

**21 March 2013****Agenda Item:****REPORT OF THE SERVICE DIRECTOR, HIGHWAYS.****ENFORCEABLE 'SCHOOL KEEP CLEAR' MARKINGS****Purpose of the Report**

1. To seek approval for Traffic Regulation Orders to be applied to School Keep Clear markings across the County, converting them from advisory to mandatory.

**Information and Advice**

2. Problems associated with parking close to schools are a long standing issue that has increased over time due to the growth in car ownership and the number of pupils attending schools further from their homes.
3. School Keep Clear markings with projecting zigzag markings either side of the wording are placed across the pedestrian access to schools. These yellow markings are currently advisory and are intended to provide a clear space so that children crossing the road can see and been seen. The majority of parents and carers respect the markings, which give a useful demarcation of the minimum area to be kept clear, however, some drivers ignore them, prioritising their own convenience over the safety of children. As advisory markings, the only enforcement that can take place by Police Officers is for the complex offence of obstruction, as a specific offence of parking on school keep clear markings does not exist.

**Proposal**

4. With the competing demands on Police officer time and frequency of problems outside most schools, a constant Police presence has been impossible to achieve. As mandatory markings, Local Authority controlled Civil Enforcement Officers will be able to issue a Penalty Charge Notice to the offender in line with other parking offences. This ability to enforce, coupled with clear information on enforcement sent to the parents has proved effective at controlling School Keep Clear parking in other locations nationwide.
5. An initial assessment of existing School Keep Clear markings in the County has been undertaken. It is proposed that the cost of implementing the Traffic Regulation Order (TRO) and remedial site works will be allocated from the Road

Safety Safer Routes to School budget for 2013/14 and 2014/15. The estimated cost for processing the TRO would be around £9,000 per district to cover preparation of drawings, statutory consultation and liaison with the public. £50,000 will be allocated from the Safer Routes to School budget 2013/14 to replace markings which do not comply with the current Department for Transport standards.

### **Other Options Considered**

6. It would be possible to continue to encourage Head Teachers to work with parents to park respectfully, however this has not worked in the past at many locations.

### **Reason for Recommendation**

7. Children should be provided with a safe place to access their school which is free from parked vehicles.

### **Statutory and Policy Implications**

8. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required. Any factors affecting these areas will be considered as part of the consultation process with recommendations being reported back to Committee for their consideration.

### **Financial Implications**

9. As outlined in paragraph 5.

### **RECOMMENDATION/S**

- 1) It is recommended that the consultation commences to implement area wide Traffic Regulation Orders to enable the enforcement of School Keep Clear Markings across the County. Any objections will be reported back to Committee to make the final decision, taking the outcome of the consultation into account.

**Andrew Warrington**  
**Service Director Highways**

**For any enquiries about this report please contact:  
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**Constitutional Comments (SBL 12/2/2013)**

10. Transport and Highways Committee is the appropriate body to consider the content of this report

**Financial Comments (TMR 12/2/2013)**

11. The financial implications are set out in paragraph 5 of the report

**Background Papers and Published Documents**

None

**Electoral Division(s) and Member(s) Affected**

All