

Adur County Local Committee	Ref No: (A04(19/20))
Date: 1 July 2019	Key Decision: NO
School Keep Clear Traffic Regulation Order	Part I or Part II: 1
Report by Executive Director of Place and Director of Highways, Transport and Planning	Electoral Division(s): Adur CLC Area

Summary

Yellow zigzag 'School Keep Clear' (SKC) markings are used to prevent vehicles parking too close to school entrances, where they can cause obstruction and restrict visibility. Many SKC markings are advisory without a Traffic Regulation Order (TRO). The latter enables enforcement. The members of Adur County Local Committee (CLC) requested a TRO to be prioritised to ensure entrances to the schools in their area are protected by SKC markings and a TRO.

SKC markings and associated TROs were advertised for 14 schools in the Adur area. 30 objections in total were received (which have been summarised in Paragraph 4.4 of this report) relating to 3 schools, and 1 comment of support relating to 1 school.

Recommendation

That the Adur CLC authorise the Director of Law and Assurance to bring the TRO into operation as advertised.

Proposal

1. Background and Context

- 1.1 Yellow zigzag SKC markings are used to prevent vehicles parking too close to school entrances, where they can cause obstruction and restrict visibility. Many SKC markings are advisory and are not well observed. The members of Adur CLC requested a TRO to be prioritised to ensure entrances to the schools in their respective areas were protected by legally enforceable SKC markings.
- 1.2 WSCC identified locations for the required SKC markings and traffic signs ensuring they were compliant with the Traffic Signs Regulations and General Directions (TSRGD). Additional waiting restrictions were also proposed where considered necessary.
- 1.3 The purpose of the restrictions is to improve visibility and safety for children and families as part of the journey to and from school.

2. Proposal

- 2.1 The proposals cover 14 schools in the Adur CLC area, the majority of which have not received any objection following advertisement of the proposals. Therefore in accordance with WSCC procedures these are now approved for implementation. This is due to take place later in 2019/20.
- 2.2 However objections have been received relating to three locations, these are outlined in paragraph 4 below and Appendix B.

The following paragraphs outline the proposals at sites where objections have been received. Plans are included in Appendix A.
- 2.3 North Lancing, Browning Road (North Lancing Primary School) – proposal to introduce SKC 8am to 5pm Mon – Fri .
- 2.4 Lancing, Seaside Avenue, Freshbrook Road and Old salts Farm Road (Seaside Primary School) – proposal to introduce SKC 8am to 5pm Mon – Fri in seaside Avenue, and extensively along Freshbrook Road and Old Salts Farm Road.
- 2.5 Shoreham, Sullington Way and Eastern Avenue (St Peters Catholic Primary School) - in Eastern Avenue proposal to introduce SKC 8am to 6pm Mon – Fri (to match existing adjacent limited waiting instructions), and in Sullington Way SKC 8am to 6pm Mon – Fri.
- 2.6 A comment of support has been received relating to Holmbush Primary School, this is also shown in Appendix B.
- 2.7 The TRO has been proposed to protect the safety of vulnerable road users and to improve accessibility and build confidence in sustainable travel choice. The proposals also provide clarity to improve driver behaviour as part of the journey to and from school.

3. Resources

- 3.1 The Traffic Regulation Order is carried out internally and does not require funding. The proposed cost for the required lining and signing at the above sites is in the region of £1,500 for each location and is part of a wider programme of work delivered as part of the Local Transport Improvement programme (LTIP). This batch delivery approach offers the County Council improved value for money. This is funded through the County Council's annual capital delivery programme approved by the Cabinet Member for Highways and Infrastructure April 2019 decision ref HI03 (19/20) and forms part of a countywide CLC priority.
- 3.2 Ongoing maintenance of the new signage and lines will be managed by Highways and Transport. Future maintenance will be funded from the Highways and Transport maintenance revenue budget.

Factors taken into account

4. Consultation

- 4.1 At the preliminary design stage the schools were consulted on the proposed extent and location of the SKC markings. The Local Member, Area highway Manager and Sussex Police were also consulted. No objections were raised.

- 4.2 A three week statutory consultation period ran between 14/03/2019 – 4/04/2019. During this consultation period, notices were erected on site, a copy of plans and a statement of reasons were made available at the local library and on the County Council website, and a copy of the Public Notice advertised in the local press.
- 4.3 The County Councillors for the constituencies covering the schools continue to support the proposals (George Barton for N Lancing, Ann Bridges for Seaside and Debbie Kennard for St Peters).
- 4.4 During the consultation period there were no negative comments from any of the statutory consultees.
- 4.5 During consultation a total of 30 objections were received relating to three school sites, these are listed with officer comments in Appendix B. These mainly relate to loss of on-street parking and particularly outside of the busiest times of the school day. Concern was also expressed about the ability of enforcement agents to take action.
- 4.6 Whilst it is understood that parents wish to park to drop-off children, and residents wish to park near their properties, these proposals relate to safety of school children and is attempt to provide a safer environment immediately adjacent to school accesses. Without a TRO in place it is not possible to enforce the markings and, whilst not able to be present at every location all of the time, enforcement agencies are able to respond when there is persistent abuse of the TRO. The School Keep Clear markings also enable enforcement of no loading or drop off, unlike double yellow lines which permit this.
- 4.7 It is not possible, within this programme focussing on school-gate issues, to address all of the local parking issues. These need to be progressed separately.

5. Risk Management Implications

- 5.1 Should the proposed TRO not be made the risk to the County Council is that the concerns raised by schools regarding inconsiderate and dangerous parking behaviours in the vicinity of the school entrances will not be addressed.
- 5.2 Should the proposed TRO be made the risk to the County Council is that the proposed restriction will protect the school entrance but parking will migrate into neighbouring roads. The County Council continues to support school communities to discourage inconsiderate parking behaviours. This will be monitored and revisited where necessary and appropriate.

6. Other Options Considered

- 6.1 WSCC officers believe that the proposed restrictions respond to the concerns raised by the school communities regarding road safety as part of the journey to and from school.

7. Equality Duty

7.1 WSCC has considered its public sector quality duties and has not identified any outstanding issues under the Equality act.

8. Social Value

8.1 The proposals align with the County Council's policy on Social Value insofar as they are supported by the school community to improve the local road environment.

9. Crime and Disorder Act Implications

9.1 The County Council does not consider the scheme to create any crime and disorder issues. Officers have consulted with Sussex Police, who share this view. It is considered this will not change if implementation takes place.

10. Human Rights Implications

10.1 There are not considered to be any Human Rights Act Implications.

Lee Harris
Executive Director of Place

Matt Davey
Director of Highways, Transport and
Planning

Contact: Peter Bradley: 0330 222 2104
Ian Patrick: 0330 222 6715

Background Papers None

Appendices

Appendix A – Plans of Proposals

Appendix B – summary of objections and officer response