

Bishop Monkton

Traffic Monitoring Programme

Bishop Monkton Neighbourhood Development Plan



Information for Residents

Purpose of the Programme

To collect accurate, objective and proportionate evidence about traffic movements within and around Bishop Monkton, supporting the Neighbourhood Development Plan and informed local decision-making.

The monitoring programme will help the community build that evidence over an extended period, rather than relying only on occasional surveys or a snapshot from a single day.

The equipment is intended to monitor traffic patterns, not residents. The programme will be limited to information needed for traffic analysis and road-safety purposes. Findings made available to the community will be anonymous or aggregated.

Programme at a glance

What	Monitoring of traffic volumes, vehicle types, movements, speeds and patterns of road use.
Why	To create reliable local evidence for road safety, traffic management, development planning and highway improvements.
Where	Initially, the four principal village entry and exit routes: Moor Road, Hungate, Knaresborough Road and Boroughbridge Road towards Roecliffe.
Privacy	Camera views and access arrangements will be controlled so that only information reasonably required for the programme is collected and retained for a limited time before being deleted.

1. About the programme

The Bishop Monkton Neighbourhood Development Plan is intended to help define how residents wish the village to develop. A sound plan must be based on reliable evidence.

Traffic monitoring cameras will therefore be installed at selected locations within and around the village, with monitoring initially for a month and continuing over an extended period in the same locations or elsewhere within the village depending upon what information is needed.

The resulting information will help the Parish Council and the community understand how much traffic uses the village, when roads are busiest, the types of vehicles involved and how traffic moves through the local road network. It will also help to identify safety concerns and support informed discussions with relevant authorities and developers.

2. What the cameras will measure

Depending on the location and equipment configuration, the programme may collect information about:

- traffic volumes and vehicle classifications, including heavy goods vehicles;
- vehicle direction, movement, date and time of travel;
- peak periods, congestion and time-of-day or seasonal variations;
- movements of pedestrians, cyclists and horse riders;
- use of junctions, crossings and particular routes; and
- near misses and other observable road-safety concerns.

Future data may extend to speed and vehicle emissions depending on both need and capability.

The scope of monitoring will be limited to information reasonably necessary for these purposes.

3. Supporting planning and highway decisions

A long-term evidence base will allow the village to examine how traffic conditions change over time and to consider the cumulative effect of proposed development. Traffic assessments submitted with individual planning applications commonly describe conditions at particular points in time. Locally collected evidence will provide accurate information to inform the village showing the information in context allowing for modelling by the village to assess the impact of additional traffic in the village over an extended period.

The programme is not intended to predetermine the outcome of any planning application. Its purpose is to ensure that discussions about development, road safety, traffic management and infrastructure are informed by reliable local evidence.

4. Camera locations and duration

The initial locations are expected to monitor the four principal entry and exit routes:

- Moor Road;
- Hungate;
- Knaresborough Road; and
- Boroughbridge Road towards Roecliffe.

Potential future locations may include places where heavy goods vehicle movements are a concern, routes associated with proposed developments, and locations where traffic or road-safety issues have been identified. Positioning will take account of privacy, highway safety, equipment security and the need to obtain reliable data.

Monitoring will take place over a considerably longer period than a conventional short traffic survey. This will make it easier to distinguish genuine trends from temporary or unusual conditions.

5. Privacy and data protection

The installation of cameras may understandably raise questions about privacy. The programme will therefore be configured and operated so that it collects only information reasonably required for legitimate traffic-monitoring and evidence-gathering purposes.

- The cameras will not be used for general surveillance of residents or their properties.
- Camera views will be selected, so far as practicable, to exclude homes, gardens and other private areas.
- Access to recordings will be restricted to authorised persons and protected by appropriate security controls.
- Published findings will be anonymous or aggregated and will not be used to identify individuals.
- Any identifiable images or vehicle registration details captured will not be retained will be deleted within 60 days.

Important

This is a traffic-monitoring and evidence-gathering programme. It is not a police, law-enforcement or general surveillance scheme.

6. How residents will benefit

The programme is intended to provide the community with an independent and increasingly detailed picture of traffic conditions. It will help the Neighbourhood Development Plan and Parish Council to:

- test whether perceived problems are supported by measured evidence;
- identify and prioritise road-safety and traffic-management concerns;
- understand changing traffic patterns and the potential cumulative effects of development; and
- support constructive, evidence-based engagement with highways and planning authorities.

7. Reporting the results

Appropriate traffic statistics and reports are intended to be made available to residents on a rolling basis. Reporting will focus on anonymous or aggregated information, such as traffic volumes, vehicle classifications, peak periods and trends. It will not publish information that identifies individuals.

Summary

The programme will establish reliable, long-term evidence about traffic within and around Bishop Monkton. Its purpose is to help ensure that future decisions about road safety, infrastructure and development are based on accurate evidence based information and the needs of the whole community.

Frequently asked questions

1. Why is a camera monitoring programme being carried out?

To provide reliable local information about traffic movements and road use. The evidence will help the village understand traffic flows, identify safety concerns and support the evidence base for the Neighbourhood Development Plan and related discussions.

2. Is this a surveillance or law-enforcement scheme?

No. Its purpose is traffic monitoring and road-safety evidence. It is not connected with police surveillance, will not be used to track individuals and will not monitor the private activities of residents.

3. Is this a speed-camera or enforcement system?

No. Vehicle speeds may be measured as part of understanding traffic behaviour, but the programme is not an enforcement system and cannot issue penalties.

4. Will the cameras record people or vehicle registration numbers?

The outputs will be anonymous vehicle counts, classifications and other aggregated traffic information. Because cameras operate in public areas identifiable images or registration details may be captured but access will be restricted and such material will be deleted, subject to a maximum retention period of no longer than 60 days.

5. Will homes, gardens or other private areas be monitored?

No. Camera positions and views will be selected, so far as practicable, to exclude private areas. The cameras will not be used for general surveillance of residents or their properties.

6. Where will the cameras be located?

The initial programme will monitor the principal entry and exit routes on Moor Road, Hungate, Knaresborough Road and Boroughbridge Road towards Roecliffe. Other locations may be considered where evidence is needed about development-related traffic, heavy goods vehicles or road-safety concerns.

7. How long will monitoring continue?

Monitoring is intended for initially a month. Longer term collection is also planned to make it possible to distinguish genuine patterns and seasonal changes from one-off or temporary conditions.

8. How will the information be used?

The data will support the Neighbourhood Development Plan and evidence-based consideration of road safety, traffic management, infrastructure and future development. It may also inform discussions with the Parish Council, highways and planning authorities, and developers.

9. Will residents be able to see the results?

Yes. Appropriate anonymous or aggregated statistics and reports are intended to be published on a rolling basis so that residents can understand the evidence and the trends it shows.