**KIRKBY MALZEARD, LAVERTON AND DALLOWGILL PARISH COUNCIL**

**REPRESENTATION TO NYCC HIGHWAYS - AUGUST 2019**

**TRAFFIC SAFETY AND ASSOCIATED MATTERS**

BACKGROUND

Over recent years the Parish Council has become increasingly concerned about the rising levels of traffic within both Kirkby Malzeard and Laverton villages, and along the rural roads within the Parish.

There are clearly safety issues arising from the sheer number of vehicles now using roads which were not designed for this volume of traffic and which have not been upgraded for decades. The vehicles are also now wider, longer and more powerful than in the past which contributes to this problem. As well as cars belonging to residents, we see an increasing number of large HGV’s, bigger coaches serving Schools and more powerful tractors and other agricultural equipment. There are also an increasing number of cyclists, horse riders and walkers using the road network for leisure purposes. The roads with the Parish are generally narrower than in urban or suburban areas and have numerous bends creating hazardous blind spots.

As well as safety concerns, some areas of Kirkby Malzeard are now affected by a significant parking problem, which causes regular difficulties not only for residents but also for business owners whose trade is affected when customers are unable to park easily.

PUBLIC CONSULTATION

Over the last four months the Council has undertaken a consultation process to establish which ideas to remedy these problems have support locally, using the questionnaire in Appendix 1.

The questionnaire was used at our well attended Drop-in Session on April 20 and was also available on the community website (Kirkby Malzeard Area Guide) for those who were unable to attend.

We itemise below the six improvements which received the most support, together with an explanation as to why we feel these would be beneficial. Maps showing the locations are provided in Appendix 2.

We acknowledge that, in relation to the implementation of reduced speed limits, there is a difference between perceived speed and actual speed and in order to accurately monitor the speed of vehicles for example on Main Street, Kirkby Malzeard, a request was made to North Yorkshire Police for data loggers to be installed in February. However, despite repeated requests these have not yet been provided. We will continue to pursue this matter and are also considering the merits of a Community Speed Watch scheme, but we would like to see the suggestions below implemented now before anyone is killed or seriously injured.

PROPOSALS

1. THE INTRODUCTION OF A 30MPH ZONE IN LAVERTON VILLAGE, EXTENDING ALONG THE NARROW LANES TO THE EAST.

 There have been a number of accidents in recent years in the village, with parked vehicles in front of Laverton Hall Cottages regularly being damaged by vehicles speeding around the corner from Kirkby Malzeard. Of particular concern is the increased number of children now living within the village, some of whom play on the road itself and we would welcome the introduction of a formal speed limit to reduce the risk of a serious accident in this location. Please note that there are no footpaths on any of the roads, with poor lines of sight for drivers because of bends and other obstacles. The two lanes from the village onto Galphay Road/Warren Lane are amongst the narrowest in the Parish and a speed restriction on these is essential.

1. EXTEND THE EXISTING 20MPH ZONE IN KIRKBY MALZEARD.

 In recent years a second School entrance has been formed on Manor Court, which has resulted in more vehicles parking on Main Street at busy times and more children crossing that section of Main Street on their way to and from School. The Market Cross crossroads has always been hazardous as the visibility of vehicles in various directions is restricted. We believe that extending the zone to cover these two areas, and the approaches to them, will reduce the risk of serious accidents.

1. CREATE A 40MPH ZONE BETWEEN KIRKBY MALZEARD AND LAVERTON.

 This section of road incorporates a straight downhill section, a farm entrance, a blind double bend and a road junction, and has no footpath provision. It is used regularly by walkers from both villages and by horse riders from Bogs Hall Stables. It is hoped that the Kirkby Malzeard 30 mph zone will be extended beyond the Kirkby Moor Road junction in conjunction with the new housing development on Laverton Road, but by introducing a 40mph zone on remaining sections it will slow down traffic approaching the villages, as well as protecting road users on this dangerous stretch.

1. CREATE A 40MPH ZONE BETWEEN KIRKBY MALZEARD AND GREWELTHORPE AND EXTEND THE 30MPH ZONE TO INCORPORATE ALL OF CHURCH BANK AND LONG SWALES LANE.

 This road is a relatively busy route used by motorists travelling between Harrogate and Masham, as well as HGV’s and School buses, and is less than the full two vehicle width in places, with a number of bends where on coming vehicles are not readily visible. In practise it is reckless to travel in excess of 40mph and it therefore seems irresponsible for motorists to be encouraged to drive at speeds up to 60mph. The section including Long Swales Lane and part of Church Bank is also currently unrestricted and extending the existing 30mph village limits to incorporate these areas seems sensible in conjunction with this proposal.

1. CREATE A 40MPH ZONE ON RIPON ROAD TO THE EAST OF KIRKBY MALZEARD.

 This section of road now has two businesses (D and M Design and Fabrication Ltd and Buzzards Tyres) with access directly onto it, both of which are on sharp bends and both have a relatively high number of vehicle movements to and from their premises every day. In addition to improving safety in relation to these, the speed of vehicles approaching Kirkby Malzeard village would also benefit from being reduced in advance of the 30mph zone. There is also occasional pedestrian use from these businesses with no footpath provision present.

1. PROVISION OF FOOTPATH BETWEEN KIRKBY MALZEARD VILLAGE AND THE CEMETERY, AND EXTENSION OF 30MPH ZONE.

 It is unclear why a footpath was not provided when the cemetery on Galphay Road was created, but the provision of such to protect pedestrians is long overdue. It would also appear sensible to extend the 30mph zone south from the village to include this stretch of road to further improve safety.

A number of other proposals were considered which did not receive support from residents. These included the introduction of a one-way system on Long Swales Lane and Church Bank/Street, as suggested by Highways in conjunction with the new housing development on Laverton Road (HBC Planning ref. 17/04308/OUTMAJ). We understand that public consultation on this proposal must be carried out by Highways before it can be implemented, but please note that it appears unlikely to receive support within the community.

The Council also proposed the introduction of speed bumps to slow down traffic on Back Lane South in Kirkby Malzeard but views on this were divided. We would seek alternative suggestions from Highways as to methods which could be implemented to reduce vehicle speed on this section of road, which adjoins the Children’s Play Area and Highside Playing Fields.

APPENDIX 1 – CONSULTATION DOCUMENT

APPENDIX 2 – MAPS

Howard Mountain, Chair

on behalf of Kirkby Malzeard, Laverton and Dallowgill Parish Council.