

**Decision Session – Executive Member For
Transport and Planning**

12 April 2018

Report of the Corporate Director of Economy and Place

**St Aelred’s Safe Routes to School, Parking Restrictions – Traffic
Regulation Order**

Summary

1. This report provides details of objections raised to the advertisement of no waiting and no stopping restrictions in Penyghent Avenue and Darnbrook Walk in Heworth Ward. The restrictions form part of a safe routes to school scheme for St Aelred’s Primary School.

Recommendations

2. The Executive Member is asked to approve:

Option 1: Approve the scheme as advertised shown in **Annex B**.

Reason: To regulate parking at the junction of Penyghent Avenue / Darnbrook Walk in order to improve the route to school for pupils and encourage safer walking.

Background

3. Parents and Guardians are choosing to park on Darnbrook Walk and close to its junction with Penyghent Avenue. This is the pedestrian route to St Aelred’s Primary school and the school is concerned that the level of parking is likely to result in an accident. Additionally vegetation adjacent to the footways is overhanging and obstructing the footway, forcing pedestrians to walk in the road, bringing them into direct conflict with vehicular traffic. Following a review of the issues a scheme has been developed to improve the route to school for pupils and encourage walking.

4. Proposals

The proposals (as shown in **Annex A**) comprise:

- Additional “no waiting at any time” parking restrictions (double yellow lines) to be provided to ensure the junction of Darnbrook Walk and Penyghent Avenue is kept free of parked vehicles.
- Additional part-time no waiting restrictions, (single yellow lines) and associated signs to be provided on Penyghent Avenue opposite the junction with Darnbrook Avenue to improve visibility for crossing pedestrians.
- New sign to be installed on existing lighting column to ensure the school keep clear zig-zag markings can be enforced. The restriction specifies no stopping Mon-Fri 8am-4pm.
- Removal of thorny shrubs on Darnbrook Walk verges to ensure the full width of footways are suitable for use. These shrubs are to be replaced with more suitable planting.

Consultation

5. Consultation with internal CYC officers, ward councillors, local residents and the school was undertaken and the results of the consultation are detailed in the briefing note attached as **Annex A**.
6. Following consultation the briefing note was drafted and considered by the Assistant Director for Transport, Highways and Environment in consultation with the Executive Member for Transport & Planning. A copy of the decision sheet is included in **Annex A**.
7. The decision granted approval for officers to advertise the Traffic Regulation Order to allow the introduction of the proposed parking restrictions. Any objections received would need to be reported to the Executive Member for Transport and Planning. If no objections were received the restrictions could be implemented.

Traffic Regulation Order advertisement

8. The traffic regulation order was advertised between 9th February and 2nd March 2018 with a notice in the local press. Notices were also displayed on street and letters with accompanying plans delivered to residents directly affected. A copy of the letter and plan is provided as **Annex B**.

9. A single objection was received which also included a series of photographs attached as **Annex C**.
10. The basis of the objection is outlined below, with officer responses to the individual points:

i) Cars parked by staff of St Aelreds School, on Darnbrook Walk, the parking takes place every week day close to the entrance of the school yet, the proposals, do not include formal School Keep Clear markings around either of the school entrances on Darnbrook Walk or at the main entrance, off Fifth Avenue.

Officer response: School Keep Clear markings were not proposed at the locations stated as the school access on Fifth Avenue is not adopted highway and no dangerous parking was observed at the pedestrian access on Darnbrook Walk. Therefore the proposals seek to restrict parking at the location where the vast majority of pedestrians cross Penyghent Avenue.

ii) The proposed 'No Waiting Times' 8am to 4pm Monday to Friday, will penalise residents. Some residents depend upon visiting family members to deliver shopping or provide care during the proposed times. Additionally other residents rely on carers and often have to summon emergency vehicles. As a person with disabilities, I am dependent on others for many of my care needs. The proposed time restrictions will make it difficult for others to help, as they will not be able to park close to my house to lift and carry my shopping in for me.

Officer response: The proposed times for the no waiting and no stopping restrictions are to also ensure that the school does not use Penyghent Avenue as a waiting area for coaches which are collecting or dropping off children for school trips etc. as was reported by residents. The restrictions do not include a loading ban so residents are still able to load and unload on the single or double yellow lines additionally if residents have a blue badge they can park on the no waiting restrictions for up to three hours.

iii) Request that the proposed yellow lines are extended to include the rest of Darnbrook Walk and the time of the restrictions are changed to between 8 and 9.30 am and 2.30 and 4pm.

Officer response: The TRO process does not allow for the extension of proposed restrictions. However, officers are aware of the residents'

concerns with regard parking further into Darnbrook Walk and the site is listed in the 18/19 Safe Routes to School Programme for further investigation.

Options

Option 1: Approve the scheme as advertised shown in **Annex B**.

Option 2: Approve the scheme with any amendments to the restrictions the Executive Member feels necessary.

Option 3: Do nothing.

Analysis

11. The single objection implies that the majority of residents support the scheme. The officers response included in this report details the reasons for the timing of the restrictions and gives detailed reasons why most of the stated objections to the scheme are not substantiated.
12. The remaining concerns raised during the process do not strictly relate to the proposed restrictions and cannot be considered under this order. Officers are continuing to work closely with the school and have already included the site in a future work programme. Therefore, no changes to the advertised restrictions are considered necessary.
13. Doing nothing will continue to leave pupils at the school vulnerable to a collision at the site installing the restrictions as part of the larger ongoing scheme for the school will help to keep children safe and encourage sustainable transport choices.
14. The school is an important part of the local community and in designing these parking restrictions, officers have been careful to try and balance the needs of the school with those of local residents. Unfortunately this sometimes means that parking directly outside a resident's property may have to be subject to restrictions. However, as discussed this does not impact loading or unloading and any blue badge holders can still park for up to three hours on single or double yellow lines. The single objection indicates that the majority of the local community including the school who have always supported the scheme are happy with the proposed additional parking restrictions.

Council Plan

15. The potential implications for the priorities in the Council Plan are:

A council that listens to residents: The school community raised concerns regarding parking at the junction and by initiating change through the safety schemes programme the council is listening to local residents wishing to make their community safer.

Implications

16. The following implications were considered during the development of the proposals:
- **Financial** – The cost of implementing the restrictions including the TRO advertisement is estimated at £1500 and is affordable under the 17/18 Safe Routes To School budget.
 - **Human Resources (HR)** - There are no Human Resources implications.
 - **One Planet Council / Equalities** - There are no One Planet Council / Equalities implications.
 - **Legal** - There are no Legal implications.
 - **Crime and Disorder** - There are no Crime and Disorder implications.
 - **Information Technology (IT)** - There are no Information Technology implications.
 - **Property** - There are no Property implications.
 - **Other** – Parking services would be expected to carry out enforcement of any new restrictions. The Head of Parking Services was included in initial consultation and raised no concerns.

Risk Management

17. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
18. Authority reputation – this risk is in connection with the schools perception of the Council if no restrictions are provided following consultation and is assessed at 10.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Probable	10

19. Health and Safety – this risk is in connection with the potential for a pedestrian accident at the junction if no restrictions are provided following concerns being raised by the school community and is assessed at 13.

Risk Category	Impact	Likelihood	Score
Health and Safety	Moderate	Unlikely	13

20. Both risks are reduced to an acceptable level by approving the restrictions and implementing as soon as possible.

Contact Details

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Corporate Director of Economy and Place

**Report
Approved**

Date

26.03.18

Specialist Implications Officer(s) List information for all

Parking Services
Graham Titchener
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Wards Affected: Heworth

For further information please contact the author of the report

Annexes

Annex A – Briefing Note and Assistant Director Decision Sheet

Annex B – TRO advertisement Letter, Notice and Plan

Annex C – Photos submitted to support the resident's objection

List of Abbreviations Used in this Report

CYC – City of York Council

TRO – Traffic Regulation Order