

Hovingham Traffic Management Review June 2020

Forward:

This assessment has been carried out following residents' concerns highlighted in the community survey of 2018 and published in June 2019. 75-85% of residents have serious concerns about all aspects of traffic with 84% support for speed enforcement all over the village. There were 201 comments received on all aspects from speeding, HGV's, parking and road safety.

Residents felt strongly:

1. The need to limit the speed of vehicles everywhere in the village
2. To have safe crossing places
3. To reduce the noise, vibration and intrusion of heavy goods vehicles and enforce hours of operation

Observations show that speeding drivers only slow down when there is a restriction either a sharp bend, parked cars or at stop signs.

Along with the Community Survey, Hovingham "Speedwatch Team" was asked for their input and recommendation based on their practical experience of monitoring traffic in the village. A dialogue was then developed between NYCC and Highways to ascertain what options may or may not be possible to be introduced in Hovingham to reduce traffic "inconvenience".

NYCC and Highways approach to speeding traffic is that there are 3 levels of drivers.

1. Those who always drive within the limits - vast majority
2. Those who inadvertently do not adjust to the new speed limit - very high % of the remainder
3. The small % of "idiots" who will speed whatever the restrictions

It is not possible to stop the latter without regular Policing. NYCC's focus is therefore to make group 2 more aware, which is also the approach of this report.

The report tries to offer some solutions and for consideration by Hovingham Parish & Scackleton Parish Council.

Summary:

The report covers the 4 options that have been evaluated with NYCC and Highways. A safe crossing point was not considered at this stage on the basis of trying to slow traffic by making drivers more aware of their environment in the first instance.

Options:

- 1. Improving the awareness for drivers entering a 30mph zone.**
 - a. 20 mph speed limits at the 4 entrances to the village
 - b. Replace the 30mph signs with new High Vis signage.
 - c. Refreshing the 30mph roundels and stop signs.
 - d. Rumble strips and red boxes prior to the 30mph signs.
 - e. Introducing a "Gateway Feature" to raise awareness.
 - f. The use of Temporary Vehicle Activated Signs.
 - 2. Reducing traffic speed at the entrance to Park Street.**
 - 3. Discourage Church Street being used as rat run.**
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1. Improving the awareness for drivers entering the 30mph zone.

- a. A 20mph limit was discussed. NYCC they would not support a 20 mph limit which would also have to be endorsed by the Police. NYCC do not believe there is any evidence that a 20mph limit has any benefit without effective policing. Therefore, the focus has been to maximise the awareness of the 30mph limit.
- b. Changing the existing 30 MPH signs or the background of the "Hovingham" to high vis signs is not considered by NYCC to make any significant difference. They are generally only used to improve conspicuity against a dark or complex background and are not really used to as a reinforcing measure. It was pointed out that the existing "Hovingham" signs are of considerable value and aesthetically pleasing and recommended not to be replaced.
- c. The 30mph roundel marking and stop signs to be refreshed when the highways team have completed the annual resurface dressing review. This has now been agreed with Highways, awaiting confirmation of timing. Highways have confirmed that 3 of the 4 roundels will be refreshed and the junction markings at Potticar bank and Park Street to be refreshed.
- d. Installing red boxed zones and or rumble strips. These are expensive and have to be funded by the Parish. They wear out very easily and the rumble strips can be noisy. They are not recommended by highways as a cost vs effect.

- e. Highways suggest that Hovingham could make the entrances to the village “stand out” using a gateway feature. This has been used in a number of rural communities and has proved very effective. It draws the driver’s attention to the fact that the environment they are entering has changed. They then automatically check their speed. A gateway approach can make the difference.



Wooden gateways as per the enclosed picture would be in keeping with the existing white railings towards the centre of the village.

We have reviewed all site entrances to the village with NYCC.

They would be located opposite the existing “Hovingham” signs on one side of the road.

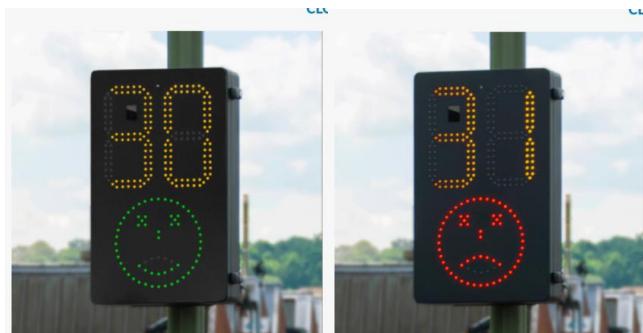
Replacing the existing Hovingham walled signs would be unnecessarily expensive and can be kept.

Three village entrances from Malton, Terrington and Coulton would be approved by NYCC for basic wooden gates because the Hovingham sign is within the 30mph restricted area.

The one Hovingham sign from Helmsley is outside the 30mph restricted area and a gate would therefore have to be modified to shear off in case of an accident.

As a rough estimate the double gates would cost £250 a made in wood. Plastic would be less expensive.

- f. The use of Temporary Vehicle Activated Signs.



NYCC recommend the use of Temporary Vehicle Activated Sign (TVAS) as a method of traffic calming. They are the activated signs which are moveable, which is recommended every 6 to 8 weeks. They have proved the most effective for group 2 drivers, ie those who inadvertently do not adjust to the new speed limit.

The cost for a battery operated sign is approximately £3,200 plus vat. For each of the additional 2 locations, the temporary post is £500 plus vat. The battery last 30 days before a recharge. The locations for the signs have been agreed with NYCC in principle.

The sites would be at the Malton, Helmsley and Terrington entrances. A siting in Park Street was not considered feasible due to the location and proximity of the 30mph sign and the stone "entrance gates" obstructing the approach view.

This project would need to be supported and agreed by the Speed Watch Team and would recommend that it was managed and maintained by them.

Malton Entrance

Position of TVAS



Position of Gateway Feature

Helmsley Entrance



Position of Gateway Feature



Position of TVAS

2. Reducing traffic speed at the entrance to Park Street.

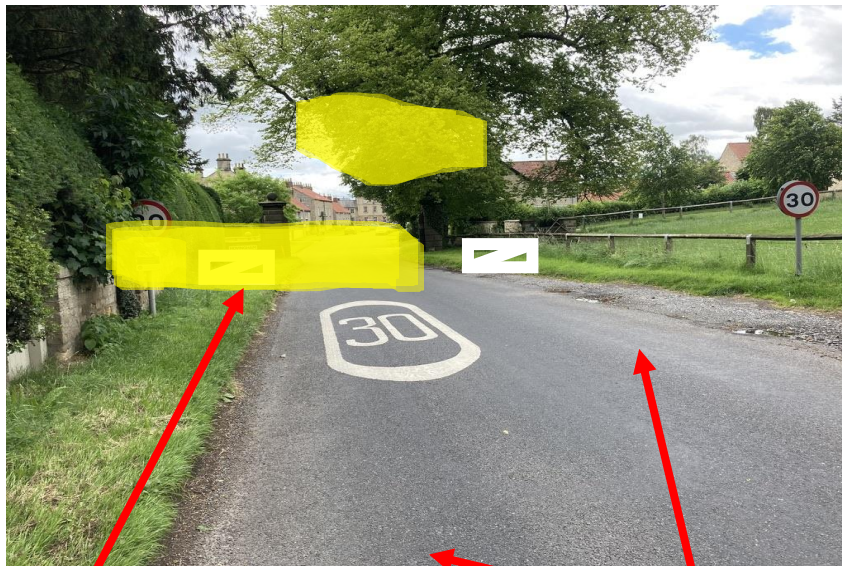
A proposal was to move the 30mph sign in Park Street, further out of the village by circa 30 meters to encourage vehicle to slow down earlier.

NYCC did not believe this would make any significant impact on the approach to the village. There was little or no room for it further along the verge and would require planning approval and support from the police.

It was suggested to monitor the traffic flow entering the village for 7 days in order to better assess the options. This would cost £110 for the 7 days. It would provide a detailed picture of time, number, speed and type of vehicle. Based on the assessment, a calming solution could be a double island in the road which would force the vehicles to slow down. There appears to be room although this requires further evaluation and approval by Highways. The cost would have to be borne by the PC.

A draw back could be increased noise levels from vehicles having to stop and wait for vehicles entering and leaving the village. However, the islands would have the effect of slowing the vehicles before they entered the residential area.

Park Street Entrance



Position of Gateway Feature

Possible position of islands

It is proposed to place a traffic monitoring strip just inside the 30mph sign for one week.

3. Discourage Church Street being used as rat run.

The 30 mph and possibly 20 mph signs were reviewed with NYCC. They believe 20 mph signs have little or no effect. There were no good locations for adding “Resident Only” signage without putting them on properties at the south end and on the green at the north end.

Parked cars can act as good traffic calming measures. Some councils have actually purchased cars to park in strategic locations where other measure were not possible to introduce. On the day of the survey all cars along Park Street were parked on left had side of the road, north to south. This made a perfect rat run. NYCC suggested that we encourage owners to park on alternative sides on the road. In the particular area outside the school. If cars parked on the estate side of the road, due to the bend in the road, it would very likely have an instant impact on slowing down and discouraging cars using Park Street as a rat run. This would need to be discussed with the school and a review of the possible safety impact for pupil drop off and collection etc.

Church Street Rat Run



Encourage Residents to park on both sides of the road

Financial Cost:

There are 3 options to help reduce speeding traffic that require funding if adopted, plus the traffic monitoring at the entrance to Park Street.

A. Gateway Feature.

4 potential positions, Malton, Helmsley, Terrington and Park Street at an estimated cost of £250 a set.

Total £1000

B. Temporary Vehicle Activated Sign

3 Positions. Malton, Helmsley and Terrington

One master sign at an estimated cost of £3200 plus 2 other “post” locations at £500 each

Total £4200

C. Dual Islands at the entrance to Park Street

The cost of dual island and signs would be in the region of £4000.

Total £4000

D. Traffic Monitoring

A Traffic Monitoring Strip on the entrance to the Village, inside the 30mph sign for 1 week.

Total £110

Total cost for the 4 projects £9310 plus Vat

Finance Sources:

1. AJ1 Project Road Safety Fund

<https://www.northyorkshire-pfcc.gov.uk/how-can-we-help/community-projects/aj1/>

This non-recurring funding opportunity is intended to strengthen the work of local communities and organisations and groups with a local and/or thematic focus, such as parish councils to improve road safety across North Yorkshire.

Projects will be asked to focus on improving road safety for children and young people, cyclists, motorcyclists and older road users with bids invited from Councils and other community groups. One-off grants of up to £20,000 can be applied for and bids which include matched funding from other sources will be eligible to receive an additional 10 per cent on top of the amount requested.

We need to determine if any of the above projects would be eligible for the AJ1 grant

2. Claire Docwra

NYCC have confirmed that RDC Councillors, in our case Claire Docwra, have been awarded £10,000 in June to support Parish Councils with road/ traffic improvements.

We need to clarify with Claire Docwra if she would support any of the above projects with a grant.

3. Local Businesses

We have a number of local businesses, in particular Moseys and Peacocks who may wish to support the communities concerns to reduce the impact of speeding traffic and noise. There may also be members of the community who would consider making a contribution to any calming measures.

This report was prepared by Frank Colenso 28th June 2020 with the support of NYCC and Highways.