

Croydon Council
For General Release

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 21 st July 2014
AGENDA ITEM:	19
SUBJECT:	SCHOOL TRAVEL PLAN SCHEMES - PROPOSED SCHOOL KEEP CLEAR MARKINGS
LEAD OFFICER:	Executive Director of Planning & Environment
CABINET MEMBER:	Councillor Kathy Bee Cabinet Member for Transport and Environment
WARDS:	Addiscombe, Ashburton Croham and Upper Norwood
CORPORATE PRIORITY/POLICY CONTEXT:	
<p>The Recommendation as set out in this report are line with objectives to improve the safety and reduce obstructive parking on the Borough's roads as detailed in:</p> <ul style="list-style-type: none"> ✦ The Croydon Plan: Transport Chapter ✦ The Local Implementation Plan; 3.6 Croydon Transport Policies ✦ Croydon's Community Strategy; Priority Areas 1, 3, 4 and 6. 	
FINANCIAL IMPACT:	
<p>The estimated cost of implementing the schemes as recommended in this report is £6,000 to be met from the Council's 2014/2015 Smarter Travel (Local Implementation Plan) allocation for School Travel Plan Implementation Schemes.</p>	

FORWARD PLAN KEY DECISION REFERENCE NO.:
Not a key decision

- 1. RECOMMENDATIONS**
- 1.1 It is recommended that the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment that they:
- 1.1.1 Delegate to the Enforcement and Infrastructure Manager, Highways and

Parking Services the authority to give notice and, subject to receiving no material objections, to make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended) to introduce 'School Keep Clear' markings and associated signage as shown on Drawing Numbers ROBFITZ/SKC, BUCKING/SKC, HALING/SKC AND STROUD-G/SKC.

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 for consideration by the Cabinet Member for Transport and Environment.

2. EXECUTIVE SUMMARY

2.1 This report seeks agreement to implement new mandatory (enforceable) 25m long approx. 'School 'Keep Clear' markings that can be enforced in Northway Road, Davidson Road, Buckingham Avenue, Haling Road and Stroud Green Way, and the associated signage to keep an area on the roads outside these school entrances clear of parked vehicles between 8am to 9.30am and 2.30pm to 4.00pm Monday to Friday, to improve road safety for pupils, parents and other visitors.

2.2 The need for a 'School Keep Clear' marking has been identified following a request from:

- ◆ Robert Fitzroy Academy (that has entrances on Northway Road and Davidson Road).
- ◆ Kensington Avenue Primary School (that has a new entrance on Buckingham Avenue), A
- ◆ Harris Primary Academy Haling Park, (that has an entrance on Haling Road) And
- ◆ Oasis Shirley Park, Stroud Green Way Campus, (that has an entrance on Stroud Green Way).

The attached plans numbered ROBFITZ/SKC, BUCKING/SKC, HALING/SKC and STROUD-G/SKC show the proposals.

3. DETAIL

3.1 Robert Fitzroy Academy is a new school with main pupil entrances Northway Road and Davidson Road, and the proposed 'School Keep Clear' markings (26m long approx) are intended to keep an area of road outside these entrances clear of parked vehicles between 8am to 9.30am and 2.30pm to 4.00pm Monday to Friday.

3.2 Kensington Avenue Primary School has a new entrance on Buckingham Avenue, which requires a School Keep Clear marking outside to help improve road safety outside the schools for all pedestrians, in particular the pupils, parents and visitors to the school. The proposed 'School Keep Clear' markings (26m long approx) is intended to keep an area of road outside these entrances

clear of parked vehicles between 8am to 9.30am and 2.30pm to 4.00pm Monday to Friday.

- 3.3 Harris Primary Academy Haling Park in Haling Road and Oasis Shirley Park, Stroud Green Way Campus are new schools that require new 'School Keep Clear' (26m long approx) markings outside their main pupil entrances to help improve road safety outside the schools for all pedestrians, in particular the pupils, parents and visitors to these schools. This will help to remove barriers to walking and cycling to and from these schools. The proposed 'School Keep Clear' markings are intended to keep an area of road outside these school entrances clear of parked vehicles between 8am to 9.30am and 2.30pm to 4.00pm Monday to Friday. Plan numbers ROBFITZ/SKC, BUCKING/SKC, HALING/SKC and STROUD-G/SKC show the proposals.

4. CONSULTATION

- 4.1 Informal consultation was carried out with Robert Fitzroy Academy and Kensington Avenue Primary Schools, and the requirement for new 'School Keep Clear' markings were also identified in the School Travel Plan documents produced by these schools. Officers made the decision to proceed with implementation of this scheme 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 put forward by schools.
- 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 Committee for the Cabinet Member for Transport and Environment to make 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			
	2014/15	2015/16	2016/17	2017/18
	£'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	6	0	0	0
Effect of Decision				
Expenditure	6	0	0	0
Remaining	-			

2 The effect of the decision

This scheme is fully funded by Transport for London from the LIP Smarter Travel Programme and requires no Croydon funding

3 Risks

There is no financial risk to the Council in the short term as the proposed scheme is 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 this scheme and the funding for the project will be deducted from the LIP allocation for Smarter Travel.

5 Savings/ future efficiencies

There are no savings arising from this report.

6 Approved by: Tim Flood, on behalf of Head of Finance, Development & Environment.

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

6.1 The Council Solicitor comments that in order to introduce mandatory 'School Keep Clear' markings with associated signs as shown on Drawing Numbers

ROBFITZ/SKC, BUCKING/SKC, HALING/SKC AND STROUD-G/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 The Solicitor to the Council comments that 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.
- 6.2 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
- 6.3 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 considerations arising from this report.
- 7.2 Approved by Adrian Prescod, HR Business Partner, for and on behalf of Interim Director of Human Resources, Chief Executive department.

8. EQUALITIES IMPACT

- 8.1 The recommendation in this report will improve road safety for all school pupils and other pedestrians outside Robert Fitzroy Academy, Kensington Avenue Primary School, Harris Primary Academy Haling Park and Oasis Shirley Park, Stroud Green Way Campus at start and finish times.

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

These restrictions should improve safety in the area for all road users including pedestrians (especially children) and cyclists. It is a proportionate response which will also secure the expeditious movement of vehicles during busy times. The scheme is likely to be seen as a positive move by the Council.

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. Although double yellow line waiting restrictions could prove effective, they would be unduly restrictive 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.

CONTACT OFFICER:

**Clive Whittle
020 8726 6000 ext. 61836**

BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972:

None