

# Annex M

# Rural West ward

**M1**

**Location: Northfield Lane, Upper Poppleton**

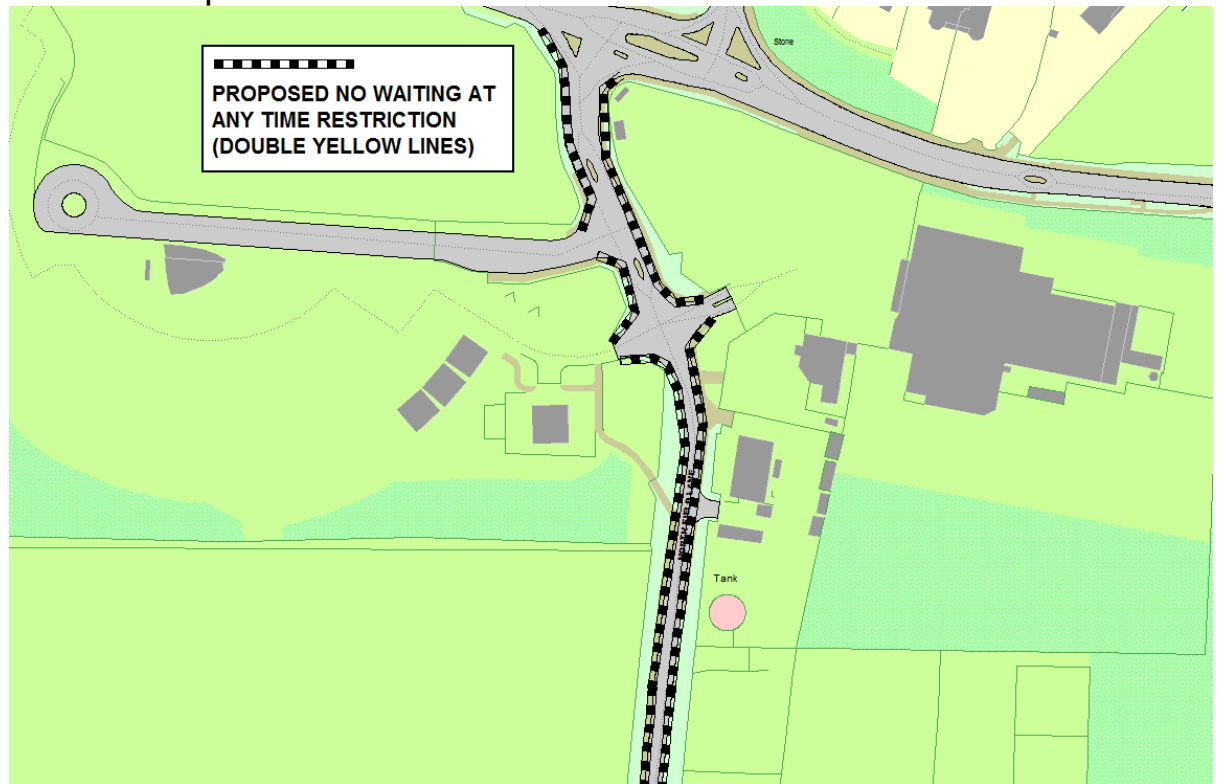
**Nature of problem and plan of advertised proposal.**

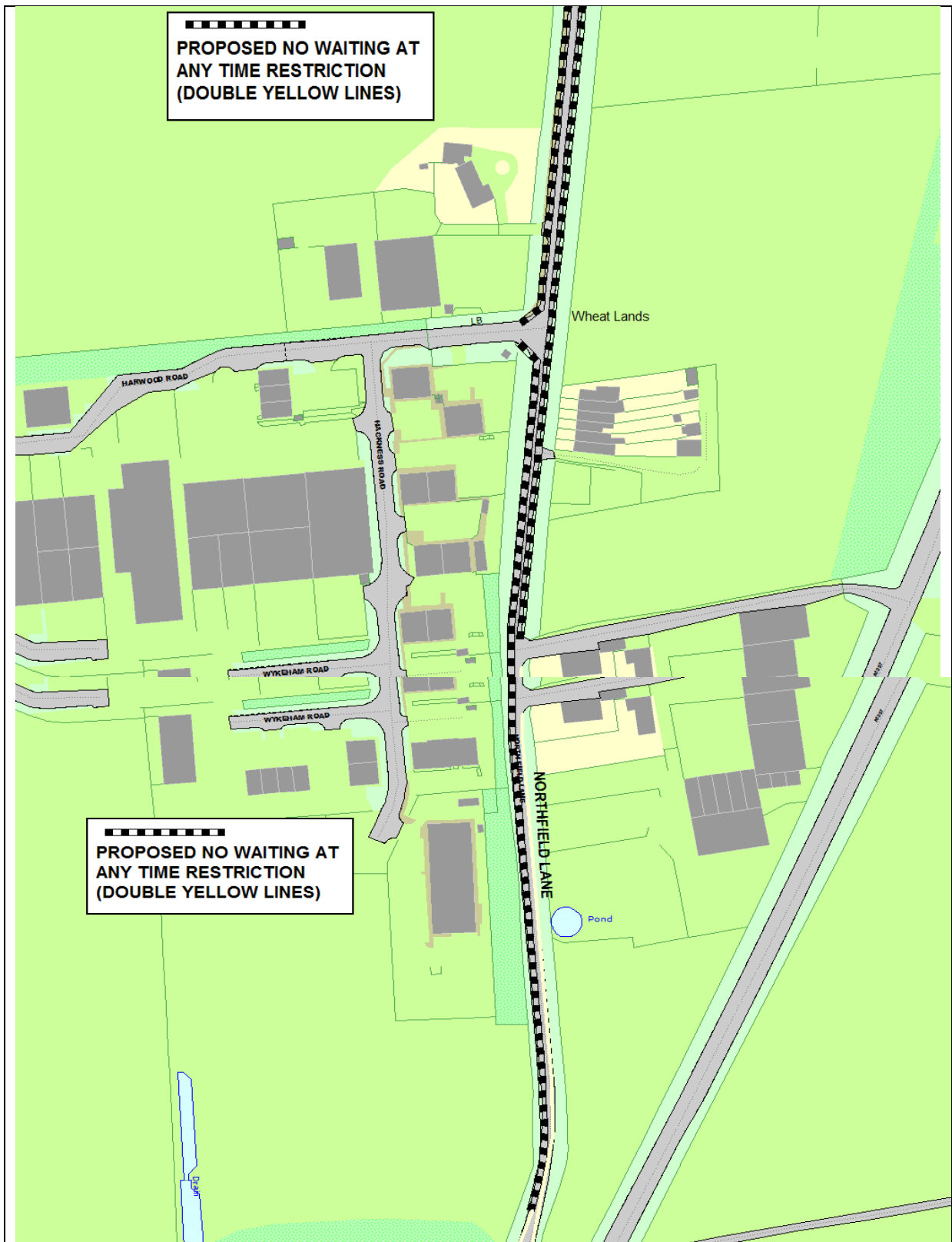
Details received on file were:

Highway officers requested restrictions to prevent obstructive parking following the completion of the community woodland. The community woodland is accessed from Northfield Lane and B1224. This has led to obstructive parking on Northfield Lane.

We proposed to implement no waiting at any time restrictions to the full length of Northfield Lane.

Please see plan below:





**Representations Received.**

We received 7 objections to the proposed restrictions.

Objections:

- I wrote to you last week, and tried to phone you for more information, regarding the above. Some of our concern was that

you didn't tell us why you think it is necessary to have such a draconian blanket ban along the whole of Northfield Lane. We are away for much of the time between now and the deadline you gave us, so we have to register this today as an objection.

Having conferred with our neighbours, we generally would support parking restrictions ONLY between Northminster Business Park and the A59, because of the number of heavy lorries that use that stretch and who have been seen to park across the pavement while they look at their phones or have their lunch.

Beyond that, we cannot see any justification at all for extending any kind of parking ban past our homes in the six houses. Given that we have very limited parking spaces in front of our houses that are filled to capacity by the residents at most times, it is totally unacceptable for a council to effectively try to prevent parking within a quarter of a mile in any direction of our homes.

- We are entitled to have visitors and for them to have somewhere to park their cars. It was agreed with the City Council about three years ago that the double yellow lines outside the entrance to Northminster Business Park would stop short of our houses for exactly that reason. See attached photo.

- We need to get deliveries from supermarkets, mail vans, delivery lorries, some of whom need to stop for extended times - how can they do that with double yellow lines?

- We are entitled to have workmen carrying out repairs to our houses, also for any other local services etc. Where are their vans or lorries supposed to park?

- There has never been any traffic or parking issues, or accidents, on our part of the road, so there cannot be any safety issues involved. Indeed, occasional vehicles parked near our houses can be argued to slow down any speeding drivers, so not allowing people to park here may increase the safety risk to residents given that there is no footpath.

- The double yellow lines that already exist at the Community Woodland end of Northfield Lane are usually covered by mud and/or leaves as the lane beyond Northminster Business Park is semi rural. And we wish it to stay that way.

As there is no reason nor justification for doing this, the proposal is a clear waste of Council Tax payers' money.

We would therefore respectfully ask you to withdraw the proposal in its current form.

- I have recently been advised on the proposed parking restrictions on Northfield Lane and would like to air my objections. I am surprised that as a Knapton resident I have not been included in

this communication given the obvious impact this restriction will have on the village. In particular, this will exacerbate an already congested Main Street and New House Covert. Since the opening of the Knapton/Rufforth cycle/footpath it is clearly now easy for people to access the woodland by parking in this part of Knapton. As Chair of Knapton Allotments I use the footpath on a regular basis and I can see the difficulties created by woodland users already on Main Street with inconsiderate parking.

If parking in Northfield Lane is stopped, and the car park at the woodland is full, visitors to the woodland will park in Knapton. The official car park at the woodland is not very big and it is fantasy to think that woodland users will park at Poppleton P&R and walk down – particularly as there is no footpath south of the business park. As a compromise, I can see how parking from the business park to the A59 should be restricted but not any further. The road here is plenty wide enough for the occasional agricultural traffic and would help negate some of the pressure that will be inevitably taken up by Knapton.

- I am writing to you to lodge my objection to your proposed amendment and the introduction of "no waiting" to the entirety of Northfield Lane.

With no reason given, it is difficult to fully understand the reason(s) for such a proposal.

I would support parking restrictions between Northminster Business Park and the A59, and there again after our properties along to the community woodland, mostly because of the number of heavy lorries which park up along that stretch.

However, restrictions which include outside our homes (the six houses. ) is not viable for us as residents. Given that we have very limited parking spaces in front of our properties , it would be unacceptable for the local authority to effectively prevent residents and their visitors from parking within approx a quarter of a mile from our homes.

I also am a Blue Badge Holder and it is essential that I am able to park close to my home.

Having lived in my property for over twenty years, this seems grossly unfair that we should be significantly impacted again by the expansion of the business park, when assurances were given at the time the business park opened, that such would not happen. It was agreed with the city council approx three years ago , that the double yellow lines outside the business park would stop shot of our houses for exactly this reason.

Surely we are entitled to have visitors, delivery lorries, mail vans etc. Where would workman park undertaking repairs on our properties?

As there have never been any accidents or parking issues on our stretch of the road, I am curious as to the reason behind this proposal and would very much welcome further information/explanation around this.

I would also ask that you reconsider the proposal in it's current form.

- I am writing as a concerned Home owner affected by your proposed alterations to parking outside our properties. I think you need to consider the impact of no waiting directly outside the houses on Northfield Lane. You need to think carefully before you impose these restrictions. We will not be able to have visitors. Deliveries or any work done on our houses by workmen as they will not be able to park. I feel this has not been properly thought through, or maybe you just didn't realise we were here.
- We have received a letter stating that the traffic regulation order will propose a no-waiting restriction at any time on the length of Northfield Lane.

Like my neighbours, I am concerned about the impact this will have on us and our children.

Whilst we would support parking restrictions between Northminster Business Park and the A59, and between the Oakwood Business Park and the new car park at the end of the lane, due to the number of articulated lorries that use part of the lane and the cars that park on the corner by the vets, making access to the lane a safety issue. There are a number of other issues this proposal raises.

1. We are concerned that the change to parking regulations on the lane would mean we have nowhere for our eldest son to park his car.
2. It also means our daughter's school bus will no longer be permitted to collect or drop her off safely. The bus collects her from home, so she is not expected to walk down an illuminated road on her own in the dark, before or after school. With the number of police incidents (formally logged) in the village (men driving around reported for trying to sexually harass children!), her safety is a priority concern.
3. We often find people working in the business park have parked on our off-road/drives. If they have parked and gone to

work for the day, we have to park on the lane to access our homes. How will you resolve this issue?

4. If we have tradespeople working at the house and they need access to their vans, or visitors, we would normally allow them to park on our driveway. Either way, one of us is going to end up parking on double yellow lines.

5. Where is the evidence that parking on the stretch of road directly outside our homes is impacting any transport?

I'm astonished you would consider blocking access to our homes, but do not consider the risks of parking the length of Station Road. It would appear yet again that you are prioritising businesses such as DPD over local residents.

Please provide any photographic evidence and details of any consultation that has been carried out to reach this decision.

We received the below representation in objection from Cllr. Hook of the Rural West ward:

*'I would like to strongly object to the proposal to install "No Waiting at Any Time Restrictions" in Northfield Lane, which added to the current restrictions, would amount to the complete restriction of parking on the whole length of the lane on both sides of the road.*

*Unfortunately, I did not receive any reply to my request for further information, in particular the rationale for suggesting such a far reaching restriction. However, I cannot imagine any valid reason for imposing such unnecessary and draconian restrictions which will adversely affect the day to day life of many of my residents.*

*There was a need for parking restrictions close to the Community Woodland, when the area now covered by the woodland was farmland with large farm vehicles and so these are already in place, although they have not been well maintained and have been allowed to fade and become overgrown or covered with the detritus of the vegetation which lines both sides of the lane, probably because they are no longer necessary. As a result, there have been complaints of vehicles being parked there.*

*However, restoration and regular maintenance of these yellow lines would be welcome and should be sufficient to deter people from parking near to the woodland and either use the car park provided or walk/cycle/use the park and ride, especially if parking enforcement visited from time to time.*

*Any extension to these existing restrictions is unnecessary because:*

- Northfield Lane is a wide road which allows vehicles to pass parked vehicles. If the parked vehicle is especially wide, it will be connected to Northminster Business Park. In that case, a wide vehicle trying to leave/access Northminster Business Park should refer to the management of the Business Park who should be preventing drivers relating to one tenant from parking up and causing disruption to another tenant. Residents should not be penalised because a business is not managed properly.*
- Very little on street parking takes place on Northfield Lane. Other than vehicles waiting to enter Northminster Business Park, what parking there is, is essential for local residents, Minster Vets and Hope Church.*
- Poppleton Bar Park and Ride is now open until 11.00pm so there is no longer a need for people using the Park and Ride service to park in Northfield Lane because they were likely to miss the last bus and have their car locked into the carpark.*

*The proposed parking restriction would have an adverse effect on the residents of the 8 residential properties in Upper Poppleton, especially those who live in the terrace of six houses, whose lives have already been made a misery by the increased development of Northminster Business Park and the extension to its opening hours to 24 hours every day since DPD became a tenant.*

*To not allow them to have visitors and tradespeople park outside their houses would just add to the cumulative suffering imposed on these residents who already have to put up with the noise of heavy vehicles braking close to their houses – and often travelling (and reversing!) past their houses when lorries miss the turning to Northminster Business Park – in addition to the general noise and significant light pollution coming from the business park.*

*The proposed parking restrictions would also have an adverse effect on the residents of Main Street and New House Covert Knapton.*

*The Knapton/Rufforth cycle/footpath means that it is easy for people to access the woodland by parking in Knapton. There is also a safe crossing point on the A1237 which links Main Street Knapton directly to the Community Woodland.*

*If no one can park in Northfield Lane and the car park at the woodland is full, visitors to the woodland will park in Knapton.*

*Knapton Residents, their visitors and the businesses (especially the Knapton Lion) need unrestricted on street parking; with just one bus/day THERE IS NO BUS SERVICE TO PROVIDE AN ALTERNATIVE to driving and many Knapton residents are unable to walk as far as Beckfield Lane.*

*ResPark is not an option because it should only be imposed on a community whose travel needs can be met by an adequate and reliable public transport service and which has a local infrastructure with shops, schools, doctors etc, none of which exist in Knapton. The population of Knapton is insufficient to support a viable business which also needs customers from elsewhere.*

*My recommendations:*

- 1. Work with Northminster Business Park management so they exercise control over their tenants to deter large vehicles from parking in Northfield Lane when waiting to enter the business park or taking a scheduled driver rest break.*
- 2. Install a larger, more obvious sign, unobscured by vegetation throughout the year, to clearly mark the entrance to Northminster Business Park, so that large vehicles will not overshoot the entrance and there is no need for them to carry out dangerous turning manoeuvres near the entrance to the Community Woodland.*
- 3. Reassess the need for parking restrictions near the Community Woodland in the light of current land use and access needs, maintain the yellow lines required so that they are clearly visible and not covered by vegetation, and ensure parking enforcement visits from time to time so that they are a deterrent to everyone, not just to law-abiding citizens.*
- 4. Limit any additional yellow lines so that they do not extend into the parish of Upper Poppleton unless it is to provide clear sightlines around junctions.*

*Thank you'*

*We received the below representation in objection from Knapton PC:  
'RE: "NO WAITING AT ANY TIME" RESTRICTIONS IN NORTHFIELD LANE.*

*Rufforth with Knapton Parish Council have just heard about these proposed restrictions. As our Parish boundary is very close to the area concerned and as the proposals are bound to affect residents of Knapton we are very disappointed to have not been formally consulted.*

*There are already issues with parking in Knapton village by people visiting the community Woodland or using the Knapton to Rufforth path. The Woodland car park is relatively small, and we understand that Forestry England are proposing to instigate charges for the use of this car park. If no parking at all is to be allowed in Northfield Lane, then the inevitable result will be more cars parking in an already congested Main Street and New House Covert. Currently parking at the P and R site is not an option for woodland users because of the restrictions imposed (parking only for P and R users).*

*For some time now the Parish Council has been in discussion with city Councillors with regard to our concerns re parking in Knapton by woodland and path users, and in particular the prospect of parking charges exacerbating the issue. These proposals for Northfield Lane will only make matters worse and demonstrate a lack of joined up thinking and given the fact that this Parish Council has not been officially consulted, a total disregard for the concerns we have previously expressed.*

*At the very least further discussion is required.'*

**Officer analysis and recommendation**

A number of the representations refer to the proposal being made due to the impact from the industrial estate, which is not the case the proposal was made due to concerns over the impact of vehicles parking accessing the Community Woodland. The concerns were originally raised following plans for charges to be introduced for parking in the Community Woodland.

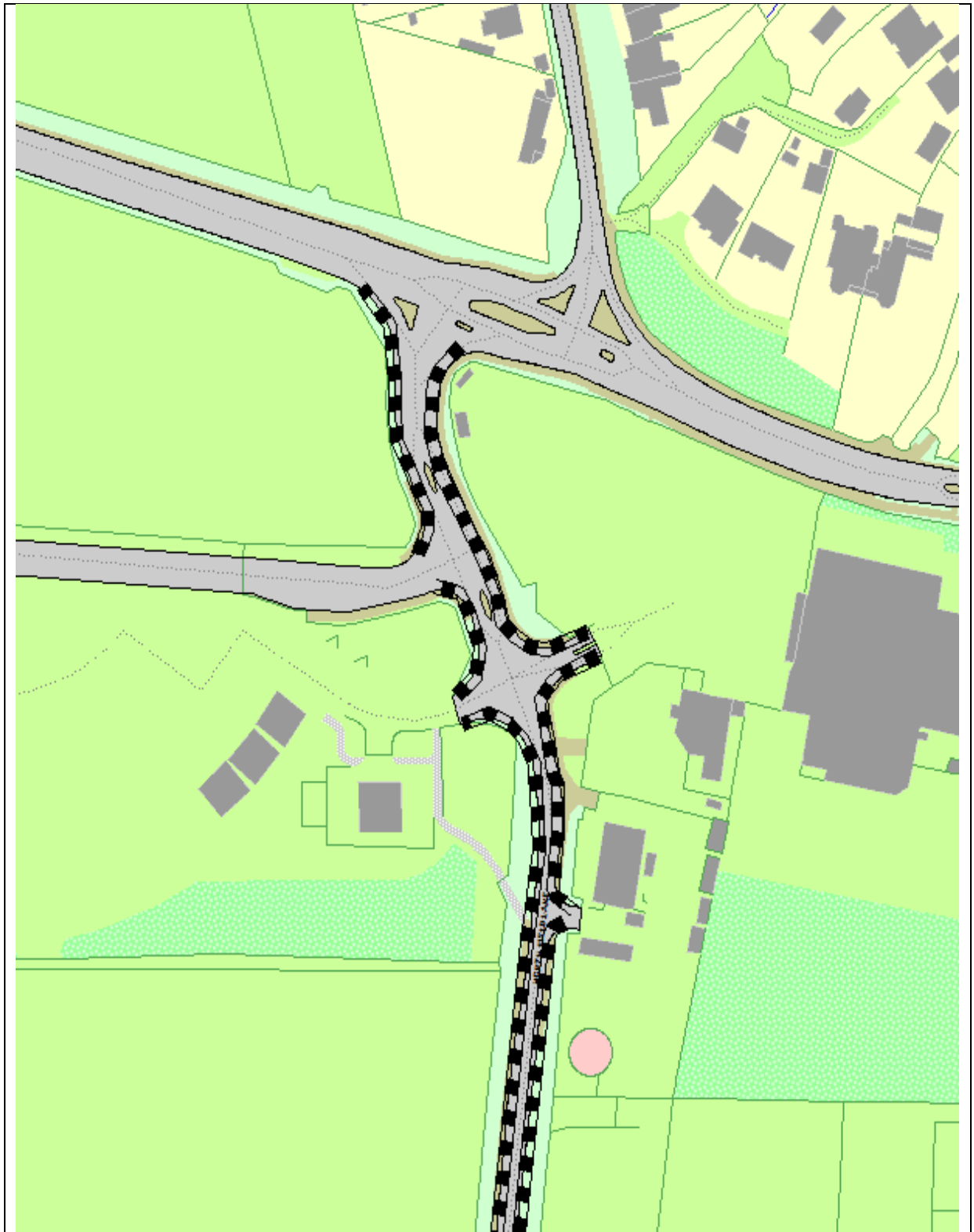
Since the consultation period has ended the Authority has received comments from businesses on the industrial estate, that parking occurring on a Saturday morning is causing an obstruction of the highway. The increase in parking is due to the introduction of a new Park Run which is operating from the Community Woodland. This is creating an issue with access to/from the industrial estate.

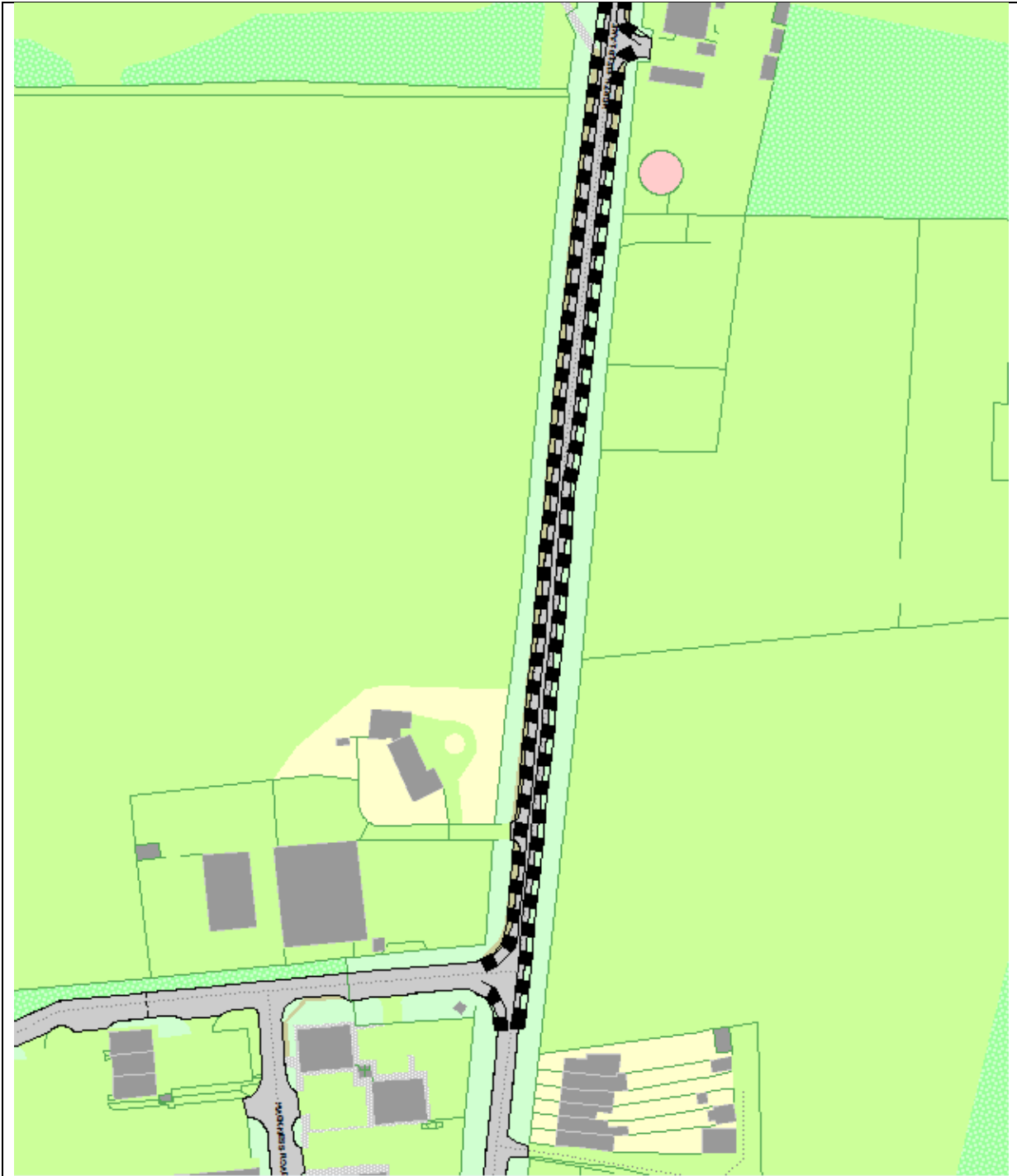
The representations received from the residents in objection to the proposal were to do with concerns about their visitor parking and how trades people would be able to access their properties if required. The proposal would remove visitor parking and restrict access for trades people, although they would be able to load/unload from the restrictions, they would then need to remove their vehicle from the area.

The consultation also received representations from residents and the Parish Council of Knapton, who were concerned that the introduction of

the proposed restrictions would have a negative impact on Knapton, with people parking there to access the Community Woodland.

Taking into consideration the representations and reports of obstructive parking, it is recommended to introduce a lesser restriction, taking into consideration the views raised. The proposal was originally raised to try and counter the potential negative impact of the Community Woodland; this should not be done at the expense of the residents/businesses which affects the amenities. The recommended proposal is to implement the 'No Waiting at any time' restrictions on both sides of the road between the A59 to join the existing restrictions terminating at 10 metres south of Harwood Road. This will ensure that vehicular traffic will still be able to access the industrial estate, whilst leaving access to on street parking for residents and users of the Community Woodland. Please see revised plan below:





**Options:**

1. Implement as Advertised. Not Recommended
2. Take no further action. Not Recommended
3. Implement a lesser restriction than advertised. **Recommended**