

Easingwold Town Council

Easingwold Library, Market Place,
Easingwold, York YO61 3AN

Telephone: 01347 822422
Email: clerk@easingwold.gov.uk
Website: www.easingwold.gov.uk



Clerk: Mrs J Bentley

Dear Sirs,

Concern: The General Condition of the Highways, Byeways and Footpaths in Easingwold

I have been asked by Easingwold Town Council (ETC) to write to you all to express its concern over the general condition of the highways, byways and footpaths in Easingwold and their systematic deterioration. The Council requests that an urgent programme of refurbishment and enhanced maintenance be established and executed; this to bring the town's road and footpath system up to the standard, they believe, that they and their townspeople can reasonably expect.

For several years ETC has been in receipt of multiple complaints from the public over the condition of the town's road and footpaths network. These are always relayed on to NYCC. The Council agrees with its citizens and is of the opinion that this network is in a state of continuous, systemic decline. What is more, the Council considers that the current maintenance programme being operated by NYCC is completely inadequate to either stem or reverse that decline. This is to the extent that the approach seems to have gone from what might be described as 'make-do-and-mend' to significant neglect. A situation that will clearly get worse with the onset of yet another winter without having had a proper correction of the attritions of the past one (or several others before that).

We are seriously concerned that every time a request for significant improvement or change comes from our side, then we are told that: the deterioration is not yet bad enough; or, the holes not yet big enough; or, the lines not faded enough; or, the risk is not yet great enough; or, the funds are not in place to correct the situation etc. This despite the continuous growth of Easingwold in recent years and, thus, the substantially increased funds you are receiving from the town. We are only too aware that the vast bulk of our town's Council Tax ends up in NYCC coffers. Where is all the extra money you collect from our town going? It is certainly not being spent on Easingwold's roads, infrastructure and needs.

We have to say that we do not believe there to be an adequate awareness by NYCC of the situation in Easingwold; nor an adequate care for our town and its townspeople's needs. For example, whilst major roads with a heavy traffic load within Easingwold have deteriorated badly, much less important roads nearby have been completely refurbished (e.g. significant rural parts of Alne Road, Raskelf Road; or even Duffy Lane in Crayke that serves only a few farms).

Neither do we feel we are being helped by our District Council. Since the onset of the CIL scheme in 2016, ETC has been entitled to receive 15% of the money generated from developers as Easingwold grows. However, the rest of the money (85%) has been pocketed by HDC and spent elsewhere with the growth effects on Easingwold left unsupported.

To be precise, as of the 28th September 2020, ETC had received £149,092.76 in CIL. This is money Easingwold desperately needs to cope with its growth. All the CIL we receive is being gradually accumulated by ETC and will be fully spent (plus some reserves) on its scheme of footpaths to extend the pedestrian safety and accessibility of the town square (see below).

This means that the residual 85% (or £844,858.97) has been taken by HDC and nothing spent in Easingwold despite its growth. HDC too is simply using Easingwold as a cash cow; and allowing its infrastructure to suffer the growth, whilst it uses the funds generated

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elsewhere. ETC considers this to be wholesale discrimination against and neglect of Easingwold and its needs by both its County and District Councils.

It has been indicated to us that NYCC cannot and will not consider anything other than specific highway matters being brought to its attention, rather than take a more holistic approach. That being the case, we are attaching a series of appendices which demonstrate some of the range and scope our concerns with regard to many of our major roads and locations (including at some points related matters such as flooding, footpaths and traffic management). These collectively show that the problem is systemic – simply repairing road surfaces will not be enough.

The appendices are as follows:

- *Appendix 1: The Town Square, Chapel Street, Tanpit Lane & Little Lane*
- *Appendix 2: Long Street*
- *Appendix 3: Thirsk Road & Gill Croft*
- *Appendix 4: York Road*
- *Appendix 5: Stillington Road & Ingleton Drive*
- *Appendix 6: Uppleby & Spring Street*
- *Appendix 7: Church Hill & Raskelf Road*
- *Appendix 8: Back Lane, Oxenby Place, Highland Court and Crabmill Lane*

ETC is seriously concerned that all these examples and more show how badly our town is being let down and that our road and footpath infrastructure is being allowed to simply decline without any viable plan to restore it into a good condition. Despite this, Easingwold is being expected to absorb a very significant proportion of all the District's growth without help and support from its senior Local Authorities. We feel badly let down.

ETC are more than willing to demonstrate to you at first-hand the condition of those parts of Easingwold mentioned; and to work with you to create a plan that gives the town some hope that this decline is going to be arrested and corrected.

This cannot be a case of NYCC saying: "You must await resurfacing funds becoming available." There is so much more that relates to the useability, safety, mobility and accessibility of our town that must be attended to. Otherwise we will have to conclude that Easingwold is simply being 'used' to siphon funds to Northallerton, without even the semblance of provision of any services or proper support in return.

We look forward to hearing your response to our urgent request for a strategic and long-term commitment and support to Easingwold.

Yours sincerely,

Jane Bentley
Easingwold Town Clerk

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• *Appendix 1: The Town Square, Chapel Street, Tanpit Lane & Little Lane*

This area of town is the heart of Easingwold and the centre of its retail and commercial activities, whilst also providing substantial amounts of housing. It is also a major tourist attraction in the region. Yet, it has had almost no investment in its roads and footpaths for many years and is a 'poor' advertisement for the quality of North Yorkshire market town infrastructure. It deserves better.

For some reason, the last significant roadworks came with the resurfacing Manor Road and Millfield Lane – neither exactly main thoroughfares! Equally, the last investment in the town centre footpaths stopped short of completing a full pedestrian circuit around the town or providing adequate accessibility. It is this failure that is ETC's first priority for its funds; for which, as mentioned above, we have been accumulating all our 15% CIL for several years. This to be able to stop people from having to walk on cobbles or roads to reach the different parts of the town centre and access its facilities.

ETC is responsible for the main car park in the town square and the majority of the cobbles. Both are laid on largely sand foundations, and so are subject to movement and subsidence caused by modern, heavy and power steered vehicles using a base meant for horses and carts. ETC wishes to see both re-laid on modern foundations, whilst retaining the character of this conservation area. ETC could never realistically accumulate the funds for such a structural change but would certainly use the 85% CIL being retained to correct things if they could. Where are the essential structural funds going to come from if public monies generated by the town are simply filtered away to be spent elsewhere?

There is generally a problem with parking in the town square and ETC has agreed to fund (from its reserves and with HDC) a NYCC consultant's study to identify how things might be improved. We are awaiting its instigation by NYCC Highways (although the Covid situation has delayed that happening).

Nonetheless, Scarborough Borough Council who carry out on-street Civil Parking Enforcement in the town on behalf of NYCC do little. Only making 46 visits in the 12 months (April 2019 – March 2020), spending as little as a total of 19 hours and 22 minutes in Easingwold during that time, and issuing only 6 penalty charges. By our calculation this represents about 25 minutes a visit or per week. This is not because there is no offending! Just no enforcement attendance - it feels like there is no parking control in place or willingness to support the town centre parking and traffic management.



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Throughout the town square the road markings are in a poor and deteriorating condition, so it is hard to see the traffic priority. Even the parts of the roads that are in better condition have 'repairs-in-repairs' and, as can be seen above, yellow paint offers the promise of more to come! In these images a manhole has been negligently tarmacked over – so long ago that natural wear and tear is opening it up again! A consistent theme throughout the town is also the mediocrity of pothole repairs even when they are made. The preparation is often poor, the filling incomplete and the compaction inadequate, such that the repair quickly fails; hence the repairs-in-repairs syndrome! This is simply a waste of money as repairing potholes properly is not more expensive than doing it badly.

Much of the main road has gone beyond this 'patched-up' standard to be in a significant state of decay. A very poor advertisement for the centre of a Market Town and a District Service Centre.



The road has been repeatedly repaired by simply laying another layer of tarmac on top. This has serious consequences at the edge of the road for vehicles moving from the roadside, cobbles or car park onto the road. Vehicles often ground on the road surface with damage to both the car and the road, especially on leaving the main car park.

This is worse and most dangerous for pedestrians, especially those in wheelchairs or with prams, as they have a deep drop into a gully (full of water or ice in inclement weather) and a steep climb up on to the road surface. In September alone 2 old ladies have fallen and needed medical attention climbing from a footpath onto the road and slipping on the damaged road surface. This can only be corrected by fully resurfacing the town square and dropping its surface level to its original height.



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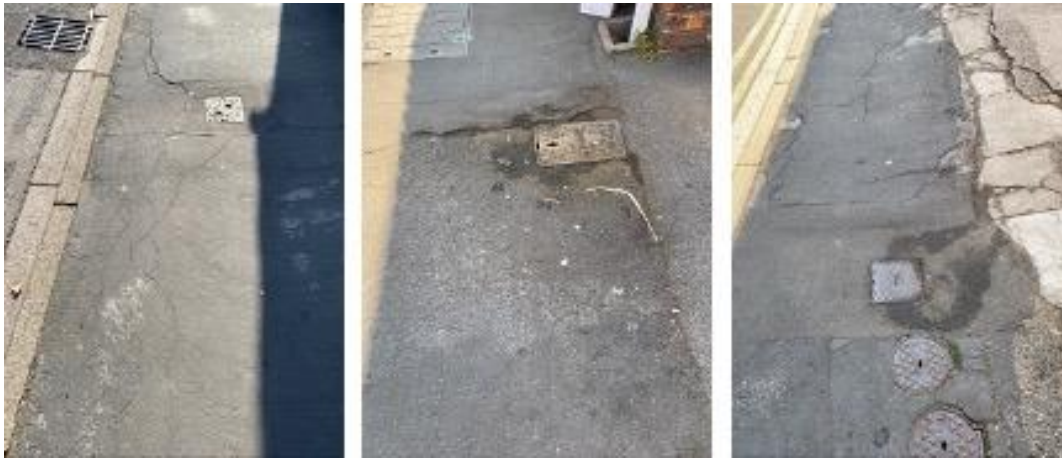


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Chapel Street is both narrow and one-way, and yet constant parking on the double yellow lines has almost obliterated them, such that drivers may feel they 'don't apply to them'; especially with little or no enforcement in place. Yet this causes a very dangerous narrowing of the road, especially when buses or lorries try to pass or lorries park to make deliveries.

The condition of the road is at best 'average' in Chapel Street, the road markings are poor to almost non-existent. This causes few problems at the entry from Long Street; but is a major issue causing ambiguity and driver error at the complex junction between Chapel Street, Crabmill Lane, the Town Square and the Galtres Centre. The absence of adequate signage and markings both on the road surface and at driver's eye level means that visitors often mistake Chapel Street as a two-way rather than one-way road and head down it in the wrong direction. The signage for the parking is also tired and struggles to restrain parking in front of the emergency lane across the front of the Coop shop; a reality matched at the other side in Windross Square.

The situation is little better in Windross Square and Little Lane where the absence of adequate signage and road markings makes differentiating between the two-way and one-way parts of the road difficult. The road is in a poorer condition than Chapel Street, with the parking bays in Windross Square particularly poor. Not only are the disabled spaces hard to identify, they are standard parking place width and open on one side to a shrubbery – so completely substandard for their task.



The footpaths in this area are often in very poor condition and, because of either the narrow space or unregulated parking or deliveries or buses, the footpath surfaces are getting badly damaged and subsided. The corners of all the roads where heavy vehicles drive over them daily are in especially poor condition and the footpath surfaces (even the castellated pavers to alert the blind) have been broken up and left unsafe.

There are three areas that present very substantial parking hazards. These are:

- The length of Tanpit Lane that runs from Tanpit Lodge to the Town Square where vehicles frequently park on the shared footpath causing pedestrians to walk in the road. Then the continuation of Tanpit Lane across the front of the green to Windross Square both has no footpath and is hazardous because vehicles park all along it; as well as badly inhibiting the use of the roadside bays on the main car park; and causing a severe pedestrian hazard when the car park is in use for events or the Friday markets.

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This image summarises ETC's highest priority project for which final designs are being prepared so that an extensive set of public and partner consultations can be completed. This project will use all the CIL monies accumulated to date by ETC and probably some reserves as well. It envisages the completion of a footpaths network around the town square to assure that pedestrians and especially those with poor mobility do not have to walk over cobbles or in the roadways to reach destinations across the square. It will repair damage arising from previously poorly installed footpaths and will create three new pieces of footpath: one in front of the George Hotel; one across the cobbles from Tea-Heel to the road; and one from the Post Office across the front of Costa, the green and the Olive Branch to the Angel. This shows ETC's commitment to improving the town's infrastructure and helping its importance as a local service centre to the full limit of its available funds.

- **Appendix 2: Long Street**

Long Street is the main thoroughfare in Easingwold and a conduit used by satnav systems to divert vehicles from the A19 to the A64. Anecdotally Long Street is busier now than at any time since the ring road was built and yet its condition has been allowed to steadily deteriorate. It is 'book-ended' by mini roundabouts at its south and north ends, neither of which are in an adequate condition (also see the later sections on Thirsk Road, Raskelf Road, Church Hill, York Road and Stillington Road).

The road surface itself is in a very variable condition with, once again, repairs on repairs, very damaged tarmac and potholing. This is especially bad at the York Road end.



To add to this all along the street the road markings are tired to the point of almost non-existence; which is real safety hazard for a significant road with parking on both sides and frequent side turnings.



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The lack of markings is especially acute around the bus stops; where the bus stop signs are not clearly visible, and the road markings inadequate, endangering the passengers and road users alike.

Crossing the road is not easy as the markings on the 'shared-use' crossings are failing badly. They are so worn that drivers may well not be aware that pedestrians are likely to cross (see left below). This lack of adequate maintenance puts pedestrians at significant risk.



Even when you have crossed the road and are walking along the footpaths it is not so easy for pedestrians as the footpaths are often in very poor condition.



Additionally, the mini roundabouts, the pelican-crossing and the shared crossings have, in various places, been provided with anti-skid surfaces to help drivers stop safely in time for pedestrians or to compensate to some extent for the lack of visibility. All these provisions are now either badly worn or virtually non-existent. So, the maintenance of safety features that have been installed into the road are now neglected and the safety benefit negated.

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• Appendix 3: Thirsk Road & Gill Croft

Thirsk Road, and the situation around the Easingwold Primary School since the closure of its car park by the landowner, has been the subject of separate correspondence from ETC to both NYCC and HDC and requires special attention. However, it is essential that NYCC be reminded of its condition here and the kind of driver behaviour being encountered there. Let's start with the drivers. Here is a summary of the volumes and speeds of traffic being measured near the Easingwold Primary School on Thirsk Road:

Thirsk Rd				
Averaged Daily Values				
	Out bound		In bound	
Average speed (mph)	NYCC results	VAS results	NYCC results	VAS results
85%ile speed (mph)	24.5	20.4	23.0	16.5
Averaged daily volume	28.8	24.7	27.8	20.7
Averaged daily vehicle count	1726	2145	1785	1220
Averaged daily count 30 MPH+	30	26	22	2
Max speed	60-65	60-65	50-55	40
Ave % of Speeders		56		18.7

Part of this data comes from an NYCC survey (commissioned by ETC) outside the primary school completed with a view to siting a VAS unit there, and the rest from the period with the VAS unit in place. It shows the range of speeds and traffic being experienced along Thirsk Road outside the primary school with no VAS in place (the survey) and the effect of having the VAS. The survey occurred before the Covid 19 lockdown and the VAS data includes periods both within and outside the pandemic period.

When the VAS is operating it does have a significant effect on the road speeds, although the outbound traffic tends to be faster than the inbound traffic. This may be because there are normally parked cars slightly blocking the inbound/Eastern side of the road, and that the school and zebra crossing are more visible from that direction. Nonetheless, the data shows that this area of Thirsk Road experiences a relatively high traffic density despite the pandemic conditions; and that a significant number of vehicles travel along there at high speed (regularly over 60mph), despite the traffic calming and 20mph speed limits in place.

The following images will show that road is not in an adequate condition and structure to cope with these levels of traffic and speeds.



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The view from the Thirsk Road zebra-crossing looking towards the school on the left, demonstrates the poor condition of the crossing itself, the low visibility of the crossing lights and the deteriorating condition of the road markings. At this point there is a footpath on both sides of the road. This crossing serves the Prospect Farm estate only as there is no continuity of footpath on the western side of the road into or out of town. There is no further crossing point allowing pedestrian access to the school provided between this point and the junction of Thirsk Road with Raskelf Road and Church Hill.



Clearly there is a substantial deterioration of the road surface (including the anti-skid coating) and markings in front of and around the school. The left image shows the Easingwold Primary School car park already closed and unusable, so that increased parking and traffic pressure is now being incurred at this point. The signage to indicate the presence of a school and the need for care by drivers is poor. The flashing lights to indicate the active drop off and pick up of pupils during the morning, lunch and evening key times are difficult to see. As you enter the town from the ring road they are often hidden behind parked vehicles and are placed after the school giving little warning.

The view along Thirsk Road towards Long Street and the junction mini roundabout shows the absence from this point of a footpath on the western side of the road between here and Raskelf Road. The low fencing on the western side of the road is also unmaintained and rotting (in common with similar fencing throughout the town). Additionally, it shows the poor condition of the traffic calming bumps and the invisibility of the bus stop and its markings on the other side of the road. There is no matching bus stop on the western side of the road that can be used by the school. For the most part, there is no footpath in situ along the western side of Thirsk Road from its junction with Raskelf Road until the short portion between the proposed housing site and the entrance to Prospect Avenue; there it stops. An adequate width of verge appears to exist all along the road to allow a footpath to be installed. Pedestrians have to risk crossing a busy road or simply walk along a main road.

Finally, the view along Thirsk Road in the direction of Husthwaite Road and Thirsk shows the end of the footpath on the western side of Thirsk Road at Prospect Avenue. Please note the proximity of the Prospect Avenue junction and the narrowness of the road approaching the school and the continuous presence of parked cars on the school side of the road. The traffic calming measures beyond this point are equally as tired as those shown earlier going towards the centre of town due to the constant attrition by heavy traffic.



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The road at Gill Croft (on the school/eastern side of the road) is in a very poor condition and totally lacks adequate markings. It is narrow, a cul-de-sac and has many local residents needing to pass, so it is an unsuitable location for displaced vehicles. Despite this, Gill Croft already becomes saturated with parked vehicles at peak times causing frustration to the residents who are blocked in. To the right, Prospect Avenue, whilst in better condition and better marked, is equally unsuitable as a venue for displaced vehicles. Prospect Avenue too suffers the same congestion and blocking as Gill Croft at peak times.



These views of the mini roundabout at the junction of Thirsk Road, Long Street, Raskelf Road and Church Hill show the relatively poor condition of the road surface and the significant deterioration of the road markings. It is also confusing for drivers as the road markings show double dotted lines on Long Street and Thirsk Road and single dotted lines on Raskelf Road and Church Hill with no indication what this may mean to drivers or the priority of each direction.

It also shows how inadequate the crossing provisions are for pedestrians and those with mobility problems. The righthand image shows the top of Raskelf Road where there is no matching dropped kerb on the Long Street side to align with that on the Thirsk Road side. It also shows the damage being done to the footpath because heavy vehicles are constantly driving over it and it lacks adequate foundations to withstand the attrition. The end result being that these crossings are not easily useable, and they do not facilitate wheelchair or pushchair use. They also take time to cross against a strong traffic pressure, not easy when walking children to school; or if your mobility is impaired.

- **Appendix 4: York Road**

York Road is the major route for traffic into Easingwold coming from the A19 at the southern roundabout. Taken within the road's 30mph limits and close by the entrance road to the Easingwold Secondary School (The Outwood Academy), the VAS data below shows driver behaviour and that there is a significant problem with speeding despite the prevailing condition of the road.

Part of this data comes from an NYCC survey (commissioned by ETC) completed with a view to siting a VAS unit on York Road, and the rest from the period with the VAS unit in place. It shows the range of speeds and traffic being experienced along York Road in the region of the Outwood Academy with no VAS in place (the survey) and the effect of having the VAS. The

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survey occurred before the Covid 19 lockdown and the VAS data includes periods both within and outside the pandemic period.

	York Rd			
	Average Daily Values			
	Out bound		In bound	
	NYCC results	VAS results	NYCC results	VAS results
Average speed (mph)	35.4	30.7	32.7	30.6
85%ile speed (mph)	41.7	35.3	38.6	37.0
Averaged daily volume	2961	1748	2871	2339
Averaged daily count 40 MPH+	190	45	87	141
Max speed	>70	55	>70	70
Ave % of Speeders		57.0		53.0

Over 50% of both inbound and outbound vehicles speed along this road; with maximum speeds of up to 70mph being encountered. Despite this the road is not well maintained or structured to cope with this traffic nor are there adequate markings or warnings of the presence of a school or when it is operational or children are coming and going.



York Road is long and straight and tempting for drivers to speed on entering Easingwold, the markings are in poor condition and there is no indication of the existence of a school on the left-hand side. Neither, as you pass the school, is there any clear and visible direction signage. The right-hand image shows that the next set of direction markers are more or less completely obscured by a hedge and curve sign, nor is there any indication of a roundabout ahead; making them useless for driver decision making and safety.

The Secondary School serves a wide rural community as well as the local town, so at pick up and drop off times many buses enter and leave the school access road without any warning to drivers that this may happen.

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To make matters worse there are two bus stops serving the nearby estates and the school. Neither is properly marked on the road and so neither is clearly visible. The one on the outbound side has been a temporary bus stop for years and never finished. Both are lacking dropped curbs for the less mobile to cross the road. Neither is there a proper zebra crossing available along this road, even with so much speeding traffic, so no help for Easingwold's children to cross and reach the school safely.



As York Road approaches the junction with Stillington Road and Long Street, and without prior warning, the mini roundabout suddenly appears. Neither is there any indication of how to reach the town centre, the most likely destination for visitors unused to the locality. At the likely braking distance from the roundabout the road is in a poor condition and in need of resurfacing. Previously anti-slip road surfacing has been in place, but this has been eliminated.

All this leading to a very unsatisfactory condition for the principal route for vehicles into Easingwold; and showing a complete lack of adequate provision for the safety of our secondary school aged children and their families.

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• Appendix 5: Stillington Road & Ingleton Drive

Stillington Road has a great deal of traffic using it. This consists of traffic going towards or from Stillington, Sheriff Hutton and Malton; local agricultural traffic; vehicles using the Easingwold Business Park; emergency vehicles from the Fire Station; and lots of residential use by pedestrians and drivers from both the mature and recently built housing estates along the road.

Once again, we have VAS data that showing driver behaviour in this area. It shows that almost 50% of the traffic can be speeding despite the condition of the road and the range of hazards along it. Part of this data comes from an NYCC survey (commissioned by ETC) along the road completed with a view to siting a VAS unit there; and the rest from the period with the VAS unit in place. It shows the range of speeds and traffic being experienced along Stillington Road with no VAS in place (the survey) and the effect of having the VAS. The survey occurred before the Covid 19 lockdown and the VAS data includes periods both within and outside the pandemic period.

	Stillington Rd			
	Average Daily Values			
	Out bound		In bound	
	NYCC results	VAS results	NYCC results	VAS results
Average speed (mph)	29.2	26.9	31.3	29.6
85%ile speed (mph)	33.9	32.4	36.8	36.7
Averaged daily vehicle count	2550	1977	2530.9	2237
Averaged daily count 40 MPH+	12.9	8	42.4	133
Max speed	>70	55.0	60-65	75.0
Ave % of Speeders		27.0		48.0

In this instance the presence of a VAS unit has had only a modest effect on the speed of the traffic along the road and has had even less impact when the traffic was inbound rather than outbound. The inbound results are most concerning with many cars travelling at over 40mph and up to 75 mph whilst driving into town. In doing so they pass an area where there are many residential side streets, an emergency services exit, and multiple bus stops.



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As you enter Easingwold from the Stillington direction, one of the first features reached are the pair of bus stops serving the Easingwold Business Park, the Main Fire Station and the Football Club. This is a location where speeding traffic is frequently encountered. These pictures (above) show that, at this point, both the road surface and footpaths are in a very poor condition. On the outbound side the footpath serving the bus stop and football club ends abruptly, restarting only at the Keir estate, so past the football club. This effectively forces pedestrians going to the football club (whether they are fully mobile or not) to cross both the Business Park Road and Stillington Road twice to reach their destination. Neither does the condition of the footpath and road entering the Easingwold Business Park make life easy for the disabled who must cross the road to reach the business premises on the park. The road and footpath have become badly damaged by the continuous passage of heavy vehicles without adequate maintenance. Much of the road on the Easingwold Business Park has never been finished and so is in an even worse condition. Many cars occlude its footpaths by parking across them and at the far end an Agricultural Merchant is using the road and footpath as a supplementary equipment store – blocking them with tractors and machines.

All this matters a great deal as:

- In the Easingwold Business Park, there is the main fire station
- In the Easingwold Business Park, we have Easi-Works a social enterprise established by Autism Plus providing vocational placements in horticulture and hospitality for vulnerable young people. Young people who must use these crossings and walk in the street around the cars for the sake of proper provision for their welfare
- A huge number of young children use Stillington Road at this point to go to Easingwold Football Club, especially at the weekends and during the school holidays.



Moving on from the entrance to the Easingwold Business Park towards the centre of Easingwold, the lack of adequate road markings continues to be the case and the condition of the road surface deteriorates further.

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As the road reaches Leasemires Avenue, then the lack of road markings is still poor and once again the bus stop is almost invisible. The footpath is in an equally poor state, but not as bad as at Ingleton Drive. The road on Ingleton Drive is in an absolutely terrible condition.



Whilst the condition of the road surface improves slightly as you move closer to the mini roundabout, the condition of the anti-slip finish, markings and signage does not; and neither does the approach to traffic management.

This is an important junction that is not well served by its markings and signs or traffic management. There is little early indication of the presence of a mini roundabout. You can see that the bus stop markings have, once again, virtually disappeared from view and, as shown, there are frequently vehicles and builders' vans and lorries parked on the other side of the road in front of the ETC building. So, buses can easily fully block the road, obscure the view of the roundabout and on-coming traffic and cause a blockage that is difficult to pass. This is not helped as vehicles are also turning in and out of Crabmill Lane just after ETC and before the roundabout. Frequently vehicles park right up to the junction of Crabmill Lane and create a blind entry for traffic wishing to go up into it. This whole area is subject to frequent road traffic accidents and needs to be properly reviewed. A much-improved range of road markings, anti-skid surfaces, clearer signage and double yellow lines needs to be put in place to prevent blockage by parked vehicles and prevent the frequent accidents.

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- **Appendix 6: Uppleby & Spring Street**

Uppleby and Spring Street carry a great deal of traffic and especially large agricultural and commercial vehicles moving through the town, along Church Hill and out towards Oulston or Crayke. Because of their steep sides both roads offer little sideways flexibility and hence are often subject to blockages.



The narrowness of Spring Street is largely caused by parking on both sides. The white lines indicating the centre of the road have almost disappeared and routinely (as shown to the right above) drivers ignore the double yellow lines and make the congestion much worse. This often results in accidents, because, as can be seen below, the road beyond this point narrows and steepens significantly.



The lack of double yellow lines on the road to the right-hand side, as shown in the image above, increases the level of hazard as anyone parking along here simply blocks a road edged by walls and immediately causes congestion.

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As the road moves from Spring Street into Uppleby and past the junction to Church Hill the road surface standard deteriorates dramatically. The worst damage is always on the right-hand side as you go towards Crayke Road as there is continuous parking on the left-hand side forcing all the traffic onto the right.



This traffic situation has caused uneven wear all along Uppleby and has almost eliminated the white lines indicating the centre of the road. Getting closer to the junction between Uppleby, Oulston Road, Crayke Road and Back Lane the parking moves over to the other side and the condition of the road surface begins to deteriorate further. The complete lack of adequate road markings makes life difficult for drivers as little clue to priority is given.



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The deterioration here is being made significantly worse by local flooding. Flood waters come down Oulston Road (due to badly designed drains), and flows over the junction onto Back Lane, and then into Oxenby Place, Kelbalk Lane and Highland Court. Final resolution of this deterioration will only be achieved by correcting the problems in the drainage system in this area of Easingwold.

- **Appendix 7: Church Hill & Raskelf Road**

The junction between Church Hill, Raskelf Road, Thirsk Road and Long Street is one the most important in Easingwold. It provides access on both the East-West and North-South axes. A lot of commercial and agricultural traffic uses Church Hill in particular to avoid needing to go through the town centre for access to the east, west or north. This means that the condition of these two roads is very important to the town. The condition of the mini roundabout at this junction is clearly discussed in the section on Thirsk Road above and mentioned again for Long Street.

Comparatively recently, a short distance of Raskelf Road from its junction with Alne Road going out of town has been resurfaced. Whilst this is welcome, it is hard for the town to understand why this was done rather than the section going into town and over and along Church Hill, which has much more traffic and was in a much worse condition.



As these images above show, the resurfacing on Raskelf Road stopped inexplicably halfway across its junction with Alne Road and yet the road surface was in an equally poor condition going into town and down Alne Road as it was going out. Once again, the road markings are virtually non-existent, and bus stops more or less invisible to traffic.



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It only takes a few paces along Church Hill to realise that the road's condition there is even worse, that repairs have been instigated on repairs and that they are not succeeding in providing an adequate road surface to cope with the heavy traffic the road receives. This despite, in addition to the vehicular traffic, Church Hill being a key link between the cycle route to York and the Sustrans cycle route that goes through Millfields Park. Whilst potholes may be filled, that is of little help to cyclists who struggle to cope with the fractured surfaces and ridging along the road edges and kerbs.



The footpaths on Church Hill are in no better condition than the road surface. All along much of the footpaths are lengths that are so heavily occluded by hedging and tree growth as to make them almost unpassable, except in single file or by walking in the road. There seems to be no NYCC scheme of footpath maintenance or hedge cutting in place despite the importance of the road to pedestrians. Nonetheless, a large number of very young children, their carers, and their siblings must walk up and down these footpaths daily, as they provide a main access to the Easingwold Primary School from the Eastern side of the town.

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- **Appendix 8: Back Lane, Oxenby Place, Highland Court and Crabmill Lane**

From the moment you enter Back Lane at its junction with Oulston Road, Uppleby and Crayke Road its condition is poor. Just as expressed above for Uppleby at this junction, it is affected by flooding badly damaging the road surface. This effect continues down Back Lane with the surface water attrition equally active in Oxenby Place, Kelbalk Lane and Highland Court.



The road markings are all poor, the speed bump is badly worn, but the worst of the flooding ends up being endured by the cul-de-sac of Highland Court. All this could be corrected if effective and proper adjustments were made to the drainage system in the area as has been promised on many occasions, yet never delivered. So, resurfacing, whilst essential, needs to be matched by drainage works in this area to deliver a durable solution.

Moving further along Back Lane the footpath stops and Back Lane becomes a shared road between pedestrians and traffic until the town centre is reached (circa 300m). The condition of the road does not improve in this area, except that the potholes have been there so long they are now growing grass (probably largely because they are not washed out by flooding!)



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Here we encounter another phenomenon of Back Lane, there are three badly worn and marked speed bumps that have been laid fully across this narrow road with no consideration for pedestrians. Pedestrians, especially the disabled, or those with poor mobility or prams etc. are expected to go over the bumps even if there is ice or snow on the ground. This is very unsafe and needs to be urgently corrected and the sides flattened and the roadsides repaired all along this part to allow them to pass.



The footpaths, where they do exist, are in no better condition and they need substantial refurbishment. There are several places where they end in abrupt edges. This is especially bad with the crossing provision from Memorial Park and Park Close (which has a great deal of accessible housing) where there are no adequate dropped curbs to allow pedestrians in wheelchairs or using mobility aids to cross over to the footpath by the Galtres Centre and go into town. They are simply left to struggle.

Moving around the corner into Crabmill Lane the situation does not improve. If you cross the road, and accept the lack of dropped curbs, an uncontrolled Beech tree throws its branches down on to your head without having been cut by NYCC for years.



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If you remain on the Galtres Centre side, then the footpath is blocked by a hedge that NYCC/HDC have allowed to grow so excessively as to make the route difficult to traverse. The footpath along here is also frequently occluded by parked vehicles, especially when the parking at the Galtres Centre and in the Town Centre is full (e.g. for markets and local events).

At the end of this stretch of Crabmill Lane the road has been resurfaced as it goes around the corner and continues towards Stillington Road. Unfortunately, this was done without correcting the drainage issues and flooding problem there. So, in inclement weather, the roadway and footpath on both sides is blocked by water that is unable to flow down the drains as it is intended to do.

So Back Lane and Crabmill Lane require not just resurfacing but a fundamental revision to allow them to fulfil their function as a shared facility. Especially since the new Persimmon and Oxenby Place estates have significantly increased the road's use by pedestrians.