

**DIRECTORATE OF CITY  
STRATEGY**

**REQUEST FOR  
DECISION**

**Decision making level**

**Officer in  
Consultation**

**Date:  
13 February 2014**

**Osboldwick Ward – Proposed enforcement of advisory school entrance markings**

**Decision Requested**

To consider an objection made to a proposal to bring the advisory school entrance markings (yellow zig-zags) on Osboldwick Lane into the Traffic Regulation Order to enable enforcement to take place.

**Reason**

To resolve issues raised during the consultation period and complete the process.

**Background Information**

A project was undertaken to bring all the advisory School entrance markings into the Traffic Regulation Order to enable enforcement to take place. The proposals were advertised using delegated powers (Head of Network Management). The head teacher from Osboldwick Primary School was consulted and supported the proposal and indicated the times they would like the entrance to be kept clear of parked vehicles.

We have received one objection to the proposal from Councillor Waters (Ward Councillor).

A plan of the proposal is included as Annex A

**Consultation Process**

The proposals were advertised on street and in a local newspaper (The Press). Details of the proposal were hand delivered to properties adjacent to the proposed restriction.

**Statutory Powers**

Road Traffic Regulation Act Sections 1,2,3, 32, 35 and 37

**Ward Members and Political Party Views**

See Annex B

**Financial Programme Implications**

The cost of implementation can be funded from the Traffic Regulation Order and lining budgets.

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### Options

The options available are:

- A. To over-rule the objection and amend the Traffic Regulation Order to include the school no entrance marking
- B. To uphold the objection and take no further action

### Level of Risk

1-3 Acceptable	✓	16-20 Action Plan	
4-8 Regular Monitoring		21-25 Registered as a corporate risk	
9-15 Constant Monitoring			

### Internal Consultation

This area is already included in the rounds made by the Civil Enforcement Officers.

There are no legal, financial, sustainability, equalities, property, crime and disorder or other implications.

### Implementation Status

Work completed	April 2014
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### Recommendations

Option A – Implement as proposed

Contact

Details

Author:

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Network Management

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Manager Responsible for the Report:

Alistair Briggs

Traffic Engineer

Network Management

Report  
Approved



Date 07/02/2014

Wards Affected: Osbaldwick

All

For further information please contact the author of the report

## Objection Received

### Proposal to amend the Traffic Regulation Order to include the existing (advisory) school entrance markings (yellow zig-zags) on Osbaldwick Lane

Objection received from Councillor Mark Waters with officer correspondence

"I object to the proposals to introduce enforceable School keep clear markings at the Derwent Schools Federation entrances with no stopping prohibition from 8.15 am to 9.15am and from 3pm to 4 pm Mon-Fri.

I have always believed that parents wishing to drop children off at school by car should be accommodated by creating drop off points within the school grounds, the extra traffic chaos created by having a split school site should have been evident to all. A solution should have been sought not simply imposing on-street parking restrictions that merely move the problem along the highway. I understand double yellow lines are proposed for Broughton Way further along Osbaldwick Lane as part of another soon to be issued traffic order.

Having said all this I understand the rationale for keeping the school entrance clear but I fear that having no stopping prohibition for short periods as proposed will need more street clutter – poles and signs for enforcement.

Far better and far more easily understood to scrap the existing School keep clear markings, forget variable parking prohibition and put double yellow lines outside the frontage and entrance to the school. Prohibiting parking 24 hours a day with presumably no need for additional poles and clutter.

Officer response to the first objection:

Thank you for your email outlining your objection to bringing the advisory zig-zag school entry markings into the Traffic Regulation Order. The proposal was part of a wider project to bring any advisory markings outside our primary schools into the TRO to enable enforcement to take place. Incidentally, the school has given their full support to the proposal. These advisory markings used to be sufficient to prevent parking outside school entrances, but they are becoming increasingly abused at several schools and consequently we are taking positive steps to enable enforcement to take place.

Although I can sympathise with your sentiments regarding street clutter, there are many activities that can take place on no waiting at any time restrictions (double yellow lines) which can render them ineffective at a school entrance. For example, a vehicle is allowed to park on DYL for approximately 5mins or longer to allow loading/unloading activities to take place; this includes passengers. Consequently attending parents could collect and drop off their children legitimately in an area which is only protected by no waiting at any time restrictions. This is not the case with

the zig-zag markings where the restriction is one of “No Stopping”. This is the safer option for children who are arriving and leaving school. Enforcement can take place if a vehicle stops on this marking for the purpose of collecting and dropping off children.

This is a very busy entrance and we need to do as much as possible to ensure the safety of the children using it. Keeping the area clear of parked vehicles is a vital part of this.

There is an existing pole which can be utilised for the required signage on the Western end of the restrictions, although an additional pole may be required on the eastern side to carry the sign.

In the light of this information do you still want me to proceed with your objection? No other objections have been received.

**Councillor Water’s response:**

“Quite happy to maintain an objection to the imposition of yet more pointless street clutter into this area.

I thank you for your explanation as to the 5 minutes or longer time that parents could legitimately park on double yellow lines and would suggest that such an allowance renders the imposition of such lines at Broughton Way completely pointless.

I make the point again in relation to both the entrance way proposals and the spread further along Broughton Way junction proposals that neither is a solution to a problem, all that will be done is the problem will spread further along the highway network.

Parents, especially those with children at both schools dropping them off before going to work will have to use their vehicle. It is time that the Council recognized this, accepted it and facilitated this need instead of making the situation as difficult as possible for parents. A simple drive in – drive out drop off point within the school grounds should be considered.

In summary, I object to the imposition of any parking restrictions in this Ward and associated street clutter as such restrictions are largely un-enforceable and due to staff constraints un-enforced. Incidentally could you please detail the current number of Parking Enforcement Officers for the York Council area.”

**Additional information regarding Councillor Water’s objection:**

Councillor Waters has been given the information requested; there are currently 19 Civil Enforcement Officers. The additional restrictions (double yellow lines) Cllr Waters is referring to at Broughton Way have not been advertised and consist of proposals that have been identified by the school travel team.

### **Internal consultation**

Comments from the School Travel Co-ordinator to the representation made:

“Zig Zags outside schools are very important. They provide a clear area in which children can cross more safely as they provide a clear area of vision in which drivers can see children who are about to cross a road and children can see on coming traffic. Drivers cannot see small children hidden between parked cars and because of their size children cannot see if the road is clear from behind parked cars. As children travel to and from school at a time when there is a lot of traffic it is crucial for their safety that there is a clear area outside the school in which they can cross the road safely. Any parking in this area is dangerous as it restricts the ability of children and drivers to clearly see each other and consequently puts children’s lives at risk.”

### **Officer Comments**

Although we can sympathise with Cllr Waters views regarding the creation of a drop-off and pick-up route on school grounds, this is an expensive option, would create different safety hazards within the school grounds and possibly increase vehicular movements at the entrance to a school (across a footway) where children are congregating and crossing the road.

**Recommendation** - Option A, implement as proposed

**Ward Members and Political Party Comments**

**Ward Councillors Comments**

Cllr Mark Waters – See main objection

**Political Party Comments**

**Councillor D Merrett** - No Comments received

**Councillor A D'Agorne** –

Strongly support the recommendation in the interests of child safety. Perhaps a 'walking bus' or 'park and stride' option from nearby might be investigated with the school travel planning officer and school head?

Cllr Andy D'Agorne  
Green Party

**Councillor C Steward** – No Comments received

**Councillor A Reid** –

In the interest of the safety of children attending the school we would support the Officer recommendation. Unfortunately we do have to legislate against the thoughtless actions of parents. The suggestion that a drop off point within the school should be provided would lead to more, not less, congestion and increase the dangers to children.

Ann Reid, Lib Dem spokesperson