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<b>PART A:</b>	<b>MATTERS DEALT WITH UNDER DELEGATED POWERS</b>
<b>REPORT TO:</b>	<b>POLICY AND RESOURCES COMMITTEE</b>
<b>DATE:</b>	<b>29 NOVEMBER 2018</b>
<b>REPORT OF THE:</b>	<b>SPECIALIST SERVICES LEAD OFFICER GARY HOUSDEN</b>
<b>TITLE OF REPORT:</b>	<b>RESPONSE TO NYCC'S CONSULTATION ON A PROPOSED EXPERIMENTAL ONE WAY SYSTEM AT ST. NICHOLAS ST. NORTON ON DERWENT (REPORT UNDER URGENT BUSINESS)</b>
<b>WARDS AFFECTED:</b>	<b>PRIMARILY MALTON AND NORTON BUT ALL WARDS INDIRECTLY</b>

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## **EXECUTIVE SUMMARY**

### **1.0 PURPOSE OF REPORT**

- 1.1 This report seeks to inform members on the detail of a proposed experimental one-way system which for St. Nicholas St. Norton which was received from North Yorkshire County Council on 22 November 2018. The consultation letter and accompanying plan is attached as Annex 1 to this report for Members information.

### **2.0 RECOMMENDATION(S)**

- 2.1 It is recommended that Members endorse the proposed letter of response from the Council's Specialist Service Lead Officer (Attached as Annex 2 to this report) objecting to the proposed experimental one way system as detailed in the consultation.

### **3.0 REASON FOR RECOMMENDATION(S)**

- 3.1 Ryedale District Council has been actively engaged in partnership with NYCC and other stakeholders to deal with connectivity issues between the two towns. Members of Policy and Resources Committee will recall that they received a detailed report at its meeting on 26 July 2018. The July P&R report set out progress to date on the connectivity study and it also advised Members of the potential for some 'quick wins'. The report however also advised that there was a need for a significant amount of further work to be undertaken in order to properly test the effectiveness of other more significant interventions that could be considered in order to improve movement in and between the two towns.
- 3.2 In the intervening period of time NYCC have commissioned traffic count data at key junctions and this was undertaken in October 2018. To date however the traffic model

that is required to move forward with this data is still under construction. The traffic model will then also need to be validated in order that the data can then be used to test the effectiveness of a variety of different intervention scenarios for both towns in a holistic manner. It is currently expected that the model is not expected to be complete until March 2019.

- 3.3 The purpose of the model is to look at the impacts of potential solutions for improvements on the ground but to do this in a strategic manner in order to be able to more confidently and accurately predict the outcome of interventions that might occur than if they are done in an isolated or 'ad hoc' basis.

#### **4.0 SIGNIFICANT RISKS**

- 4.1 The experimental one way system the subject of this consultation is proposed in advance of the required modelling work detailed above. Officers are concerned that the impacts of this scheme in isolation clearly have the potential to create and exacerbate problems elsewhere in the local road network. In advance of knowing more about the bigger picture (which would be derived from the modelling work) officers consider that the scheme is premature. Any adverse impacts have the potential to reflect badly on the work carried out to date which seeks to promote quick wins and longer term solutions to connectivity issues in both towns.

- 4.2 Publicity of the proposed scheme has already given rise to significant concerns being raised by residents on social media, some of which is adversely affecting the Council's reputation by association.

#### **5.0 POLICY CONTEXT AND CONSULTATION**

- 5.1 The policy context and background to the Connectivity Study was set out in the earlier report to Policy and Resources in July 2018.

- 5.2 There has been no prior contact or consultation with Ryedale Council Officers with regard to the proposed experimental one-way system for St Nicolas Street. The consultation letter dated 22 November 2018 seeks this Council's views 'before the end of the year'. In addition to detailing the extent of the proposed one way system the consultation letter also states that an experimental order can run for up to 18 months- at the end of which a decision would be made whether or not to make the system permanent.

### **REPORT**

#### **6.0 REPORT DETAILS**

- 6.1 Officers have been actively involved with a variety of stakeholders as well as with officers from NYCC on this area of work. It is appreciated that the perceived congestion and connectivity issues in both towns cannot be resolved by Ryedale in isolation without the input and actions of other organisations. In this respect the County Council is acknowledged to be a key partner in helping to deliver the best solutions in the longer term.

- 6.2 In this instance however the proposed one way system is considered to be at odds with the approach that has been taken to date in relation to the connectivity study which has been sought to deal with the matter in a holistic and strategic way.

6.3 The proposed letter of response attached at Annex 2 urges the County Council to reconsider its proposal to introduce an experimental one-way system on St Nicholas Street because the proposal has not been properly considered through appropriate modelling and is therefore premature & because in isolation it is likely to have other adverse impacts on the local road network through displaced traffic as set out in the draft response letter.

## **7.0 IMPLICATIONS**

7.1 The following implications have been identified:

a) Financial - none

b) Legal - none

c) Other (Equalities, Staffing, Planning, Health & Safety, Environmental, Crime & Disorder) - none

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