

Subject:	Standardisation of School Keep Clear Waiting Restrictions		
Date of Meeting:	5 July 2011		
Report of:	Strategic Director, Place		
Contact Officer: Name	Jo Brooksbank	Tel:	29-1819
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Key Decision:	No		
Wards Affected:	All		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The Council has a number of different waiting restrictions for School Keep Clear Zones outside schools across the city that need to be standardised as they do not reflect the current servicing needs throughout the day. This has led to vehicles parking in and around entrances to schools when staff, children, parents and carers are still coming and going from the school for various activities at different times of the day causing potential safety issues.
- 1.2 This report proposes that all School Keep Clear waiting restrictions across Brighton and Hove are changed to the same time providing a much more consistent approach that caters for the access needs and improves safety for all road users outside the school.
- 1.3 It is therefore proposed that the current No Stopping order on School Keep Clear waiting restrictions at most schools across the city of **'No Stopping 8.30 to 9.30 am and 2 to 4pm, Monday to Friday, excluding August'**, should be changed to **'No Stopping 8am to 6pm Monday to Friday, excluding August'**. Extending the times will not adversely affect residents during evenings and weekends, when they can still park on School Keep Clears (except in Controlled Parking Zones) outside the 'No Stopping' order time restrictions.
- 1.4 Extensive consultation has been undertaken with schools and other stakeholders indicating support for the proposed changes (see Appendix A) and a Combined Traffic Regulation Order was advertised from 6th – 26th of May 2011.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member for Transport & Public Realm (having taken into account representations and objections) approves the Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.* 201* and Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 amendment Order No.* 201* with the following amendments:

- (a) The proposed changes to times of the School Keep Clear on Holmes Avenue be removed from the Traffic Order due to reasons outlined in section 3.5.
- (b) A decision be deferred on the proposed changes to times of the School Keep Clear around Down's Junior School due to reasons outlined in section 3.5.

3. RELEVANT BACKGROUND INFORMATION:

- 3.1 Over the past few years, schools have been extending their opening times to accommodate breakfast clubs, after school care clubs and activities. Many schools also have nursery classes in the mornings and/or afternoons, with children leaving and arriving throughout the school day. A number of schools have commented that the current School Keep Clear (SKC) times do not cover the times children are actually arriving and leaving school.
- 3.2 In 2010 the School Travel Team informally consulted schools on a range of options to change these SKC times to take account of extended school opening times. There was a good response rate of 66% and the majority of schools requested the No Stopping times be changed to a blanket '8am to 6pm, Monday to Friday, excluding August'.
 - 3.2.1 Currently 60 schools have SKC markings. These schools were further consulted in January 2011 to determine the level of support for extending the No Stopping times to 8am-6pm. There was a 73% response rate to this consultation with 63% of schools in favour of these times. There were 6 objections mostly related to loading issues. These schools have been contacted separately to discuss their individual concerns.
 - 3.2.2 This Combined Traffic Order includes changes of School Keep Clear times at 60 schools across the city. Five objections were received to the advertised Traffic Regulation Orders, one of which has been withdrawn, two have led to a recommendation for an amendment to the TRO and two objections have led to a recommendation for a deferred decision.
 - 3.2.3 The comments, support and objections are summarised below and in Appendix A. Also a summary of the proposal showing a list of the schools affected is detailed in Appendix B.
- 3.3 *Summary of comments received following consultation:*
 - 3.3.1 Councillors – Ward councillors were contacted and notified of the proposal and sent plans for their ward. 8 comments were received, 5 of which were in favour, 2 thanking us for the information, and 1 against, which was focussed on School Keep Clears needing better enforcement.
 - 3.3.2 Schools – there was a 73% response rate to this consultation with 63% of schools in favour of the proposed times (schools were given a range of times to choose from, or were asked to give their specific requirements). There were 6 objections mostly related to loading issues. These schools were contacted separately to discuss their individual concerns, which resolved their concerns.

3.3.3 Coombe Road – the school felt their SKC was no longer needed, as there are build outs where families cross (with a School Crossing Patrol). After meetings on site and discussions with the school, it was decided with the school to remove the existing School Keep Clear and replace with a length of Single Yellow Line. This is on the Combined Traffic Regulation Order.

3.4 *Letters of support received in relation to the Traffic Regulation Order:*

3.4.1 Brighton Montessori School – supporting the changes of times to School Keep Clears.

3.4.2 Woodingdean Primary School – supporting the changes of times to School Keep Clears

3.5 *Letters of support received in relation to the Traffic Regulation Order:*

3.5.1 Holmes Ave – two objections, which has led to a proposed amendment to the Traffic Regulation Order. It is proposed that Holmes Avenue will be withdrawn from The Traffic Regulation Order, and will be looked at again separately.

Summary of objection: Holmes Avenue – two residents requested that we do not change the times on the No Stopping Order because of the unique nature of the School Keep Clear on Holmes Ave. The ‘unique’ nature is that the crossovers to the residents’ driveways are public highway, and the School Keep Clears are enforceable on these crossovers, to the boundary of their properties.

3.5.2 Bevendean Primary School – one objection, which has been withdrawn.

3.5.3 Grantham Road, Edburton Avenue and Rugby Road – the roads around Down’s Junior School - two objections, which has led to a proposed deferment of a decision regarding the Traffic Regulation Order on these roads.

Summary of objections: There have been two objections for the proposed changes to the times for the School Keep Clear around Down’s Junior School. A decision on this part of the Order will be deferred in order to allow for further work to be undertaken to resolve these issues.

4. CONSULTATION:

4.1 The Traffic Regulation Order was advertised between the 6th May 2011 and 26th May 2011.

4.2 Councillors for the areas were consulted and sent plans for their wards, as were the statutory consultees such as the Emergency Services.

4.3 Notices were also put on street for the 6th May 2011. The notice was also published in The Argus newspaper on the 6th May 2011. Detailed plans and the order were available to view at Hove Library, Jubilee Library and at the City Direct Offices at Priory House and Hove Town Hall.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The full cost of advertising the traffic order and having the lining and signing amended will be covered from the existing Road Safety revenue budget.

Finance Officer Consulted: Karen Brookshaw

Date: 02/06/11

Legal Implications:

- 5.2 Under section 122 of the Road Traffic Act 1984 , the Council has the duty to exercise the functions conferred on them by that Act to secure the expeditious, convenient and safe movement of vehicles and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard so far as is practicable to the following
- (a) the desirability of securing and maintaining reasonable access to premises;
 - (b) the effect on the amenities of any locality affected including the importance of controlling the use of the roads by heavy commercial vehicles;
 - (c) national air quality strategy;
 - (d) facilitating the passage of public service vehicles and the safety/convenience of persons wishing to use; and
 - (e) any other matters appearing relevant to the local authority.
- 5.3 Before making Traffic Orders, the Council must consider all duly made, unwithdrawn objections. In limited circumstances it must hold public inquiries and may do so otherwise. It is usually possible for proposed orders to be modified, providing any amendments do not increase the effects of the advertised proposals. The Council also has powers to make orders in part and defer decisions on the remainder. Orders may not be made until the objection periods have expired and cannot be made more than 2 years after the notices first proposing them were first published. Orders may not come into force before the dates on which it is intended to publish notices stating that they have been made. After making orders, the steps which the Council must take include notifying objectors and putting in place the necessary traffic signs.

Lawyer consulted:

Carl Hearsom

Date: 01/06/11

Equalities Implications:

- 5.4 With the revised School Keep Clear times, all families and children arriving for school would have the area around the entrance to the school clear of vehicles, thus increasing the safety of their journey to school. Currently, many children arriving at school, because they have to arrive early for breakfast club, or stay late for after school activities, do not benefit from this increased level of safety, as vehicles can park legally on the School Keep Clears.

Sustainability Implications:

- 5.5 There will be on-going promotional work with schools and families, and enforcement campaigns for the new School Keep Clear times. Many parents say they will not let their children walk or cycle to school because of congestion

caused by vehicles around the school entrances. This campaign work, along with other measures carried out by the School Travel & Road Safety Teams, aims to increase the number of families travelling to school by sustainable means, by improving the safety for children and their families on their journey to school.

Crime & Disorder Implications:

- 5.6 The proposed amendments to restrictions will not have any implication on the prevention of crime and disorder.

Risk and Opportunity Management Implications:

- 5.7 Any risks will be monitored as part of the overall project management, but none have been identified.

Corporate / Citywide Implications:

- 5.8 The proposed changes to the times of the School Keep Clears will mean that the No Stopping Order is consistent throughout the city, so residents and visitors, wherever they are in the city, will know that the School Keep Clear No Stopping times are the same wherever they are.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 For the majority of the proposals the only alternative option is doing nothing which would mean the proposals would not be taken forward. However, it is the recommendation of officers that these proposals are proceeded with for the reasons outlined in Appendix A and within the report.
- 6.2 For the proposals outlined as being removed from the order in the recommendations the only alternative option is taking these forward. However, it is the recommendation of officers that these proposals are not taken forward for the reasons outlined in the recommendations.

7. REASONS FOR REPORT RECOMMENDATIONS:

- 7.1 To seek approval of the Traffic Order with amendments after taking into consideration of the duly made representations and objections.

SUPPORTING DOCUMENTATION

Appendices:

A: Summary of representations received

B: Summary of proposal put forward

Documents in Members' Rooms:

None

Background Documents:

None