

# Croydon Council

For general release

<b>REPORT TO:</b>	<b>TRAFFIC MANAGEMENT ADVISORY COMMITTEE</b>  7 <sup>th</sup> July 2015
<b>AGENDA ITEM:</b>	<b>21</b>
<b>SUBJECT:</b>	<b>SCHOOL TRAVEL PLAN SCHEMES - PROPOSED SCHOOL KEEP CLEAR MARKINGS</b>
<b>LEAD OFFICER:</b>	<b>Jo Negrini, Executive Director of Place</b>
<b>CABINET MEMBER:</b>	<b>Councillor Kathy Bee</b>  <b>Cabinet Member for Transport and Environment</b>
<b>WARDS:</b>	<b>Broad Green, Woodside and Waddon</b>

## **CORPORATE PRIORITY/POLICY CONTEXT:**

These projects address the corporate policies adopted in the Corporate Plan 2013-2015 and Croydon's Draft Community Strategy 2010-2015. This report is in line with objectives to improve road safety for cyclists, and to make sustainable transport more accessible:

- Sustainable City: Facilitating a modal shift to sustainable transport
- Connected City: Electric vehicles, cycling and walking facilities
- Creative City: Improve arts, sports and recreational facilities
- Caring City: Improving health and wellbeing
- Croydon cycling Strategy 1998
- Biking Borough Report July 2010

## **FINANCIAL IMPACT:**

The estimated cost of implementing the schemes as recommended in this report is £8,000 to be met from the Council's 2014/2015 Smarter Travel (LIP) allocation for Travel to Schools Schemes.

## **FORWARD PLAN KEY DECISION REFERENCE NO.:**

Not a key decision

## **1. RECOMMENDATIONS**

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they agree to:

- 1.1 Authorise the giving of public notice in respect of the proposal to make a permanent traffic management order to introduce mandatory 'School Keep Clear' markings as shown on the attached plan numbers CANTBY/SKC, OAKLEY/SKC/01 and BARHAM/SKC.
- 1.2 Authorise the General Manager of Operations and Infrastructure (Highways and Parking) to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) subject to receiving no material objections on the giving of public notice. Any material objections received on the giving of public notice will be reported to a future meeting of the Traffic Management Advisory Committee for Members' consideration and onward recommendation to the Cabinet Member for Transport and Environment.

## **2. EXECUTIVE SUMMARY**

- 2.1 This report seeks agreement to implement new school 'keep clear' markings outside school entrances on Canterbury Road, Oakley Road and Barham Road, along with the associated signage. This is to keep an area on the roads outside these school entrances clear of parked vehicles between 8am to 9.30am and 3pm to 4.30pm Monday to Friday, to improve road safety for pupils, parents and other visitors.
- 2.2 The need for the 'keep clear' markings on Canterbury Road and Oakley Road have been identified following requests from these schools, which are the result of new entrance points resulting from new school sites. The entrance to Howard School on Barham Road requires a longer keep clear marking to replace an existing keep clear marking to reduce congestion outside the school entrance at the end of a cul-de-sac, which will also make it easier for vehicles to turn around. The attached plans numbered CANTBY/SKC, OAKLEY/SKC/01 and BARHAM/SKC show the proposals.

## **3. DETAIL**

- 3.1 West Thornton Academy – Canterbury Mills Annexe is a new primary school planned at Canterbury Mills on Canterbury Road, which is due to open in September 2015. The main pupil entrance will be at the access point to the recreation ground opposite number 88 Canterbury Road. This entrance requires a keep clear marking to help improve road safety outside the school for all pedestrians, in particular the pupils, parents and visitors to the school. The proposed 'keep clear' marking (28m long approx.) is intended to keep an area of road outside this entrance clear of parked vehicles between 8am to 9.30am and 3pm to 4.30pm Monday to Friday. Plan number CANTBY/SKC shows the proposals.

- 3.2 Oasis Academy Ryelands, primary school has recently moved into new premises on Oakley Road, South Norwood. Their main pupil entrance on Oakley Road requires a keep clear marking to help improve road safety outside the school for all pedestrians, in particular the pupils, parents and visitors to the school. The proposed 'keep clear' markings (26m long approx.) is intended to keep an area of road outside this entrance clear of parked vehicles between 8am to 9.30am and 3pm to 4.30pm Monday to Friday. Plan number OAKLEY/SKC/01 shows the proposals.
- 3.3 Howard School has an existing 26m long (approx.) school keep clear marking outside the pupil entrance at the end of a cul-de-sac on Barham Road. Residents in Barham Road have raised concerns about congestion outside this entrance, which causes difficulties for vehicles that have to manoeuvre and turn around at the end of the cul-de-sac at school start and end times. It is therefore proposed to replace the existing 26m long marking with a longer 34m long (approx.) marking, as shown on plan number BARHAM/SKC.

#### 4. CONSULTATION

- 4.1 Consultation has been carried out with the schools concerned, and the decision to proceed with the implementation of this scheme was made bearing in mind the extent of the funds being made available by Transport for London (TfL).
- 4.2 Informal consultation will be carried out with Ward Councillors and any immediately affected residents before the schemes are introduced.
- 4.3 Formal consultation will be undertaken as part of the Traffic Regulation Order making process and with respect of the Public Notices.

#### 5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

##### 1 Revenue and Capital consequences of report recommendations

	Medium Term Financial Strategy			
	2014/15	2015/16	2016/17	2017/18
	£'000	£'000	£'000	£'000
<b>Revenue Budget</b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b>Effect of Decision</b>				
Expenditure	0	0	0	0
Income	0	0	0	0
<b>Remaining</b>				
<b>Capital Budget</b>				
Expenditure	8	0	0	0
Effect of Decision				
Expenditure	8	0	0	0
<b>Remaining</b>	-			



## **2 The effect of the decision**

These schemes are fully funded by Transport for London from the LIP Travel to Schools Programme and require no Croydon funding.

## **3 Risks**

There is no financial risk to the Council in the short term as the proposed schemes are funded by TfL. However, the long-term cost of maintaining these schemes will fall to the Authority, although no costs are anticipated until 2016/17.

## **4 Options**

There are no other financial options available for these schemes and the funding for the project will be deducted from the LIP allocation for Travel to Schools.

## **5 Savings/ future efficiencies**

There are no savings arising from this report.

- 6** Approved by: Louise Philips, on behalf of Head of Finance, and Deputy Section 151 Officer, Place Department.

## **6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER**

6.1 The Solicitor to the Council comments that in order to introduce mandatory 'School Keep Clear' markings with associated signs as shown on the attached plans numbered CANTBY/SKC, OAKLEY/SKC/01 and BARHAM/SKC it will be necessary to make a Traffic Management Order (TMO) under the provisions of the Road Traffic Regulation Act 1984 (as amended).

6.2 Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, vary and implement Traffic Management Orders. In exercising this power, section 122 of the Act Imposes a duty on the Council to have regard (so far as practicable) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council must also have regard to such matters as the effect on the amenities of any locality affected.

6.3 The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure (England and Wales) Regulations 1996 by giving the appropriate Notices and receiving representations. Such representations must be considered before a final decision is made.

6.4 Approved by: Gabriel MacGregor, Head of Corporate Law on behalf of the Council Solicitor and Monitoring Officer.

## **7. HUMAN RESOURCES IMPACT**

7.1 There are no human resources implications arising from these reports.

7.2 Approved by Adrian Prescod, HR Business Partner, for and on behalf of Director of Human Resources.

## **8. EQUALITIES IMPACT**

8.1 The recommendation in this report will improve road safety for all school pupils and other pedestrians outside West Thornton Academy – Canterbury Mills Annexe on Canterbury Road, Oasis Academy Ryelands on Oakfield Road, and at Howard School on Barham Road.

## **9. ENVIRONMENTAL IMPACT**

9.1 The recommendations in this report will help to remove barriers to walking and cycling to and from school, which will encourage sustainable modes of travel.

## **10. CRIME AND DISORDER REDUCTION IMPACT**

10.1 There are no direct impacts on the above arising from this report.

## **11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION**

11.1 These restrictions should improve safety in the area generally and parking controls benefit all road users regardless of background. The scheme is likely to be seen as a positive move by the Council and should improve residents views of the work carried out by the Borough.

## **12. OPTIONS CONSIDERED AND REJECTED**

Waiting restrictions have been looked at but were not considered suitable. Single yellow line waiting restrictions are likely to be less effective as motorists may not comply with the regulations if they want to stop for short periods. Whilst double yellow line waiting restrictions could prove effective, some motorists may also be willing to park on double yellow lines for short periods to drop off or pick up their children. Double yellow lines would also be unduly restrictive overall because they would prevent residents and other road users parking in that area at all times, rather than just at school start and end times when the problems exist.

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**BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972:**  
TMAC20150707 AR21

**None**