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## Meeting of Executive Members for City Strategy and the Advisory Panel

6<sup>th</sup> June 2007

Report of the Director of City Strategy

### **ASKHAM BRYAN PARISH COUNCIL PETITION**

#### **Summary**

1. This report advises Members of the receipt of a petition that requests action to reduce the amount of HGV and other traffic passing through the village.

#### **Background**

2. A petition has been received from Askham Bryan Parish Council together with a letter of support from John Grogan MP (see Annex A) requesting that a weight restriction be reinstated through the village. In addition, the Parish Council would like signs erecting at the entrances to the village to deter its use as a through route
3. There has not been a weight restriction on the roads through Askham Bryan since 1996 when the local authority boundary changes were implemented. Prior to this date Askham Bryan was within the North Yorkshire County Council area and it has not been established what the previous restriction was or why and when it was rescinded.
4. The introduction of weight limit restrictions have to allow for access into an area unless there is some physical reason, such as a weak bridge, otherwise deliveries to residents and businesses in the area would not be able to take place. These "access only" type restrictions are nationally very poorly observed. Because of this lack of effectiveness our predecessor authority, York City Council, adopted in 1991 a policy to abandon the use of this type of restriction. This policy was then adopted by City of York Council in 1996 at reorganisation. It should be noted that this matter couldn't be considered in isolation, as departing from the established policy would make it difficult to resist the many other requests made for the introduction of such restrictions that seek the same outcome i.e. the removal of through traffic.
5. A letter was sent to the Parish Council in July 2006 (see Annex B) regarding this matter along with a possible compromise solution, however this has not been responded to.
6. As part of the current works a traffic survey was carried out during March over a 7 day period. This is to be repeated when the new roundabout is completed. The headline figures are shown in Annex C and the number of vehicles over 7.5 tonnes (the lower level of weight limit allowed) ranges between 1 and 11 per day. It should be noted that lorries under 7.5 tonnes can look very similar in style to the heavier lorries, hence local perception is likely to be that use of the route is higher (see column "Buses and lorries under 7.5 tonnes" in Annex C

where numbers range from 1 to 20). It should also be noted that some of these vehicles may have been delivering to properties in the area or be local farm vehicles

7. As part of the signing and lining for the new A1237 / Askham Lane junction the Askham Bryan leg of the junction will remain unsigned as a through route and the Askham Bryan college will be signed along the A1237. Hence, use of Askham Bryan as a through route will continue to be mainly by local drivers who are aware of the local road network and do not follow the signed route.

### **Consultation**

8. Extensive consultation has been carried out as part of the works related with the new roundabout at the A1237 / Moor Lane / Askham Lane junction and the matter of a weight restriction has been raised and discounted for the reasons given in the above paragraphs.

### **Options and Analysis**

9. The options available are set out below:
  - A. Take no further action.

This is the recommended action and ties in with existing council policy.
  - B. Investigate this matter further.

This is not the recommended action as the construction of the roundabout has begun.
  - C. Begin the process for introducing a weight limit.

This is not the recommended action as it is against policy to use this type of restriction and the numbers of vehicles involved are low.

### **Corporate Priorities**

10. Considering this matter is part of our focus on the needs of customers and residents in designing and providing services.

### **Implications**

12. There are no Financial, Human Resource, Equality, Legal, Crime and Disorder, IT, Property or other implications associated with the recommendations in this report.

### **Risk Management**

20. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

### **Recommendations**

21. Take no further action on implementing a weight restriction through Askham Bryan and inform the Parish Council of this decision.

Reason: Because it is against Council policy to introduce access only restrictions and the number of vehicles over 7.5 tonnes using Askham Bryan is low.

## Contact Details

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**Report Approved****Date** 4/5/2007**Wards Affected:** Rural West York**All**

**For further information please contact the author of the report**

**Background Papers:** None.

**Annexes:**

- Annex A – A copy of the petition.  
A copy of the MP's supporting letter.
- Annex B – A copy of the letter sent to the Parish Council in July 2006.
- Annex C - Vehicle survey results.