


Annex R Rural West Ward

R1	Location York Business Park; Great North Way et al
Nature of problem Parked vehicles blocking pedestrian and cycle routes, vehicle flow and impeding visibility from egress points onto the highway. Various requests to consider parking restrictions on roads within this business estate.	
Background Information York Business Park is now substantially built out; the development process spanning more than twenty years. Visitors/ deliveries and employees now generate a significant level of on street parking. A number of the issues this has raised have been addressed under delegated powers. One aspect to be considered here is parking and delivery activity on the 'out-bound' carriageway of the duelled section of Great North Way. This does have an effect on vehicle flow/dynamic, particularly at the PM peak. Parking is, however, prohibited within 30m of the Give Way lines onto the A1237 roundabout. This is considered adequate to accommodate any lane changes required after passing parked vehicles.	
Recommendation No action with respect to existing parking patterns on Great North Way.	
	
Cost: N/A	

R2**Location** Mill Lane, Askham Bryan**Nature of problem**

Non residential parking (Students?) along the lane.

Background information

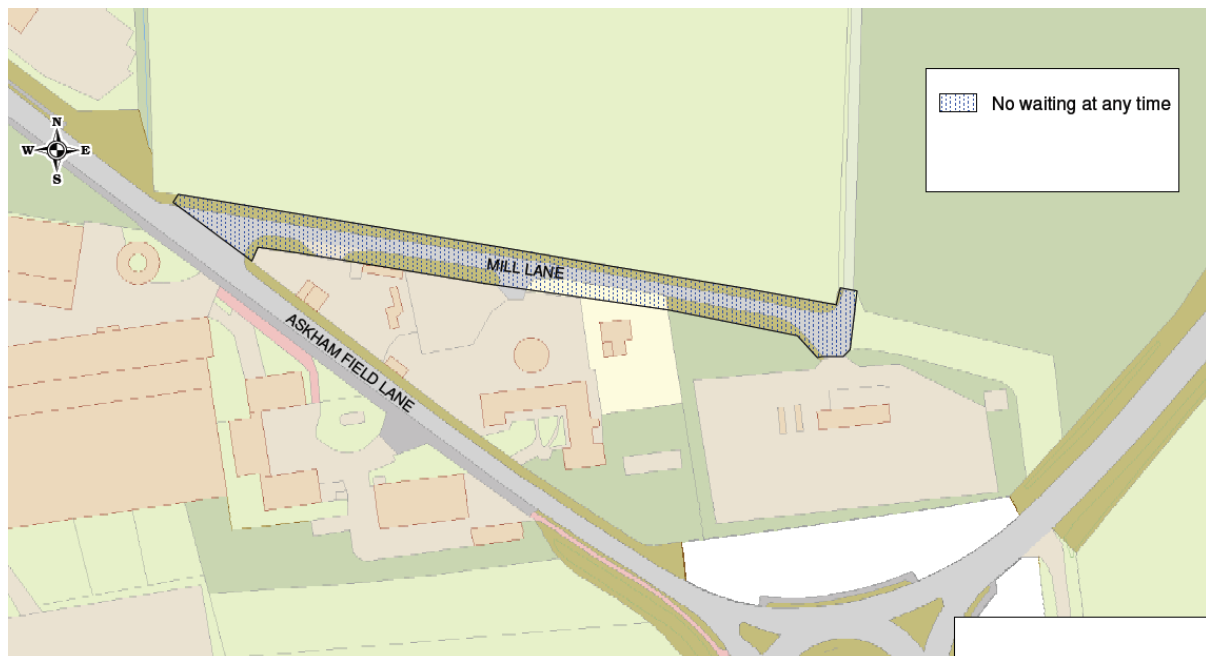
Mill Lane is a cul-de-sac serving houses, offices and agricultural land as well as a depot. The lane is single track for much of its length. The edge of the carriageway and verge are used as a passing place for conflicting vehicles. The carriageway has no fixed edging.

Day-time parking; most likely by College Staff and Students, occurs on the verges along the length of the lane during term time. Prohibiting parking would address the specific problem here although not the root cause of parking demand in the area from visitors to the College.

Given the nature of the carriageway edge it would not be practical to place double yellow lines along the lane.

Recommendation

To implement, as requested, controlled parking zone. This would introduce no waiting at any time for the whole length of Mill Lane. This would be established by double-sided entry signs within the junction with Askham Fields Lane and repeater signage along the length of Mill Lane.

**Cost: Signs (assuming 7 poles) £1,200****Advertising £500; Total £1,700**

R3

Location The Village, Skelton

Nature of problem

Agricultural vehicles overrunning verge and causing damage. Request parking restriction/DYL's.

Background information

The section of The Village has been examined. The adopted highway does extend beyond the edge of the carriageway. Whilst there is evidence that agricultural vehicles have caused damage to the 'verge' it was still on the highway (albeit that the area is not flat grass). It is evident that a level inconsiderate parking is likely to make matters worse. Any new restrictions placed here, however, would move this activity elsewhere.

Recommendation

No action.



Cost N/A

R4**Location** Station Road, Upper Poppleton Crossing**Nature of problem**

Safety concerns over parked vehicles; particularly prevalent during the week with commuters although this also occurs at weekends.

Background information

The double-yellow lines end shortly after the Level Crossing on Station Road. The rest of this street is uncontrolled which allows vehicle parking for (amongst other things) the use of trains from Poppleton railway station. There is a station car park with room to park some 16 cars. It is noted that during local events, such as the Great Yorkshire Show, parking controls are put in place here. Clearly, some drivers choose to park along Station Road (either side) and travel by train. The crossing is currently adequately protected by Double Yellow lines and to further legislate against parking is likely to move this issue elsewhere.

Recommendation

No action.

**Cost: N/A**

Ward Councillor comments:

Councillor J Barker – no comments received

Councillor A Hook –

My comments on the 4 traffic management issues in the report are as follows:

R1: As it does not affect any residential properties, I am happy with the decision made.

R2: Having tried to turn round in Mill Lane, I am pleased that it will become a controlled parking zone, provided the residential property on Mill Lane is not adversely affected.

R3: I raised the subject of agricultural vehicles causing damage to the verges on The Village Skelton at the meeting of Skelton Parish Council on 25 July 2019. They said that this only happens twice a year and that damage is unavoidable given the size of modern day vehicles. They agreed that no action should be taken.

R4: The accepted feeling in Upper Poppleton Parish Council is that cars parked on Station Road perform a useful traffic calming role, by causing chicanes which prevent speeding traffic. If there were extended traffic restrictions on Station Road, they would a) not be in keeping with the village aspect of Upper Poppleton; and b) would encourage vehicles to park on the verges, which is not desirable. It is therefore good that no action should be taken.

I look forward to the information on the parking outside the shops on Allerton Drive. There are now bay markings in the parking area, which encourage drivers to take up just one space. The problems come when people park cars on the other side of Allerton Drive thus preventing vehicles from safely reversing from the parking area.