

## Escrick Highways Issues – September 2018

This document is intended to act as a register of highways related issues that have been discussed at Parish Council, and the current status. (This list doesn't include maintenance issues which will be handled tactically as they arise)

General: In addition to the specific issues below, EPC will request details of all traffic count and speed monitoring data held by NYCC or other relevant authorities.

Issue	Action taken previously	Current status	Possible next steps
<p><b>1. A19 in Escrick village is dangerous for pedestrians crossing the road</b></p> <p><b>2. A19 in Escrick village is difficult to get out of side streets, especially Skipwith Road</b></p>	<p>Various options pursued:</p> <ul style="list-style-type: none"> <li>- 60+ '95 Alive forms' submitted</li> <li>- PC formally written to NYCC on several occasions requesting action</li> <li>- Request to reduce speed limit to 30mph – declined by NYCC</li> <li>- Request for pedestrian crossing, but NYCC highways advise this cannot be sited, due to junctions and sight lines – the only solution would be a combined junction traffic lights and pedestrian crossing.</li> </ul> <p><i>Injury Accident stats: 29 'slight', and 2 'serious' in past 10 years</i></p>	<p>EPC working with Cllr Musgrave (NYCC) to pursue a signal-controlled junction with integral pedestrian crossing.</p> <p>Highways believe scheme is feasible and desirable, but it needs funding.</p> <p>Cost estimate of £150k.</p> <p>NYCC officers have been unable so far to identify any sources of funding.</p> <p>SDC have advised that CIL funding cannot be used.</p>	<ul style="list-style-type: none"> <li>a) NYCC to provide costs of a feasibility study</li> <li>b) EPC to fund a feasibility study to confirm feasibility and costings</li> <li>c) EPC to investigate the feasibility of a Public Works Loan to fund the work (£150k over 25 years, would cost ~ £9k per annum, or 50% increase in precept, equivalent to around £20 per annum on band D/£40 on band H</li> <li>d) Local consultation/referendum to confirm majority willing to fund the scheme</li> </ul> <p><b>Open.</b></p>

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<p><b>3. Speeding on Skipwith Road in the village (30mph section)</b></p>	<p>'95 Alive forms' submitted. Speed monitoring undertaken verifying that speeding is an issue. Speed camera van allocated to the site and is regularly attending. (75 motorists caught during first 4 months of 2018, from 9 visits).</p> <p><i>Injury Accident stats: 2 'slight' in the past 10 years</i></p>	<p>In addition to police camera van activity the Parish Council is to consider purchase/lease of vehicle activate signs once NYCC consultation completes (Sept 2018).</p> <p>Some residents would like to see speed humps or chicanes installed.</p> <p><b>Open.</b></p>	<p>EPC to appoint independent highways consultancy in 2019 to review this and other issues.</p>
<p><b>4. Speeding on Carr Lane in the village (30mph section)</b></p>	<p>'95 Alive forms' submitted. Speed monitoring undertaken finding no evidence of a speeding problem (mean speed 28mph, 85<sup>th</sup>ile 33 mph). 95 Alive advise no further action possible based on findings. [See related 'motorbikes' issue below]</p> <p><i>Injury accident stats: None reported</i></p>	<p>No further action at this time.</p> <p><b>On hold.</b></p>	<p>EPC to appoint independent highways consultancy in 2019 to review this and other issues.</p>

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<p><b>5. Speeding on A19 in the village (40mph section)</b></p>	<p>60+ '95 Alive forms' submitted. Speed monitoring undertaken finding no evidence of a speeding problem (avg 37mph, 85%ile 42). Community Speed Watch scheme briefly established, but disbanded at police request so that the location could become a police camera van location instead (at the time of writing 2 visits, no speeding motorists caught).</p> <p><i>Injury accident stats: see above</i></p>	<p>Main focus for A19 is on junction/pedestrian crossing (see above). <b>Open.</b></p>	<p>Parish Council to also undertake additional grass cutting, and consider further landscaping works, such as flowers and/or village gates to improve village appearance, which is known to have an effect on drivers' speeds.</p>
<p><b>6. Speeding on Skipwith Road in proximity to Queen Margaret's drive/Wheldrake Lane</b></p>	<p>Additional 'School' signs installed, and rumble strips on the road in 2016. Speed monitoring undertaken establishing average speed of just below 50mph and no evidence of a speeding problem (limit is 60). Underlying issue is poor visibility and inappropriate speed limit. EPC requested a 40mph buffer zone from Mill Hill to the village to address these concerns and reduce instances of speeding vehicles entering the village.</p> <p><i>Injury accident stats: 6 'slight' in the past 10 years</i></p>	<p>NYCC officers regard that the current arrangements are safe and appropriate, and therefore no further action can be justified. <b>Open.</b></p>	<p>EPC to appoint independent highways consultancy in 2019 to review this and other issues.</p>

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<p><b>7. Speeding on A19 in the vicinity of the junction with Stillingfleet Road/Estate Office entrance</b></p>	<p>Resident advised to submit 95 Alive form. Speed monitoring undertaken finding no evidence of a speeding problem (the location is a 60mph limit, so whilst vehicles are fast, are generally within the 60mph limit). Road doesn't meet criteria to reduce 60mph limit.</p> <p><i>Injury accident stats: 4 'slight' in the past 10 years</i></p>	<p>No further action at this time. <b>On hold.</b></p>	<p>EPC to appoint independent highways consultancy in 2019 to review this and other issues.</p>
<p><b>8. Lorries greater than 7.5T using Skipwith Road as a cut through, not accessing premises within the 7.5T restricted area</b></p>	<p>Reported to highways, who have authority to undertake spot checks</p>	<p>Awaiting feedback from NYCC regarding plans for enforcement.</p> <p>Automated solutions are available based upon mobile ANPR cameras, but unlikely that NYCC would invest in these.</p> <p><b>Open.</b></p>	<p>EPC to appoint independent highways consultancy in 2019 to review this and other issues.</p>
<p><b>9. Parking on Skipwith Road close to A19, causing lorries to mount the kerb</b></p>	<p>Reported to highways with photos of the problem, requesting double yellow lines. Highways declined the request as not required/unsuitable.</p>	<p>No further action at this time. <b>On hold.</b></p>	<p>EPC to appoint independent highways consultancy in 2019 to review this and other issues.</p>
<p><b>10. Illegal (school run) parking on Main St/Carr Lane causing safety issues</b></p>	<p>Reported to police who undertook various action, including letter to parents and speaking to offending motorists.</p>	<p>Problem mitigated. Reminders sent by school to parents from time-to-time. <b>Monitoring.</b></p>	<p>Continue to monitor</p>

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<p><b>11. Mud / debris on the road outside the tip/business park access, from lorries exiting the tip</b></p>	<p>Direct liaison with tip operator. Reported to highways. Reported to SDC.</p>	<p>Cllr Musgrave advises instances should be reported to <a href="mailto:planning.enforcement@northyorks.gov.uk">planning.enforcement@northyorks.gov.uk</a> who are responsible for enforcing planning obligations such as wheel washing. Escalate to County Councillor if not satisfied with the County Council response.</p> <p><b>On hold</b></p>	<p>Continue to monitor</p>
<p><b>12. Motor bikes speeding through the Parish, particularly on sunny days – excessive noise and speed. Carr Lane and Skipwith Road particular problem areas.</b></p>	<p>Residents advised to report to 95 Alive and to police on 101. Police advise that tactical monitoring is undertaken along the known bike routes, albeit not necessarily in Escrick.</p>	<p>Reported to NYP</p> <p><b>Open.</b></p>	<p>Write to Julia Mulligan directly expressing disappointment with the feedback received from NYP. Request that enforcement of regulations pertaining to vehicle noise is improved.</p>
<p><b>13. A19 is too congested, and further planning applications in the district should be declined to avoid exacerbating the problem</b></p>	<p>District and County Councillors advise that other than in very specific circumstances, this is not a valid reason for planners to decline applications. Highways are expected to invest in the highways network to meet growth outlined in the local plan. Weekly traffic increased from 108k in 2012 to 121k in 2016.</p>	<p><b>On hold</b></p>	<p>Continue to object to any traffic intensive developments along A19 corridor.</p> <p>Encourage NYCC to adopt modern strategic planning tools to understand the through traffic flows on A19/A1079/A1 etc, and the impact of routing software and dynamic 'sat nav' systems on traffic flow.</p>

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<p><b>14. The size of some lorries is too big, causing vibration, and probably damaging properties along the A19</b></p>	<p>Size of vehicles is specified by national / EU legislation. Whilst in theory weight limits could be introduced by the County Council, the A19 is unlikely to meet the criteria for a reduced weight limit. In theory residents could lobby the MP to change national legislation, but this seem unlikely.</p>	<p><b>No further action</b></p>	
<p><b>15. The size / poor visibility of some agricultural vehicles is ridiculous. They could easily kill someone.</b></p>	<p>Size of vehicles is specified by national / EU legislation. In theory residents could lobby the MP to change national legislation, but this seem unlikely.</p>	<p><b>No further action</b></p>	
<p><b>16. A19 south of the business park is frequently crossed by horses. This is dangerous because of the bend and needs a Pegasus crossing installing.</b></p>	<p>Request passed to NYCC highways. Warning signs warning of horse crossing erected, but Pegasus crossing not pursued.</p> <p><i>No injury accidents reported</i></p>	<p><b>Closed</b></p>	
<p><b>17. A19 junction with business park is dangerous. Northbound vehicles overtake through the southbound right-turn lane, risking head-on collision.</b></p>	<p>Written to area 7 highways and County Councillor requesting a traffic island and double white lines Site meeting held with highways officers. Officers provided 36 months of accident statistics, none are attributable to the junction layout, albeit other accidents recorded in the vicinity with causes provided.</p>	<p><b>On hold</b></p>	<p>EPC to appoint independent highways consultancy in 2019 to review this and other issues.</p>

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	<p>Absence of accidents means NYCC cannot justify undertaking a safety audit of the junction, albeit the PC could commission one at the PC's cost if it felt strongly about the issue.</p> <p><i>No injury accidents reported</i></p>		
<p><b>18. Vehicles mounting verges causing damage</b></p>	<p>Some damage reported to NYCC and repaired. A19 problem appears often to be caused when standing traffic moves onto verges to make room for passing ambulances.</p>	<p>PC to consider purchasing white kerb posts for some sections.            Nb: Some of the issues are within Deighton Parish.  <b>Open</b></p>	<p>To keep under review – (nb: highways approved verge marker posts are £13 each).</p>
<p><b>19. Vehicles parking on pavements and verges – obstructs pedestrians, particularly wheel chair users and pushchairs.</b></p>	<p>Polite requests made in Parish Magazine.            Discussed with community policing. But it is not currently illegal to park on pavements, albeit other offences may be used to cover it.</p>	<p>Reiterate polite request in Parish Mag etc. National Government is consulting on changes to the law to make it easier for local councils to ban pavement parking (as is the case in London and Exeter).  <b>On hold</b></p>	<p>To periodically repeat polite requests in Parish Magazine</p>
<p><b>20. Village bus stop location is unsafe</b></p>	<p>NYCC advise they do not have the powers to prevent the bus stopping there. Some residents regard this as preferable to other locations, due to the ability to shelter in the Lych gate.</p>	<p>If a traffic light controlled junction is implemented (item 1) it is likely that the bus would not be permitted to stop in the current locations.  <b>On hold – pending A19 junction scheme</b></p>	<p>Consider as part of A19/Skipwith Road junction</p>