

## CITY OF PLYMOUTH

**Subject:** School Keep Clear Markings at Notre Dame RC School and Sir John Hunt Community Sports College.  
Transfer of Enforcement from Police to Council's Civil Enforcement Officers – Objections.

**Committee:** Budshead, Honicknowle and Southway Area Committee.

**Date:** 30 September 2009.

**Cabinet Member:** Cabinet Member for Transport – Councillor Kevin Wigans.

**CMT Member:** Assistant Director of Plymouth Transport and Highways.

**Author:** Peter Moffat

**Contact:** Tel: 01752 398037.  
email: peter.moffat@amey.co.uk.

**Ref:** TROSKC2009/PM/397464.

**Part:** 1.

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### **Executive Summary:**

This report advises the Public and Ward Members of various School Keep Clear Markings, (SKC), and reviews comments received during the advertisement of the proposed Traffic Regulation Orders (TRO). **The minutes of the respective Area Committees and an appropriate recommendation made by Officers will be reported to the Cabinet Member for Transport, who will decide on the final scheme to be implemented.**

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### **Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land**

The costs of providing the appropriate Traffic Orders and construction works will be borne by the 2009-2010 Capital Programme.

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### **Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.**

None

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### **Recommendations & Reasons for recommended action:**

It is recommended that Members of the Area Committee:

1. Note the objections/comments received during the advertisement period as detailed in **Appendix 1**; and
2. Recommend to the Cabinet Member for Transport that the **proposed TRO's as detailed in Appendix 2** i.e.  
**PLAN A** - Notre Dame Roman Catholic School,  
**PLAN B** – Sir John Hunt Community Sports College  
**be implemented.**

Reasons for above recommended actions are as follows:

- a) To enable the Ward Members to be aware of the public's concerns;
  - b) To improve parking conditions outside schools and to allow the Council's Civil Enforcement Officers, (CEO's), i.e. parking attendants, to carry out the enforcement of all parking restrictions.
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**Alternative options considered and reasons for recommended action:**

Do nothing is an option but this would lead to some of the Schools' Keep Clear Markings being enforced by the Police, and others being enforced by the CEO's. It is considered advantageous to have all the School Keep Clear Markings enforced by the CEO's.

Reducing the times of the SKC was considered but it is recommended to keep the SKC operational at all times to assist in keeping the markings clear at school opening/closing times, and to maintain emergency access available at all times.

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**Background papers:**        None

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**Sign off:** comment must be sought from those whose area of responsibility may be affected by the decision, as follows (insert initials of Finance and Legal reps, and of Heads of HR, AM, IT and Strat. Proc.):

Head of Fin		Head of Leg		Head of HR		Head of AM		Head of IT		Head of Strat Proc	
Originating SMT Member											

## 1.0 INTRODUCTION

- 1.1 Funding for School Keep Clear Markings, (SKC), outside of schools has been allocated to the Current Capital Programme 2009-2010. The cost of the advertisement and signing etc will be met from the LTP programme which may result in some rescheduling of schemes in 2010-2011.
- 1.2 At present the Police enforce some of the SKC, (i.e. those that are not covered by a Traffic Regulation Order, (TRO)), and the Council's Civil Enforcement Officers, (CEOs), enforce the SKC that are covered by a TRO, (those with a TRO are accompanied by a sign). This does lead to confusion between the public and the Police/CEOs.
- 1.3 To simplify matters it is considered necessary to cover all SKCs with the TRO which will enable the CEOs to enforce all the SKCs, together with all the other parking restrictions in the City. To implement TROs, it is necessary to advertise the proposals in the first instance and report comments to the Area Committees.
- 1.4 The advertised proposals were a possible "do maximum" solution, (i.e. make a TRO to mean 'No stopping on School Keep Clears at any time'). There was no suggestion to reduce or lengthen the existing lengths of the SKC. The purpose of the advert was to inform those in the locality of the Council's intentions and to encourage people to forward their comments and observations in respect of timings for the SKC.
- 1.5 There are over 100 schools within the City of Plymouth which will mean that the implementation of the TROs on all the School Keep Clears will be phased throughout the next 3 years.
- 1.6 The existing SKC with no sign currently leads to confusion, (*e.g. Can we park here in August? Can we park here at times when the school is closed?*). As schools are now beginning to open for after school clubs, weekends etc, the operational times are varied and subject to change, but it is important to sign them so everyone knows and understands the meaning of the restrictions. The proposals for the SKC include the erection of a sign to inform the general public of the operational times of the restrictions.
- 1.7 The **objectives of this scheme** are to:
  - Transfer the enforcement responsibility of the SKC onto the CEO from the Police;
  - To clarify to everyone what the operational hours of the SKC restrictions are;
  - Offer residents the opportunity to forward suggestions on the operational hours of the SKC.

The recommended proposals achieve these objectives.

## **2.0 TRAFFIC REGULATION ORDER (TRO) ADVERTISEMENT**

- 2.1 The statutory advertisement to advise the general public of the intention to pass the responsibility of enforcement of the SKC to the CEO was undertaken 31 July -21 August 2009.
- 2.2 Street notices were erected for the 3-week advert and a notice was placed in the Evening Herald on 31 July 2009 informing the general public of the proposals. The hours of operation for all the SKC were advertised to be 'at any time'. Letters were forward to residents who live adjacent to the existing School Keep Clear marking.
- 2.3 Ward Members of the Area Committee were forward copies of the above consultation letter at the commencement of the advertisement period. The Police were consulted and no objections returned.
- 2.4 A summary of the comments received during the advertisement are detailed in **Appendix 1**.

## **3.0 SCHOOL KEEP CLEAR MARKINGS**

- 3.1 The recommendations will not change the length of any of the markings.
- 3.2 All existing School Keep Clears which are not covered by a TRO will continue to be enforced by the Police. Enforcement may occur at any time and no sign will be present to advise the motorist of the operational period.

## **4.0 COMMENTS FOR EACH SCHOOL**

- 4.1 The proposals for each school are shown as follows

**APPENDIX 2 PLAN A** Notre Dame School – Looseleigh Lane.

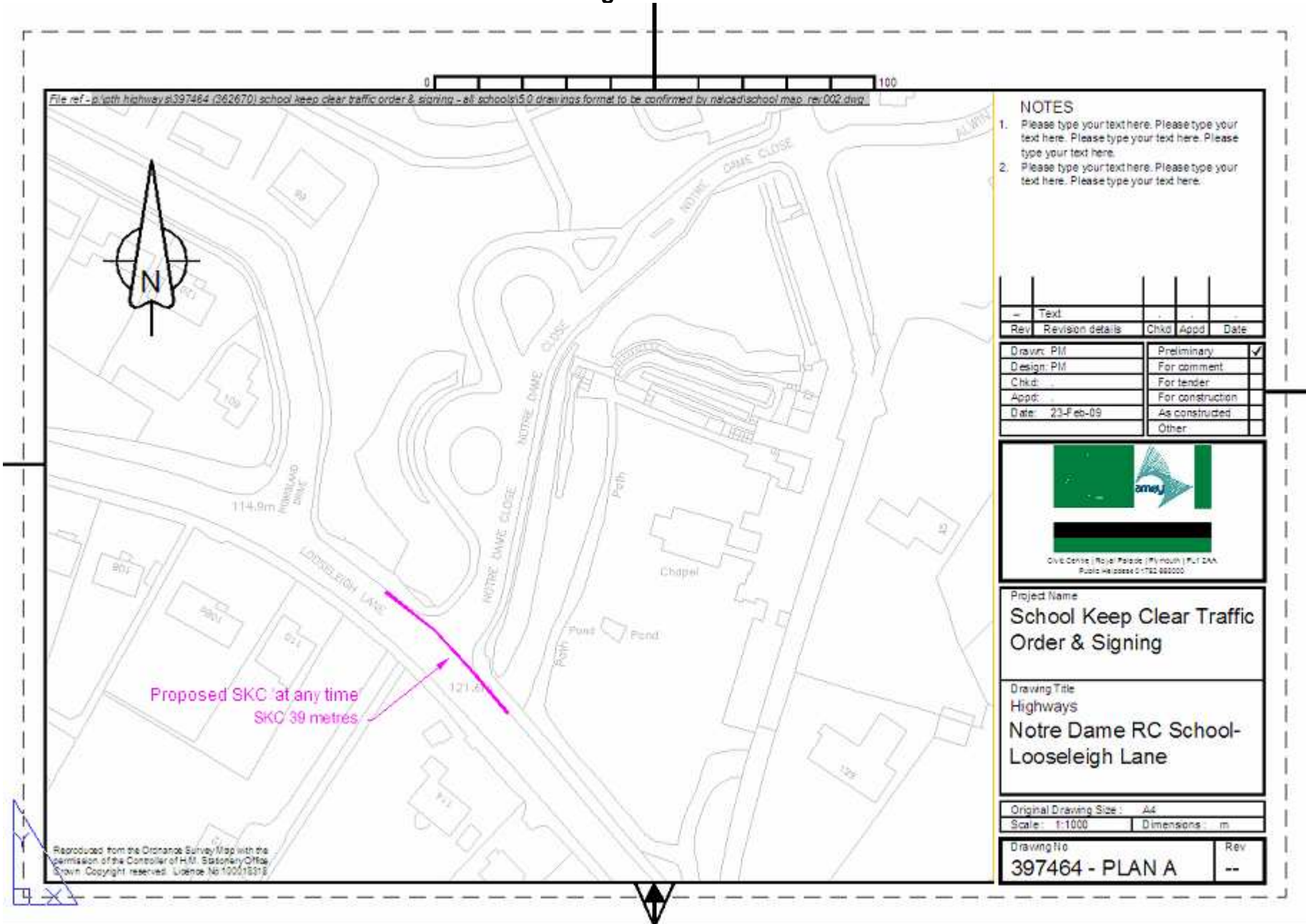
**APPENDIX 2 PLAN B** Sir John Hunt Community Sports College – Lancaster Gardens.  
It is recommended that the TROs be made operational on the SKC.

- 4.2 Notre Dame RC School – Looseleigh Lane.  
The School Keep Clear 'at any time' was advertised and objections/comments were received. See **APPENDIX 1** summary of comments and objections. It is recommended that the parking restriction shown on **PLAN A** in Appendix 2 be implemented.
- 4.3 Sir John Hunt Community Sports College – Lancaster Gardens.  
The School Keep Clear 'at any' time' was advertised and objections/comments were received. See **APPENDIX 1** summary of comments and objections. It is recommended that the parking restrictions shown on **PLAN B** in Appendix 2 be implemented.

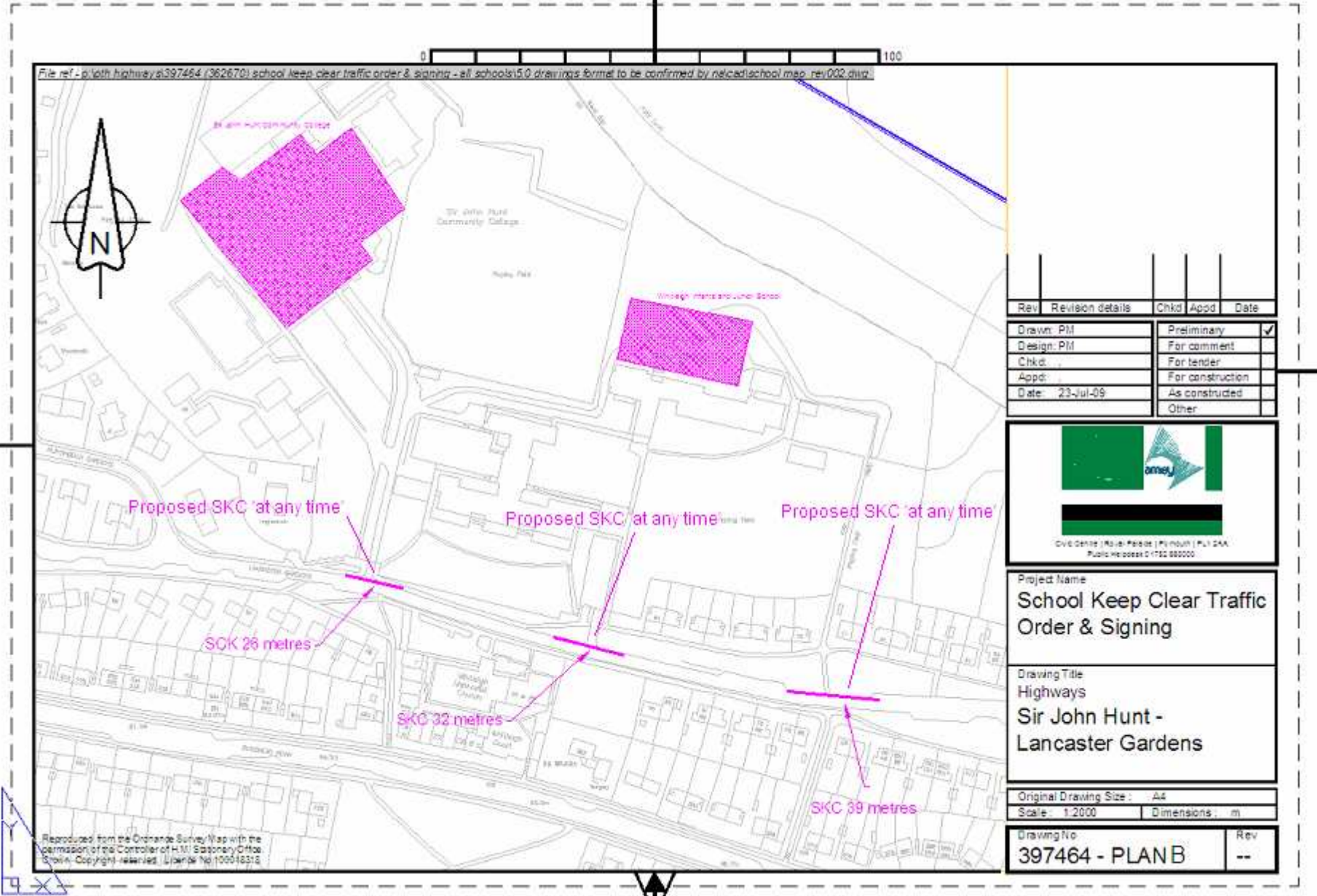
**APPENDIX 1 -School Keep Clears (SKC).**  
**Summary of formal objections to advertised School Keep Clear Traffic Orders.**

<b>Ref.</b>	<b>Comment</b>	<b>Response</b>
2	Notre Dame School, Looseleigh Lane. Appears that the SKC have lack of enforcement.	The transfer of enforcement from the Police to the CEOs will improve the frequency of the enforcement of the SKC.
3	Sir John Hunt Community Sports College, Lancaster Gardens. The anti skid area is used by lorries in the residents' parking spaces. Inconsiderate parking occurs in residential areas.	No restrictions are present in the parking area and therefore operates on a first come first serve basis it would not be recommended to implement restrictions in such a parking area.

**APPENDIX 2 PLAN A Notre Dame RC School - Looseleigh Lane**



**APPENDIX 2 PLAN B Sir John Hunt Community Sports College - Lancaster Gardens**



Rev	Revision details	Chkd	Appd	Date
Drawn: PM			Preliminary	<input checked="" type="checkbox"/>
Design: PM			For comment	<input type="checkbox"/>
Chkd:			For tender	<input type="checkbox"/>
Appd:			For construction	<input type="checkbox"/>
Date: 23-Jul-09			As constructed	<input type="checkbox"/>
			Other	<input type="checkbox"/>



Project Name  
**School Keep Clear Traffic Order & Signing**

Drawing Title  
**Highways**  
**Sir John Hunt - Lancaster Gardens**

Original Drawing Size: A4  
 Scale: 1:2000 Dimensions: m

Drawing No <b>397464 - PLAN B</b>	Rev --
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