

Draft Letter

Response to NYCC in response to Experimental one way System –St Nicholas St. Norton

Dear Mr Sharp

Thank you for your letter dated 22nd November 2018 consulting the District Council on the proposed experimental one-way system for St Nicolas Street, Norton-on –Derwent.

The District Council understands the reason why the proposal has been suggested. It is also understood that the proposal is experimental in order for traffic flows and, presumably traffic re-distribution to be monitored.

The Council is aware of the effect that the Church Street/ Welham Road junction re-prioritisation has had on the distribution and flow of traffic at this part of Norton. It considers that it is likely that the proposed one-way system in conjunction with the current junction arrangement would result in further increased queuing on Church Street, Langton Road and St Nicholas Street itself. The proposal is also likely lead to a redistribution of traffic which could result in increased movements on Bazleys Lane as well as increased use of the Brambling Fields junction. The proposal may also result in increased turning and manoeuvring of delivery vehicles and the like within St Nicholas Street Car Park.

It is appreciated that the effects of the proposal would be carefully monitored and assessed. However, the District Council is extremely concerned about the potential consequences for traffic flows and redistribution.

The District Council does welcome in principle, the willingness of the Local Highway Authority (LHA) to use experimental orders to address matters raised by local people and the pace at which it is possible for the LHA to act. However, it is the District Council's understanding that both organisations are committed to working in partnership to address issues of congestion at Malton and Norton. To that end, the District Council is concerned and disappointed that a decision to progress an experimental order has been made without any prior discussion with this authority.

Moreover, both organisations are working collaboratively to identify and test a range of potential highway interventions for Malton and Norton via a new highway model. Prior to this Ryedale has already committed £25k towards the overall cost feasibility work carried out by WSP in relation to the connectivity study. In advance of the completion of the highway model (which would allow the effects of the proposal alone and in combination with other potential interventions to be considered in a holistic and strategic way) the proposed experimental one-way system is considered to be both 'ad hoc' and premature. The District Council is disappointed that the County Council has chosen to consult on the proposal in advance of this joint work and would urge that this is reconsidered at this point in time.

If the County Council does progress the experimental order, it is the view of the District Council that an 18 month period in which to monitor traffic flows is too long a period of time. There should be no reason why the implications of the proposal cannot be monitored and evaluated within a significantly shorter period of time.

Please advise me of the outcome of this consultation procedure as soon as possible.

Yours sincerely

Specialist Services Lead Officer

