

Croydon Council

For general release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 16 th December 2015
AGENDA ITEM:	9
SUBJECT:	SCHOOL TRAVEL PLAN SCHEMES - PROPOSED SCHOOL KEEP CLEAR MARKINGS
LEAD OFFICER:	Jo Negrini, Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee Cabinet Member for Transport and Environment
WARDS:	Kenley, Selhurst, Addiscombe and Croham
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. The Recommendations in this report are in line with objectives to improve road safety for cyclists, and to make sustainable transport more accessible: <ul style="list-style-type: none">• 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 2015/2016 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 Delegate to the General Manager of Operations and Infrastructure (Highways and Parking) the authority to give notice and, subject to receiving no material objections, to make the necessary Traffic Management Order under the Road Traffic Regulation Act 1984 (as amended) to introduce 'School Keep Clear' markings and associated signage as shown on the attached plan numbers ROKE/SKC, CRESC/SKC, BRAMPT/SKC, MELV/SKC, and MELV/SKC1 (Annex 1).
- 1.2 Note that any material objections received on the giving of public notice will be reported to a future meeting of the Traffic Management Advisory Committee 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 and associated signage outside school entrances at on Little Roke Road, Kenley, The Crescent, Selhurst, Brampton Road, Addiscombe, and Melville Avenue, Croham. 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 enforceable 'School Keep Clear' markings outside Harris Primary Academy Kenley, on Little Roke Road, The Crescent Primary School, on The Crescent, The Robert Fitzroy Academy, on Brampton Road and The Old Palace of John Whitgift School, on Melville Avenue has been identified following requests from these schools, which are the result of road safety concerns due to parking issues outside these school entrances. Plan numbers ROKE/SKC, CRESC/SKC, BRAMPT/SKC, MELV/SKC and MELV/SKC1 indicate the proposals.

3. DETAIL

- 3.1 Harris Primary Academy Kenley on Little Roke Road requires a 32m long enforceable 'Keep Clear' marking to improve road safety for pedestrians by reducing congestion and parking issues outside the school entrance at the end of a cul-de-sac, between 8am to 9.30am and 3pm to 4.30pm Monday to Friday. This will also make it easier for vehicles to turn around at the end of the road. The attached plan numbered ROKE/SKC shows the proposals.

- 3.2 The Crescent Primary School on The Crescent requires an existing 32m long advisory (non-enforceable) 'School Keep Clear' marking to be converted to an enforceable 'School Keep Clear' marking to improve road safety by reducing congestion and parking outside the school entrance between 8am to 9.30am and 3pm to 4.30pm Monday to Friday. The attached plan numbered CRESC/SKC shows the proposals.
- 3.3 The Robert Fitzroy Academy has two new entrances on Brampton Road that require a 38m long enforceable 'School Keep Clear' marking to cover both entrances, to improve road safety for pedestrians by reducing congestion and parking outside the school entrance between 8am to 9.30am and 3pm to 4.30pm Monday to Friday. The attached plan numbered BRAMPT/SKC shows the proposals.
- 3.4 The Old Palace of John Whitgift School has two entrances with existing advisory 'School Keep Clear' markings that are to be converted to an enforceable 'School Keep Clear' markings to improve road safety for pedestrians by reducing congestion and parking outside these entrances between 8am to 9.30am and 3pm to 4.30pm Monday to Friday. One entrance is at Pilgrims Way, and has an advisory marking that is 32m long, and the other entrance is close to Croham Road, and has an advisory marking that is 51m long, which is to be shortened to 44m to meet with regulations. The attached plans numbered MELV/SKC and MELV/SKC1 shows the proposals.
- 3.5 The recommendations, if approved, will secure the expeditious and safe movement of vehicles by enabling the Council to carry out parking enforcement if necessary at these markings to keep these school entrances clear of parked vehicles, which will improve road safety for pedestrians. This will also help to remove barriers to walking and cycling to and from school, which will encourage sustainable modes of travel.
- 3.6 Observations have shown that enforceable school keep clear markings are more effective than advisory markings because many motorists become aware that advisory markings cannot be enforced and therefore they often ignore them in the knowledge there is no penalty for parking on them.

4. CONSULTATION

- 4.1 Consultation has been carried out with the schools concerned, and the officer's decision to proceed with the implementation of these schemes was made bearing in mind the extent of the funds being made available by Transport for London (TfL) and consideration of the best value to be obtained from the various options available.
- 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. The legal process

requires that formal consultation takes place in the form of Public Notices published in the London Gazette and a local paper (Croydon Guardian).

4.4 Official bodies such as the Fire Brigade, the Cycling Council for Great Britain, The Pedestrian Association, Age UK, The Owner Drivers' Society, The Confederation Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Additional bodies, up to 27 in total, are consulted depending on the relevance of the proposals.

4.5 Once the notices have been published, the public has 21 days to comment or object to the proposals. If no relevant objections are received, subject to agreement to the delegated authority sought by the recommendations, the Traffic Management Order is then made. Any relevant objections received will be reported back to this Cabinet Committee for a decision as to whether the scheme should be introduced as originally proposed, amended or abandoned and objectors informed of the decision.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

1 Revenue and Capital consequences of report recommendations

	Medium Term Financial Strategy			
	2015/16	2016/17	2017/18	2018/19
	£'000	£'000	£'000	£'000
Revenue Budget				
Expenditure	0	0	0	0
Income	0	0	0	0
Effect of Decision				
Expenditure	0	0	0	0
Income	0	0	0	0
Remaining				
Capital Budget				
Expenditure	8	0	0	0
Effect of Decision				
Expenditure	8	0	0	0
Remaining	-			

2 The effect of the decision

This scheme is funded by Transport for London (TfL) from the Council's 2015/16 Local Implementation Plan allocation for Travel to Schools Programme. A decision to proceed will result in that allocation is spent partially or wholly, subject to successful outcome of consultations. The cost of the work carried out on the scheme at the present time is £8,000.

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 2018/19.

There is a risk that if the scheme cannot be implemented, for example, by negative outcome of statutory consultation, funding would then have to be reallocated this would be subject to the agreement of TfL. Should this prove impossible then the funding would need to be returned or relocated.

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.

Approved by: Dianne Ellender, Head of Finance and Deputy S151 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 enforceable 'School Keep Clear' markings with associated signs as shown on the attached plans numbered ROKE/SKC, CRESC/SKC, BRAMPT/SKC, MELV/SKC and MELV/SKC1 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 Pursuant to the Road Traffic Regulation Act 1984 (as amended) and associated regulations the Council is required to give public notice of the aforementioned TMO's and consider any material objections that may be received. This statutory procedure must be followed before the TMO's are made.

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 this report.

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

8. EQUALITIES IMPACT

- 8.1 The recommendation in this report will improve road safety for all school pupils and other pedestrians outside Harris Primary Academy Kenley, on Little Roke Road, The Crescent Primary School on The Crescent, The Robert Fitzroy Academy on Brampton Road and The Old Palace of John Whitgift School on Melville Avenue.
- 8.2 An initial Equalities Impact Assessment (EqIA) has been carried out and it is considered that a Full EqIA is not required.

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, including pedestrians, cyclists and drivers. The scheme secures the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and/or the provision of suitable and adequate parking facilities on and off the highway.
- 11.2 These schemes are 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

- 12.1 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

None