon the grounds that its hill crest location would prove a danger to pedestrians and road traffic.
- 5 respondents requested the improvement of bus transportation facilities, whilst 3 respondents commented on their lack of awareness of bus transport services.

**Road and Traffic issues**

- 15 respondents opposed the proposals within Strategy Option B for a signalled junction within Hawes, and further 9 respondents opposed the two-way traffic proposals.
- The provision of prominent signs directing traffic to the various car parks was requested by 7 respondents, whilst 3 respondents opposed the presence of any further road signs.
- 4 responses requested the re-positioning of market stalls as they forced pedestrians onto the road and into the path of on-coming traffic.
- 4 respondents requested the creation of a Hawes by-pass.
- 2 respondents requested the provision of lighting along the Burtersett Road.

**Speed and Traffic calming**

- Speeding was raised as a concern by a number of respondents, including:
  - speed on Burtersett Road approach (18), with requests for traffic calming (4),
  - speed on Gayle Lane (9), including 3 requests for traffic calming
  - speed on Turfy Hill and in the vicinity of Honeycott Caravan Park (7)
  - other comments without specific locations
    - vehicles speed upon entering and exiting the town (14)
    - vehicle speed through the town centre (11)
    - motorcyclists speed through the town (9)
- In addition to the 7 requests for traffic calming mentioned above, a further 6 requests were made without being location specific. In addition, 11 responses were received requesting a 20-mph zone covering the entire town.
- 7 responses were received criticising the lack of speed enforcement.
Parking

Parking generated the majority of responses, with overwhelming support for extra car parking in Hawes.
- 49 respondents were requested additional car parking, of which the following specific locations were identified:
  - central to the town (27)
  - on the carriageway of Gayle Lane (7)
  - improving the layout of Gayle lane car park (6)
  - on the outskirts of town (5)
  - free parking at the RDC car park (5)
  - on-street disabled car parking, (5 respondents)
  - on-street car parking spaces (3)
- Parking charges were identified within 25 responses
  - 20 requesting free parking, especially in the RDC (Gayle Lane) car park
  - 5 requesting permits for residents and employees
  - of these 25, 6 requested that on-street parking be restricted to residents, with non-residents parking off-street.
- Parking restrictions were also noted.
  - restricting parking in the vicinity of the market place (11)
  - restricting parking outside public houses (11)
  - questioning the suitability of disc parking (6)
  - creating on street parking-bays (5)
- 22 respondents highlighted the problem of dangerous and double parking, 16 of these requesting greater enforcement

HGV Traffic

- 11 responses requested a HGV ban within the town
- 7 respondents considered loading/unloading to be problematic to traffic flow and pedestrians. These respondents suggested the imposition of delivery restrictions.
- 4 respondents supported the creation of a parking bay for deliveries.
- Banning HGV parking in Penny Garth and Gayle Lane car parks (4 and 1 comments respectively)

Motorcycle Issues

In addition to the response noted in Appendix 1, a number of comments were received.
- 12 respondents did not like the visual presence of motorcyclists in Hawes
- 7 respondents considered the noise of the machines to be undesirable
- 21 respondents requested a designated parking area for motorcyclists. Of these:
  - 6 suggested an out-of-town location
  - 8 suggested an off-street location
Appendix 9: Area Committee Report, Area Committee Minutes and
   NYCC Decision Record
NORTH YORKSHIRE COUNTY COUNCIL

ENVIRONMENTAL SERVICES

RICHMONDSHIRE AREA COMMITTEE

21 OCTOBER 2002

HAWES TRAFFIC MANAGEMENT STRATEGY

1.0 PURPOSE OF THE REPORT

1.1 The purpose of this report is to inform Members of the outcome of the public consultation exercise which has recently been completed in connection with the Traffic Management Strategy options for Hawes.

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

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 2002/03.

2.0 BACKGROUND

2.1 Members will recall that, at the meeting of this Committee on 26 June this year, a report was presented which provided an update on progress on the preparation of the Hawes Traffic Management Strategy.

2.2 At the meeting, Members resolved that two options, listed as Options A and B, for managing traffic movements in Hawes, together with a number of short term (complementary) measures throughout the town, be approved as a basis for the public consultation exercise. All of these proposals are indicated on the exhibition display drawings which will be displayed at your meeting.

2.3 Just under 800 leaflets were delivered to addresses within the parish of Hawes and High Abbotside and to 79 stakeholders and statutory consultees. An exhibition of the options and other proposals was also held in the National Park Visitor Centre in Hawes between 5 July and 18 July. 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 comment.
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 over 38% of the households and businesses, to whom the leaflets were distributed, have responded to the consultation. This is an excellent level of response which has far exceeded our expectations, and exceeds the maximum response rate which can normally be expected in consultation exercises of this kind.

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, these are attached as Appendix 3.

2.8 In addition, the results of the consultation exercise were presented to a well attended meeting of the Hawes and High Abbotside Parish Council on 7 October, when a number of further views were expressed. These have been taken into account in the remaining sections of this report.

3.0 INTERPRETATION OF RESPONSES

3.1 Members will note from Appendices 2 and 3 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.

3.2 It is clear from the response summary at Appendix 1 that the short term, complementary measures, received mixed support. It is proposed, as indicated to Members in the report to your Committee on 29 April, to proceed to the detailed design and implementation of most of those items which received in excess of 50% support as listed in Appendix 1. Some of these works can be implemented relatively quickly and can be funded from the budget allocation of £100k in the current financial year.

3.3 These proposals are: a ramped access from Gayle Lane Car Park to Penny Garth; a new pedestrian footway to Brandymires; footway improvements at Birdcage Walk; footway improvements between Gayle Lane and Turly Hill; and improved bus stop definition within the Market Place. All of these measures received the endorsement of the community at the Parish Council Meeting on 7 October.
3.4 Members will note that a proposal to realign the footway on the south side of the Market Place received 54% support. However, when this matter was discussed at the Parish Council Meeting there was unanimous opposition to the proposal, because it was felt that the removal of the present stepped kerb arrangement would destroy a feature which adds to the character of the Market Place. It is therefore proposed that this measure be not pursued further.

3.5 The two remaining proposed complementary measures, being the provision of secure cycle parking and bus stop provision at the Wensleydale Creamery, received less than 50% support, at 45% and 44% respectively. The Parish Council Meeting also confirmed that these measures should not be proceeded with. In the case of secure cycle parking, it is acknowledged that such provision would be difficult to achieve in the Market Place area without causing obstruction. It is therefore concluded that no provision should be made in the Market Place area but it is felt that it would be worthwhile investigating further whether some provision could be made off the highway at some of the major tourist destinations in Hawes, on a partnership basis.

In the case of the bus stop proposal at Wensleydale Creamery, it is acknowledged that there is insufficient support from the community for this measures. Moreover, it is further acknowledged that this location could be problematic from a road safety point of view because of its location on the brow of a hill, and it is therefore recommended that this proposal be not proceeded with.

3.6 One further complementary measure not listed in the questionnaire, but referred to in the consultation document, is the proposed improvement of pedestrian crossing points at various locations in Hawes, where presently there are no drop kerbs/tactile paving to assist disabled users, and mothers with pushchairs. Such provision is an essential element of the County Council's Disabled Strategy, and it is therefore proposed to carry out appropriate works at these junctions identified on the consultation plan, and in accordance with the pedestrian action plan for Hawes. This work will be funded from the budget allocation of £100K for Hawes, in the current financial year.

3.7 A further issue identified by many respondents is that of sign clutter and confusion. It is accepted that there is scope for a good deal of rationalisation of the signing in Hawes and this work could be undertaken using some of the budget allocated for the current financial year.

3.8 The remaining issues are the more radical alterations to the highways in the centre of Hawes, as represented by Options A and B.

3.9 Option A is essentially a safety scheme which focuses on increasing priority for pedestrians in the westbound section of the one-way system. This section of road would also be designed as a 20 mph zone. Within this zone, alterations would be made to the surface of the carriageway to create more priority for pedestrians although the traditional sett surfacing materials will be retained. In the eastbound section (The Holme) a footway strip to provide a continuous route for pedestrians would be provided.
3.10 Option B is a more radical proposal which would involve the transfer of westbound traffic onto The Holme which would become a two-way road. The current westbound section would be controlled by a new Traffic Regulation Order restricting its use to pedestrians and only vehicles requiring access to properties and to load/unload at retail premises. Some removal of on-street parking on The Holme would also be necessary.

3.11 Members will see from Appendix 1 that Option A attracted 84% support with only 10% opposing this option. Option B only attracted 6% support with 80% expressing opposition. It is therefore recommended that Option A be adopted. This recommendation also accords with the views of the Parish Council and the Upper Wensleydale Business and Tourism Association. The Yorkshire Dales National Park Authority has not commented on whether Option A or B is preferred from their viewpoint, although a degree of support for some additional pedestrianisation appears to be suggested in their response letter.

3.12 It is acknowledged that there will be a need to develop the proposals associated with Option A, and the recommended complementary measures in close co-operation with National Park Officers. It is important to ensure, as much as possible, that the various scheme elements are constructed using materials, commensurate with the special character of Hawes.

3.13 Members will further note that 54% of respondents supported the proposed parking measures and 29% did not support them. The parking proposals envisaged the introduction of shorter duration parking off the highway in the Market Place (with exemptions for properties with residential frontages and possibly hotel guests); possible displacement of some parking from the highway on the south side of the Market Place; possible parking for up to four hours on a resurfaced Market Hall car park. The creation of a pedestrian strip along the north side of the carriageway in the Market Place to improve pedestrian safety, but without removing any Market Place car parking, also featured in the proposed parking improvement measures.

It is acknowledged that, because parking in Hawes is under the control of a variety of bodies, the implementation of any of the changes envisaged in the parking proposals will require extensive partnership working. These proposals will only be deliverable in a 2 to 3 year time frame at the earliest. It is further acknowledged that a number of respondents have called for the provision of additional car parking areas in Hawes, a view supported by the Parish Council and the Business and Tourism Association. This is an issue that would require very careful consideration, but if Members feel it would be appropriate to investigate the possibility further, discussions will be held with the Parish and District Councils and the National Park Authority to determine the feasibility of pursuing this idea.
3.14 The questionnaires also included a question relating to motorcycle parking in Hawes. 40% of respondents considered that the present parking of motorcycles in and around the Market Place is acceptable, whereas 44% considered that this was a problem that needs to be addressed. When this issue was discussed further at the recent Parish Council Meeting, it was felt that this issue was one which should be given further consideration and that a site meeting on a busy Sunday would assist in identifying the scale of the problem, and in proposing options which could improve the situation. Your officers will make arrangements to carry out an inspection, on an appropriate date.

3.15 It will also be noted at Appendix 2 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 further action would be appropriate.

4.0 FURTHER INFORMATION

4.1 Members are asked to note that the decision on the traffic management strategy to be adopted for Hawes 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

It is recommended that:-

5.1 The intention to proceed to the detailed design and implementation of the complementary measures listed in Section 3.3, 3.6 and 3.7 of this report be supported and the intention to discuss the possibility of cycle parking provision at tourist destinations on a partnership basis be noted.

5.2 The Director of Environmental Services be informed that it is the Committee's view that Option A, involving road safety and pedestrian improvements in Hawes as shown on display drawing B9329/014/015A should be adopted.

5.3 The Director of Environmental Services be informed that it is the Committee's view that the County Council should proceed with the parking proposals in consultation with the various owning bodies, and investigate with other partners the possibility of providing other off-street parking facilities in Hawes.

5.4 Members note that further investigation is to be carried out in relation to motorcycle parking in the Market Place.
5.5 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 adopted strategy for Hawes.

M O MOORE
Director of Environmental Services

Background Papers:
None

Author of Report: S G Hurst
Report presented by: S G Hurst
RICHMONDSHIRE AREA COMMITTEE

Extract of minutes of the meeting held Monday 21 October

Middleton Tyas Village Hall

HAWES TRAFFIC MANAGEMENT STRATEGY

CONSIDERED –

The report of the Director of Environmental Services advising of the outcome of the public consultation exercise which had recently been completed in connection with the Traffic Management Strategy options for Hawes.

The report identified short-term measures which had received in excess of 50% support which would now be progressed as quickly as possible to the detailed design stage. It was intended that some of these measures would be commenced during the 2002/3 financial year using funds already identified in the Local Transport Plan budget allocation for that year. These proposals were a ramped access from Gayle Lane car park to Penny Garth; a new pedestrian footway to Brandymires; footway improvements at Birdcage Walk; footway improvements between Gayle Lane and Turfy Hill; and improved bus stop definition within the Market Place. A proposal to re-align the footway on the south side of the Market Place would not be pursued further because, whilst it had received 54% support, it had been unanimously opposed at a Parish Council meeting because it was felt that the removal of the present stepped kerb arrangement would destroy a feature which added to the character of the Market Place. Two further proposed complementary measures, which had received less than 50% support, were not to be proceeded with, namely, provision of secure cycle parking and bus stop provision at the Wensleydale Creamery. However, secure cycle parking provision would be investigated further. The proposed improvement of pedestrian crossing points at various locations in Hawes where presently there were no drop kerbs/tactile paving to assist disabled users and parents with pushchairs would proceed as they were an essential element of the County Council’s Disabled Strategy. Furthermore, signing in Hawes would be rationalised.
The remaining issues were the more radical alterations to the highways in the centre of Hawes, as represented by Options A and B. Option A was essentially a safety scheme which focused on increasing priority for pedestrians in the westbound section of the one-way system. Option B was a more radical proposal which would involve the transfer of westbound traffic on to The Holme which would become a two-way road. In the consultation, Option A had attracted 84% support with 10% expressing opposition. Option B had only attracted 6% support with 80% expressing opposition. The officers therefore recommended that Option A be adopted.

With regard to the proposed parking measures, 54% of respondents had expressed support whilst 29% did not support them. These proposals included the creation of a pedestrian strip along the north side of the carriageway in the Market Place to improve pedestrian safety but without removing any Market Place car parking. The Committee was advised that, as parking in Hawes was under the control of a variety of bodies, the implementation of any of the changes envisaged within the proposals would require extensive partnership working. Therefore, they would only be deliverable in a 2-3 year timeframe at the earliest.

With regard to motorcycle parking in Hawes, it had been suggested that this should be given further consideration and that a site meeting on a busy Sunday would assist in identifying the scale of the problem and in proposing options which could improve the situation. The officers were therefore making arrangements to carry out an inspection on an appropriate date.

A variety of other issues and requests have been raised during the consultation. These were being further assessed and, where appropriate, additional investigations were to be undertaken to determine whether further action would be appropriate.

County Councillor John Blackie reported that the Parish Council had been delighted with the depth of consultation and thanked Stewart Hurst, his team and Mouchel for all their work during the consultation. He stated that this was an example of excellent consultation which, in return, had produced a very high level of response from the households and businesses to whom leaflets had been distributed. County Councillor Blackie referred to concern from the owners of properties who fronted onto the cobbled area regarding how a safe pedestrian strip along the north side of the carriage in the Market Place could be created. He requested that a site visit be organised.
RESOLVED –

(a) That the intention to proceed to the detailed design and implementation of the complementary measures, as listed in paragraphs 3.3, 3.6 and 3.7 of the report, be supported and the intention to discuss the possibility of cycle parking provision at tourist destinations on a partnership basis be noted.

(b) That the Director of Environmental Services be informed that it is the Committee’s view that Option A, involving road safety and pedestrian improvements in Hawes, as shown on display drawing B9329/014/015A, should be adopted.

(c) That the Director of Environmental Services be informed that it is the Committee’s view that the County Council should proceed with the parking proposals in consultation with the various owning bodies, and investigate, with other partners, the possibility of providing other off-street parking facilities in Hawes.

(d) That Members note that further investigation is to be carried out in relation to motorcycle parking in the Market Place.

(e) That detailed issues on implementation of schemes be determined by the Director of Environmental Services, following consultation with the Committee Chairman and the local Member.

(f) That the officers make the necessary arrangements for, and attend, a site visit with the local Member and the Committee Chairman to inspect how a safe pedestrian strip in the westbound carriageway in the Market Place can be created.

(g) That the 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 adopted strategy for Hawes.
NORTH YORKSHIRE COUNTY COUNCIL

DECISION RECORD

[Produced under the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000]

This form should be used to record key decisions taken by an officer (either alone or in consultation with an executive member), and executive decisions taken by an individual member. (One form per decision)

The following Executive decision has been taken:

1. That the parking strategy for Hawes, as set out in the public consultation leaflet, and shown on drawing no B0329/014/018A be adopted, to be implemented on a phased basis in consultation with the various owning bodies, and that further investigations be undertaken with other partners into the possibility of providing other off-street parking facilities in Hawes.

2. A traffic management strategy for Hawes be adopted which includes the proposals contained in Option A, as described in the Hawes public consultation leaflet and as indicated on the drawing B0329/014/015A which was displayed at the Richmondshire Area Committee on 21 October 2002.

By whom: Mike Moore, Director of Environmental Services

(insert name of Meeting, Member or Officer)

On: 25 November 2002

(insert date decision taken)

Reasons for decision:

To enable the traffic management strategy for Hawes to proceed.

Details of any alternative options considered and rejected:

The alternative strategy B as described in the consultation leaflet and in the report to the Area Committee of 21 October 2002 was rejected in favour of Option A.
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.

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<th>Conflict</th>
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Signed ........................................ Date 26 November 2002

(Name) Mike Moore

Directorate : Environmental Services

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

Should you require any further information, please contact Mike Moore

on telephone number 01609 532367

To: The Head of Committee Services (Stephen Knight)
Committee Services (Margaret Gray)
The Staff Officer to the Chief Executive (Amanda Fry)
All Members of the Council
The Monitoring Officer (Catherine Whitehead)
The Chief Finance Officer (John Moore)
The Head of Corporate Policy & Performance (Bill Cross)