

Fairburn Parish Council

Village Traffic Management Strategy 2025–2027

Adopted: [Insert Date]



1. Introduction

Fairburn is a small rural village facing significant traffic challenges that affect the safety, wellbeing, and daily lives of residents. Key issues include:

- Narrow roads leading to congestion, hazards, and restricted access.
- Limited off-road parking, causing pavement parking and blocked routes.
- Speeding, especially near schools and through residential areas.
- HGV restrictions that are frequently ignored, damaging roads and creating safety risks.
- Missing or unclear signage, making it difficult to enforce rules or encourage safe driving.

Traffic problems are the most frequent issues raised with the parish council by residents. The parish council has little authority to take direct action and has to work through various departments of North Yorkshire Council such as North Yorkshire Highways, Trading Standards, and North Yorkshire Police. Negotiations take a long time and implementation even longer.

Many of the solutions to traffic problems are extremely expensive to implement, well beyond the funding available through the parish council precept which all residents pay through the Council Tax. We must maximise return for the funds available.

Overall, the parish council has taken all these issues into account and made traffic management its top priority. Our aim is to make our roads and pavements safer for all residents and particularly our children, the elderly, and those with reduced mobility.

The traffic management plan is based upon what we believe is achievable by 2027 and has three major objectives:

- To expand the 20mph speed limit linked to Fairburn Primary School.
- Achieve an average speed reduction along Silver Street to Newton Lane.
- Significantly reduce unlawful HGV traffic throughout Fairburn village.

In all three objectives, improvement of roadside signage will be a major component of the solution, and a special task force will manage this element of the plan across all target objectives.

The plan also outlines three secondary objectives which require further investigation at this stage.

2. Our Priorities (2025–2027)

2.1 Extension of the 20mph Speed Limit



20 Zone currently is limited to part of North Road

The current zone is limited to North Road, from the junction with Gauk Street towards the Fairburn Community Centre. However, children have to walk from all corners of the village, on narrow paths, often obstructed by parked vehicles, and have to cross busy roads. The parish council will seek to extend the zone to Ash Lea, Fairfield, Gauk Street, Caudle Hill, as far as the junction with Beckfield Lane. Children walk to the Forest School, crossing Gauk Street on the way. The parish council will therefore seek to extend the existing zone to the northern roundabout.

These extensions will not only make for a safer environment, but it is hoped that they will encourage more parents to walk their children to and from school, cutting car journeys and reducing the twice-daily congestion on school days.

2.2 Speed Reduction (Silver Street to Newton Lane)

The lowering of the A1246 limit from 40mph to 30mph has already reduced the average speed through the village, and as more drivers become aware of the change, speeds continue to fall. The parish council will continue to monitor the situation and encourage North Yorkshire Police to increase the frequency of speed checks. Signage will also be a



Existing speed bumps have no effect

key tool, managed by the separate signage task force.

Silver Street to Newton Lane is now seen as the most urgent area to address speeding. This section of road already has a number of speed bumps. The parish council has observed traffic in transit and found they have little effect due to two reasons: they were not raised after road resurfacing and because they are not kerb to kerb. Vehicles tend to drive in the centre of the road to avoid the bumps, increasing collision risks.

The parish council is looking to adopt an approach similar to Leeds Road in Allerton Bywater, using kerb-to-kerb, more pronounced bumps placed at intervals that discourage acceleration. The intention is to upgrade existing bumps and install five to eight additional.

The council will also encourage North Yorkshire Police to extend mobile camera enforcement to Silver Street and Caudle Hill.

2.3 HGV Reduction

In principle, Fairburn should be an HGV-free zone, except for deliveries and pick-ups. Access for exempt and emergency services requires that barriers or physical restrictions are ruled out. By elimination, signage is the main enforcement tool.

The council has reviewed existing signage and found it inadequate. In comparison with other villages, Fairburn signage is confusing, badly located, and often missing. The signage team will complete a full audit and work with North Yorkshire Highways to implement changes.

3. Signage Task Force



Getting the message

Although HGV prevention will be the primary focus for the signage task force, improved signage supports all three major objectives. Areas include:

- 30mph repeaters on A1246.
- 20mph signs on Silver Street and Caudle Hill.
- Mobile speed camera signage for A1246, Caudle Hill, and Silver Street.

4. Secondary Objectives



A daily problem for wheelchair and pushchair users

4.1 Parking

Parking is a daily concern for many residents. With more families having multiple vehicles, poor public transport, and increasing garages being converted to be additional rooms or used for storage, the problem is worsening. The council will continue to explore innovative solutions to ease congestion and create new parking spaces, including:

- Resident parking permits
- Additional yellow lines
- Land acquisition for new parking bays
- Relocating the Celebration Garden to provide school staff parking
- Secure facilities for infrequently used vehicles and trailers

4.2 Resident Speed Cameras

The council will explore acquiring a speed camera for use by trained volunteers. This has been successfully adopted elsewhere where it has become a strong deterrent, especially for regular users of the targeted routes. Its use would justify the call for mobile camera signage in all parts of the village.

Data from Vehicle Activated Signs (VAS) will be used to identify peak times and optimise deployment.

4. Relocation of pedestrian crossing and path to school



The current path leads into a busy junction

Residents, including children heading to school, cross the A1246 at the pedestrian crossing and follow a footpath that takes them directly to the busy junction of North Road and Gauk Street.

The council will lobby North Yorkshire Council to relocate the pedestrian crossing so that it is more convenient for Ash Lea residents and also to re-route the associated footpath which leads to North Road, thereby avoiding the need to cross the Gauk Street junction.

5. Silver Street footpath

and lighting



Lamppost reduces path to 66cm

The path along Silver Street is a constant concern. Whilst the recommended width is 200 cm to accommodate wheelchair users, Silver Street paths are often less than half the recommendation and, as shown here, can be a third of the recommendation. With no

path on the opposite side, residents with mobility issues or anyone with a pushchair have to resort to walking on the road.

The council will once more lobby North Yorkshire Council to instigate an independent assessment of the pedestrian access along Silver Street, between the Wild Goose Gallery and Top Fold. Separately, the council will seek urgent removal of the lamppost impeding passage outside the 3 Horseshoes public house and request alternative lighting be installed.

6. Next Steps

- Share the plan with residents and stakeholders for feedback
- Finalise plan based on comments received.
- Begin implementation of top-priority actions by Q4 2025.

7. Conclusion

This strategy presents a realistic, targeted approach to the most pressing traffic problems in Fairburn. With collaborative effort and support from residents and other stakeholders, it offers achievable goals by 2027, improving safety and quality of life across the village.

Appendix 1 Implementation Plan

Objective	Action	Lead	Timeline	Dependencies
Extend 20mph Zone	Submit formal request to North Yorkshire Highways with supporting evidence. Engage with local schools and residents.	Parish Council	Q3 2025 – Q2 2026	Highways Department approval
Speed Reduction on Silver Street	Survey effectiveness of existing bumps, consult with residents, develop plan for new speed bumps.	Parish Council	Q3 2025 – Q3 2026	Funding and Highways approval
HGV Traffic Reduction	Audit and redesign signage, liaise with Trading Standards and Highways for sign placement.	Signage Task Force	Q3 2025 – Q2 2026	Highways cooperation
Signage Improvements	Develop comprehensive signage plan including mobile camera signs and 30mph/20mph repeaters.	Signage Task Force	Q3 2025 – Q2 2027	Budget allocation
Resident Speed Camera	Consult police, secure device, recruit and train	Parish Council & Police	Q4 2025 – Q4 2026	Police agreement, volunteer recruitment

volunteers. Deploy
strategically.

Parking Solutions	Investigate land for parking, consult on yellow lines, explore permit schemes.	Parish Council	2026 – 2027	Land availability, legal review
----------------------	--------------------------------------------------------------------------------------------	----------------	----------------	------------------------------------

