

# MMPC REPORT OF THE FINDINGS FROM A59 SURVEY OF PARISHIONERS

## Background

The A59 is a major road in England which is 109 miles long and runs from Wallasey, Merseyside to York. This report is specifically concerned with the two miles or so section of the A59 that passes through Moor Monkton.

The A59 is a single lane carriageway all the way from the A1(M) to the A1237 York Outer Ring Road, the latter scheduled to be upgraded to dual carriageway over the next few years.

Department of Transport (DfT) published survey data for the 6.77 miles of the A59 from the A1(M) to Turn Bridge, Moor Monkton shows the 2018 **Annual Average Daily Flow (AADF)** of traffic as **18,579** vehicles. **This represents 774 vehicles on average using the A59 every hour, every day.** The reality is that the volume of traffic using this section of the road is minimal between 22.00 and 06.00 (8 hours) and thus the vast majority of traffic is in the remaining 16 hours of each 24 hour period. The peak times are usually around 07.00 to 09.00 and 16.30 to 18.30.

If **18000** vehicles - of the 18,579 - transverse the A59 in 16 hours between 06.00 and 22.00 this represents an average of **1,125 per hour** or **19 vehicles per minute.**

In **2015** the corresponding **AADF** figure was **15336.**

Since 2018 permission has been given and building commenced for the development of up to 3000 new homes along this section of the A59 at Green and Kirk Hammerton and Cattal which will inevitably increase the AADF of vehicles using this road.

**NB.** MMPC is awaiting the findings of a road traffic survey of the Moor Monkton section of the A59 by North Yorkshire Police as part of its plea for traffic calming and increased safety measures to be implemented. The results of MMPC's own "A59 Questionnaire" survey of Moor Monkton residents are intended to provide qualitative evidence of the need for A59 traffic calming and increased safety measures and to help inform the Statutory Authorities in determining the remedial action required.

## Reason for this Report

Moor Monkton Parish Council (MMPC) has long had road safety concerns about the Moor Monkton section of the A59, not least because of the high and increasing volume of traffic, but also the 60mph speed limit, albeit there is a 40mph advisory speed limit sign for traffic travelling from York. The A59 'S' bend at Turn Bridge and the close-by unlit Church Lane and Marston Lane crossroads are hazardous sections, particularly for vehicles joining, leaving and crossing the A59, and similarly for the properties alongside this road.

Not surprisingly, there have been many road traffic accidents (RTAs) on the A59 at Moor Monkton. The Clerk to MMPC in recent correspondence with NYCC established that they had five RTAs recorded for the three year period to April 2019 at or near the Church Lane/ Marston Lane A59 junction and as such meets the County Council Collision Cluster Site criteria.

Ironically during the week of our recent A59 survey, on 27th September 2019 at approximately 20.30, there was a further RTA at the crossroads involving two cars causing personal injury and attended by the police and ambulance services.

MMPC has been endeavouring for some years to get traffic calming and safety measures implemented along the A59 in Moor Monkton. The Moor Monkton Village Plan, 2017, included the following action points:-

1. Trim verges and hedges regularly to ensure good visibility
2. Widen the entrance to Church Lane from A59
3. Compulsory speed restrictions on A59 at crossroads
4. Create slip roads for left turning vehicles coming off A59
5. Roundabout (and/or) traffic lights required at crossroads
6. Provide lighting along the A59 where residential properties are located.

**A59 Questionnaire to gather Parishioners' feedback of their experiences of accessing, exiting and crossing the A59 at Moor Monkton during the week of 23rd to 29th September 2019, inclusive.**

A structured questionnaire (shown below) was produced and distributed to approximately 120 households, of which **48 (40%)** have been **completed and returned**.

A summary of the responses to questions 1 to 4e is given immediately below. The main themes from respondents are also summarised below. The actual comments given to question 4f "other situations not covered in the previous questions" are reproduced in Appendix B.

**1) In the period (23rd To 29th September 2019) how many times did you access/exit/cross the A59?**

- a) None **0.**      b) 1-5 **2**      c) 6 - 10 **8.**      d) 11-15 **10.**      e) more than 15 **28.**

**2) Typically, how long did you have to wait to join the A59?**

- a) No wait. **2.**      b) 1-59 secs **10.**      c) 1-2 mins **14.**      d) 3 - 5 mins **19.**      e) 6mins /more **3.**

**3) How long did you have to wait to exit the A59?**

- a) No Wait **8.**      b) 1-59 secs **21.**      c) 1-2 mins. **12.**      d) 3-5 mins **7.**      e) 6 mins/more **0.**

**4) If you experienced any - please put an X in the appropriate box in each of the situations that applied to you:**

- a) Traffic on the A59 was travelling too fast to safely access/exit the flow of traffic: **37**

- b) High volume of traffic on the A59 with no priority for leaving/joining/crossing the traffic making manoeuvre hazardous: **45**

- c) A59 crossroad junction with Church Lane/Marston Lane, with the central filter is complicated: **11**
  
- d) Incorrect use of centre filter Lane to overtake traffic turning off the A59: **18**
  
- e) Pedestrians and cyclists find crossing the A59 hazardous because of high speed of traffic: **21**

**Main themes from responses under 4f) “Other situations not covered in 4a - e.”**

- 1) There is a problem with HGVs negotiating Church Lane, particularly the narrow junction with the A59 crossroads.
- 2) Turning right out of properties on the A59 is particularly hazardous because of the density and high speed of two flows of traffic. The same is true of manoeuvring onto the A59 from the crossroads, but with the additional element of traffic from the opposite side turning left, right or crossing the A59.
- 3) There needs to be a mandatory 40mph speed limit on the A59 through Moor Monkton and either a roundabout or traffic lights at the crossroads.
- 4) Traffic turning left off the A59 into Church Lane encounters a very tight corner, particularly if traffic waiting in Church Lane to exit, and worse still when HGVs are involved. It is often necessary to reverse to make way.
- 5) Vehicles turning out of Church Lane and Marston Lane often have a long wait.
- 6) Vehicles on A59 travelling from the Harrogate direction drive too fast and close together now there is no 40mph advisory speed sign.
- 7) HGVs travelling from the Harrogate direction create a blind spot of the Turn Bridge ‘S’ bend for traffic joining/crossing the A59 from Church Lane.
- 8) **Hedges and verges on the A59 need to be cut regularly to ensure unobscured visibility.**
- 9) Something needs to be done to reduce vehicle speed at the crossroads.
- 10) Vehicles parked on Church Lane close to the A59 junction make the junction more hazardous.
- 11) When travelling Eastbound on the A59, and when turning into Church Lane, or the properties alongside the A59, the following traffic underestimates the reduction in speed required to safely complete the turn.

***MMPC vouches that these are a true and fair reflection of the experience of Moor Monkton residents as provided in responses in the A59 Questionnaire***

**Moor Monkton Parish Council**

**10th October 2019.**