

**HIGHWAYS  
ADVISORY  
COMMITTEE**

12 August 2014

**REPORT**

**Subject Heading:**

TPC396 Hylands School, Benjamin Close,  
proposed School Keep Clear markings –  
comments to advertised proposals

**Report Author and contact details:**

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**The subject matter of this report deals with the following Council Objectives**

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input checked="" type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

**SUMMARY**

This report outlines the responses received to the advertised proposals to introduce a School Keep Clear marking in Benjamin Close, which was agreed in principal by this Committee at its meeting in December 2013 and recommends a further course of action.

## RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made recommends to the **Cabinet Member for Environment** that:

- a. That the proposals to introduce three new School Keep Clear marking, as outlined on the appended plan, where stopping will be prohibited from 8:00am to 5:00pm Monday to Friday inclusive, be implemented as advertised.
- b. The effect of the scheme be monitored.
- c. Members note that the estimated cost of this scheme as set out in this report is £1000 and can be funded from the 2014/15 Minor Parking Schemes budget.

## REPORT DETAIL

### 1.0 Background and Outcome to Public Consultation

- 1.1 Following a request from a resident and with the support of the Road Safety Officer, Officers presented a request to the Highways Advisory Committee in February 2014, for a School Keep Clear marking in Benjamin Close, to prohibit stopping from 8:00am to 5:00pm Monday to Friday inclusive, which the Committee agreed in principal to design and consult on the proposals.
- 1.2 On 2<sup>nd</sup> May 2014 residents of the area and Hyland School who were perceived to be affected by the proposals, were consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.3 By the close of consultation on 23<sup>rd</sup> May 2014, there were eight responses received to the proposals. One response was against the proposals, while the remaining seven responses were in favour or did not register any objection, although some comments were made. The comments received are outlined in Appendix A of this report.

### 2.0 Officer Comments

- 2.1 The introduction of the new School Keep Clear restrictions is considered to be very important to the operation of the school site and for the safety of pedestrians and visitors particularly children.
- 2.2 The prohibition of stopping between 8 am and 5 pm on Monday to Friday inclusive is designed to cover the main period that schools are open and is the standard being used for the introduction and upgrading of any school keep

clear marking in the borough. The wording of term time within any restriction is now considered to be ambiguous to use, as term times change from school to school and year to year

- 2.3 Hylands School is included in the parking enforcement rota 2-3 times a week. However, it is not possible for a CEO to be available at all times. A small minority of parents/guardians will always be willing to take the risk of parking on restrictions to be as close to the school entrance as possible.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

This report is asking the Highways Advisory Committee to recommend to the Lead Member the implementation of the above scheme.

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1000 including advertising costs. This cost can be met from the 2014/2015 Minor Parking Schemes revenue budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the StreetCare overall Minor Parking Schemes revenue budget.

### **Legal implications and risks:**

Waiting restrictions and school keep clear markings require consultation and the advertisement of proposals before a decision can be taken on their introduction.

### **Human Resources implications and risks:**

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

### **Equalities implications and risks:**

The proposals included in the report have been publicly advertised and subject to public consultation. All residents who were perceived to be affected by the proposal have been consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

The consultation received eight responses – seven positive and one negative. The one negative respondent is focusing on the lack of enforcement of the existing School Keep Clear markings and therefore felt further restrictions would be ineffective. After careful consideration, officers have recommended that the proposal be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impact is mitigated. Officers highlight that Hylands School is included in the parking enforcement rota 2-3 times a week.

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly disabled and older people, residents living locally, and local businesses. However, parking restrictions in residential areas around school sites are often installed to improve road safety and prevent short-term non-residential parking, which will contribute to the safety and well-being of children and young people.

There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled people, which will assist the Council in meeting its duties under the Equality Act 2010.

Staff will monitor the effects of these proposals and if it is considered that further changes are necessary, the issue will be reported back to this Committee and a further course of action can be agreed.

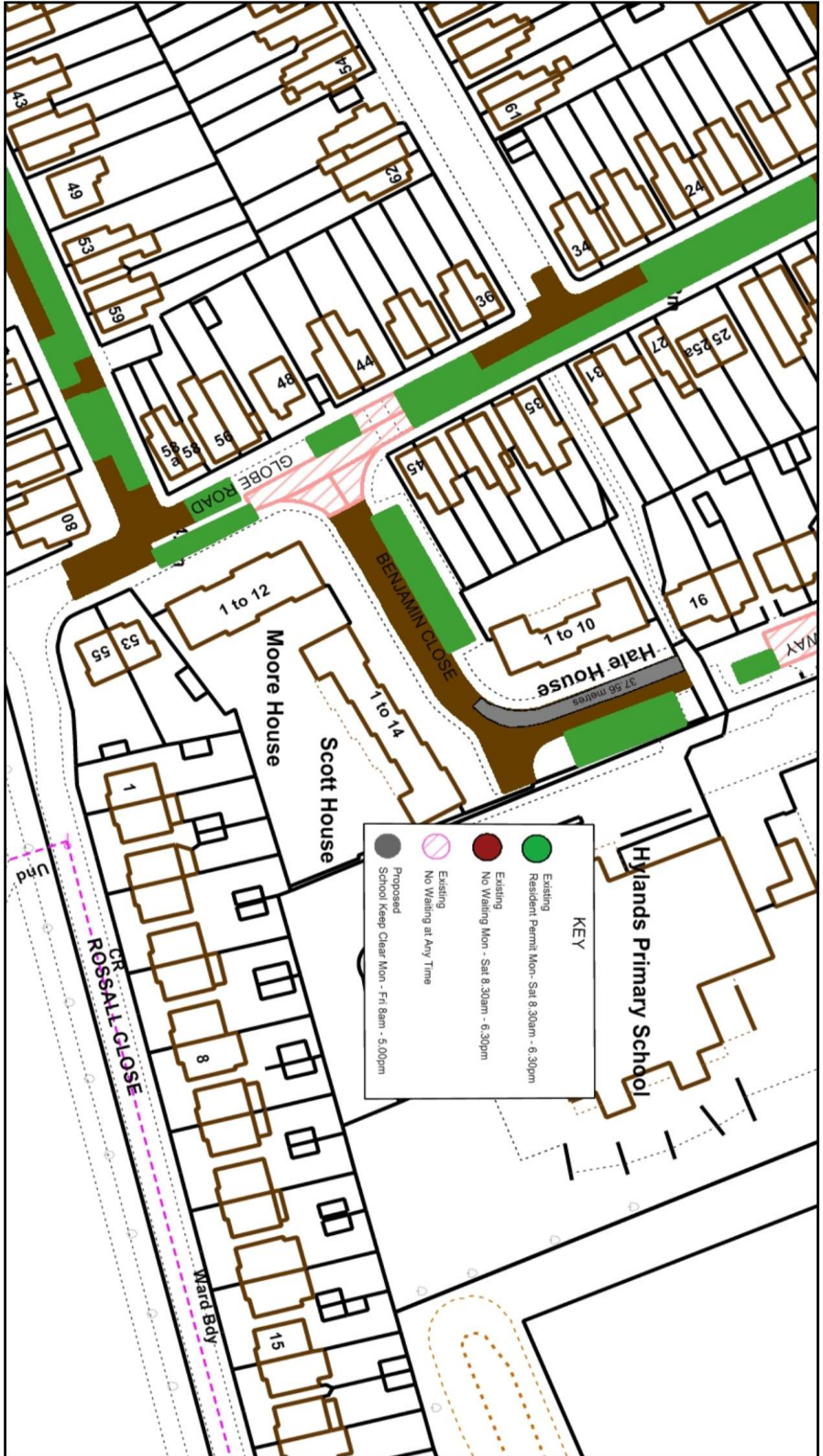
## **BACKGROUND PAPERS**

**Appendix A**  
**Appendix B**

### Responses Received

- 1 From the Chair, Moore, Scott and Hale Management Co Ltd Community Governor, Hylands School, who outline that the restrictions should be for all of Benjamin Close as well as outside the entrance in Globe Road. That the restrictions should apply Monday to Friday, 7.30 to 9.30, 11.30 to 13.00 and 14.30 to 16.30, in term time only, which coincide with increased traffic levels due to breakfast club, nursery sessions as well as school opening and closing times. It is felt that these measures will ensure no parking in front of existing bays and allow residents to arrange deliveries. However, it is also felt that the existing restrictions should also be regularly policed to ensure enforcement.
- 2 From a residents of Hale House, who considers that the current 'keep clear' markings are not working. They outline that at least twice a week, every week, when they need to reverse their car out of their drive into Benjamin Close to go to work, there is a car blocking the access and they have to wait for drivers to move. The resident finds this really frustrating and points out that other residents in Hale House and in Scott House experience the same problems. It is felt that the existing restrictions are not working, so there is no point in increasing them. As this is the case, they are not in favour of the latest proposals, but feel that the council need to enforce the existing restrictions.
- 3 This respondent e-mailed sought clarification on a number of details relating to the scheme and confirmed that they had no objections to the proposals.
- 4 From a resident of Scott House who is in favour of the proposed School Keep Clear, but would like the restriction extended to a point opposite residence parking, next to Moore and Scott House. The resident considers the parking situation to be very unsafe.
- 5 From a resident of Scott House who is in favour of parking restrictions but considers the operational times to be excessive and suggests that the operational times be 8.30 to 10am and 2.30 to 4.30pm, to cover peak periods and leave time for residents or tradesmen to park during other times.
- 6 From a resident of Scott House, who is in favour of the proposals. They feel that the current school drop-off/pick-up times make the road dangerous and busy, with parents using the all designated parking spaces without permits, parking on the footway, and obstructing residents. They feel that there needs to be an increase in the level of parking enforcement in the area.
- 7 From a resident of Benjamin Close, who is in favour of the proposals. They request that traffic wardens patrol in the morning at the start of the school day and in the afternoon at the end of the school day. The respondent stated that residents parking bays are being used to drop children off and pick children up and inconsiderate and dangerous parking has led to residents vehicles being damaged.
- 8 From a resident of Scott House, Benjamin Close. Who is strongly in favour of the proposals. They also out line that they have had many issues with the parking in the close, which they feel have never been resolved.

# Appendix B



TPC396 Hylands Primary School, Benjamin Close

Scale: 1:1000  
 Date: 02 April 2014  
 Size: A4

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