

**Decision Session
Cabinet Member for Transport**

11th December 2014

Report of the Director of City and Environmental Services

Petition – Intake Lane, Dunnington

Summary

1. The purpose of this report is to consider a 114 signature petition (see Annex A) requesting the implementation of waiting restrictions outside the play area on Intake Lane.

Recommendations

2. The Cabinet Member is asked to approve the following:

That a Traffic Regulation Order be advertised in due course to prohibit waiting as set out on the plan in Annex B.

Reason: to reduce parking close to and at a crossing point at the play area and hence reduce the concerns of the petitioners.

Background

3. Intake Lane in Dunnington already has double yellow lines at its junction with The Green / Common Road (see Annex B) and whilst no detailed survey work has been carried out, from ad-hoc observation parking is known to regularly take place on the section of road which is subject to the petition. A scheme has therefore been drawn up in line with the petitioner's request (see Annex B). The lines are proposed for adjacent to the footway rather than the verge side of the road to better serve pedestrians going to and from the park. In addition, 20m of restrictions on the park side of the road across the pedestrian entrance is also put forward to ensure greater visibility.
4. Double yellow lines are put forward because they do not require upright signs which can often look out of place in village situations,

cost more and are an ongoing maintenance burden. In addition, double yellow lines tend to be better respected than single yellows, plus they give us greater flexibility when considering any objections received during the consultation process.

5. Requests for waiting restrictions are normally dealt with through the “Annual Review” process which achieves very significant savings for the authority (a single item costs in the region of £1000 to advertise but when dealt with in a batch the cost reduces to nearer £100 per item). To put this in context, the Annual Review just carried out gave approval for around 50 items to be advertised across the city.

Consultation

6. Traffic Regulation Orders have to be advertised for a period of 3 weeks during which time objections to the proposals can be made. Any objections received would form part of a report to consider the objections and recommendation on what action to take (this report would also include a Community Impact Assessment statement).

Options

7. The options available are:
 - Take no action,
 - Implement some restrictions straight away,
 - Implement restrictions at a later date to tie in with other similar issues,
 - Carry out further investigation.

Analysis

8. Option 1 Take no action. Parking is known to take place at this area and whilst there isn't an ongoing accident record, park users with children are understandably anxious about potential accidents, hence taking no action is not recommended.
9. Option 2 Implement a restriction straight away. As noted in the background information we have a well established process for dealing with requests for waiting restrictions and as such taking immediate action is not the recommended option.
10. Option 3 Implement a restriction in due course. This is the recommended option, however given that the annual review has

only just taken place and that this matter is subject to a petition from the local community rather than recommending the issue be placed on the next annual review the suggestion is that the proposal shown in Annex B be approved for advertising at the next suitable opportunity – for example waiting restriction proposals as part of another highways related project. Whilst there is no set date for such a scheme this would be much quicker than leaving it to the next annual review.

11. Option 4 Carry out further investigation. Further investigation is unlikely to refine the proposals shown in Annex B to a significant degree. In addition if further issues or concerns are raised during the formal legal consultation phase these can be used to modify the proposals at that time (most likely at no additional cost or time). Given the above, carrying out further investigation is not the recommended option.

Council Plan

12. Considering this matter contributes to the Council Plan building strong communities by engaging with all members of the local community likely to be directly affected by traffic management proposals

Implications

13. **Financial** There are no financial implications

Human Resources (HR) There are no HR implications

Equalities There are no Equalities implications

Legal There are no Legal implications

Crime and Disorder (There are no Crime and Disorder implications)

Information Technology (IT) There are no IT implications

Property (There are no Property implications)

Other There are no other implications

Risk Management

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

Contact Details

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**Report
Approved**



Date 1st December 2014

Wards Affected: Derwent

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For further information please contact the author of the report

Background Papers: None

Annexes

Annex A – copy of front page of petition

Annex B – plan of the area

Annex A

Front Page of Petition



The car parking at the beginning of Intake Lane, near the Children's Activity Park is causing congestion which could lead to an accident, possibly causing harm to a child. Double yellow lines down one side of the road would make the area considerably safer so please sign this petition to be presented to the City of York Council Transport Officer.

I support the petition to have yellow lines on Intake Lane, near the children's activity park.

Annex B

Plan of the Area and Proposals

