

MUNICIPAL YEAR 2014/2015 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

PORTFOLIO DECISION OF:

Cabinet Member for Environment & Community Safety.

REPORT OF:

Director – Regeneration & Environment

Agenda – Part: 1

KD Num: N/A

Subject: MERRYHILLS PRIMARY SCHOOL EXPANSION – PROPOSED PARKING CONTROL & ACCESS IMPROVEMENTS: OBJECTIONS REPORT

Wards: HIGHLANDS

Contact officer and telephone number: Howard Kennedy – 0208 379 4060

E mail: howard.kennedy@enfield.gov.uk

1. EXECUTIVE SUMMARY

This report considers the objections received from parents of pupils attending Merryhills Primary School, including a petition to the published traffic management orders for waiting restrictions in Glenbrook South and the Bincote Road areas shown in appendix A and B.

2. RECOMMENDATIONS

- 2.1 To proceed with the implementation of the proposals as described in this report for the Glenbrook South area described in Table 5.1 and shown in Appendix C by making the necessary Traffic Management Orders.
- 2.2 To reconsult residents and other key stakeholders on the amended proposals in the Bincote Road area described in Table 5.2 and shown in Appendix D.
- 2.3 To seek additional funding from the Education Department, Schools & Children's Services, to the develop and then consult residents and key stakeholders on the long term improvement proposals described in Table 5.2 and shown in Appendix D.
- 2.4 To notify the petitioners, residents and other key stakeholders of the Council's decision and to proceed with the above.

3. BACKGROUND

- 3.1 As part of the expansion of Merryhills Primary School, highway mitigation measures were introduced to facilitate the increasing number of pupils and address some of the parking pressure issues in the area.
- 3.2 Subsequent to the introduction of these measures in March 2013 complaints were received from the school and residents of Glenbrook South which prompted a review of parking and traffic related issues in the roads surrounding the school.
- 3.3 Details of the review and the proposals residents were consulted on in June 2013 can be found in the Cabinet Member report ENV 13.74
- 3.4 The proposals described in the above report also included a planning condition option to introduce part time waiting restrictions in the Bincote Rd area, which would operate during the school drop off and pick up periods of the school day.
- 3.5 The majority of residents who responded to the consultation were in favour of the package of proposed parking restrictions and access improvement measures. The Cabinet Member for Environment & Community Safety approved the scheme for implementation, subject to statutory consultation.
- 3.6 Following the publication of the traffic management orders for the Bincote Rd area proposals, on the 11th December 2013 and the Glenbrook South area proposals on the 15th January 2014, several objections were received from parents of pupils attending Merryhills Primary school.
- 3.7 In weekending the 25/26th January 2014 the school were supplied with 600 leaflets and plans providing background information and a description of the proposals for parents.
- 3.8 In addition to the information leaflet a school travel questionnaire was also provided to parents to give them the opportunity to submit information that could assist in the development of further improvements and encourage sustainable travel.
- 3.9 The statutory consultation period was extended to provide parents sufficient time to digest the information provided and comment.
- 3.10 On the 6th February 2014 a petition with 89 signatures was received by the Council from Ms Sophie White, a parent whose child attends Merryhills Primary School.

3.11 Ninety nine responses were received from the parent travel questionnaire survey and these responses have been carefully analysed.

4. COMMENTS IN REPSONSE TO OBJECTION TO STATUTORY CONSULTATION & OFFICERS'S RESPONSE

4.1 The following comments were received from three objectors to the proposals:

a) These proposals and subsequent notices have not been communicated properly to the parents at Merryhills School who will be directly and adversely affected by them. In fact, it is only a chance parking position this morning that made me aware of a notice on a lamppost that was written in such involved legal speak that few - if any - parents will realise they relate to the parking situation there. This issue was referred to obliquely in our newsletter but did not explain the situation or our right to object.

Officer's response:

The omission of parents of pupils attending the school from the informal consultation is regrettable and we apologise. Whilst this was rectified during the statutory consultation process, engagement with parents at an earlier stage would have provided useful information during the development of the scheme.

We will ensure that parents are informed of proposals in all future school expansion schemes involving substantial changes to the highway that may affect parking, access and movement.

b) The school expansion took place against the wishes of many existing Merryhills parents. Although the subsequent building works and resulting improvements are fantastic, one of the significant objections was around traffic levels and parking.

We were reassured that measures would be taken to increase and ease parking and make it easier for traffic flow. What has appeared so far has backed that up to an extent (widening and paving of the verge outside school in two places, additional road markings, 20mph limit and flashing sign). This is great.

However, this current plan is going to completely contradict those promises and expectations.

Officer's response:

The current parking proposals add a level of control we feel is required to deter indiscriminate parking that restricts access and is potentially hazardous to road users.

The original proposal has introduced some improvements that allow drivers to park partially on the footway in Bincote Rd and on a strengthened verge in Glenbrook South. However, due to the limited kerb side space available and the increasing demand for parking during the school run we need to introduce parking restrictions that maintain access, protect junctions and resident's access to their driveways.

c) Reducing parking around the school by 50 - 80% will have a significantly negative effect for child safety, road safety, timely school attendance and the ability of parents to both maintain employment times and collect/deliver children. I will explain more below.

- **Child safety** - *yes, all roads around schools are a possible danger to children. However, parking in the existing roads allows parents to be close to the school gates and limits the road exposure children have. There is a clear crossing outside the school that works very well. When the traffic is busy, so the cars move very slowly. This helps! Those roads have a reputation as rat runs outside school hours and cars frequently travel way too fast and dangerously. I have tried to cross with my child outside drop off/pick up times and it is far far more dangerous than it is around school time. This will be the situation if the parking restrictions go ahead. If we have to park a significant distance away then that means children crossing far more roads - most without crossings provided - and put children at far greater risk of injury.*

Officer's response:

Whilst congestion during the school run does have the added benefit of slowing down traffic it also creates access problems leading to some motorists driving over the grass verges and footways. This is illegal and a hazard for pedestrians.

In addition to restrictions to manage parking in Bincote Rd we will consider the introduction of a part time 20mph zone in Bincote Rd, which will operate during the school run and vehicle activated signs that remind drivers to "SLOW DOWN" outside of this period.

The introduction of formal and informal crossing facilities in Enfield Rd and Bincote Rd are also being considered and will be developed and consulted on subject to further funds being made available from the school expansion programme.

- **Road safety** - *Where is the alternative parking? It looks like cars will be pushed to the main roads (far more dangerous for passengers, drivers and children) or to the surrounding residential streets which are as congested as the ones around the school. Especially considering there are THREE schools on this road.*

I am sure those other residents would like the opportunity to voice their concerns about these plans. I understand they have not been consulted at all.

Officer's response:

Alternative parking facilities are available at the following locations:

- Jolly Butchers car park;
- Service Road off northern end of Bincote Rd, parallel to Enfield Rd,
- Florey Square, Sainsbury's car park.

To improve the walking environment between these locations and the school the proposals shown in Appendix D are being considered, subject to further funding and approval.

Residents directly affected have been consulted and those outside the immediate area of this scheme are currently being consulted on similar measures for the Grange Park Primary School Expansion, highway mitigation measures. In addition to the above, Old Grammarians car park to the south off Green Dragon Lane will be upgraded and made available for use by parents during the school run.

- **Timely school attendance and ability for working parents to maintain employment times and collect/deliver children** - *Many of us fight a daily battle to cram in work and school. This means making the best of the timing we have available and often it is a very fine balance between leaving work, travelling back to Enfield and getting to the school.*

The nearest station is Grange Park (a 20 minute walk away) and trains only run every 20 minutes. The nearest Tube is Oakwood and buses run every 10 - 15 minutes. Many people also drive a significant distance daily to and from work. If we then have to factor in another 10 - 15 minutes of travel time that is a disaster. My employers would certainly not accept me shaving another 30 minutes minimum off my working day just to get my children at different times.

Officer's response:

Whilst we sympathise with the time pressures and logistical difficulties experienced by working parents we cannot cater for the needs of all. Parking has to be managed to reduce congestion and potential collisions. The roads around the school are not car parks and the residents who live in them are entitled to access their properties without impediment.

- **Catchment area** - *the catchment area of Merryhills School has been extremely large compared to many local schools. Whether parents selected Merryhills or were assigned it when their local schools were full, a significantly large number of families live far more than a mile to two miles away from the school. That is a 2 - 4 mile round trip twice a day just to home. And for those who work? The thought that these parking restrictions will force parents and children to walk or use public transport is, frankly, ignorant and laughable. Not all of us live on a public transport route that connects with the school area.*

For example, I live in Bush Hill Park. There is 1 bus that travels that way every 30 minutes only. It doesn't always run. It is often full with Highlands children and staff at the earlier journey time and therefore doesn't stop. The later journey time gets us to school late. On the way home, it is impossible to get on it until well after 4.15pm because it is full from the other schools. When I work, I am not at home to catch it. What am I supposed to do? We cannot drop children at school earlier than 8.50am, nor can we collect later than 3.30pm. Of course that is right but any change to our travel time will, again, massively restrict our work time.

Many other families live a crazy distance away from a public transport route the services anywhere near the school.

Will you increase the number of buses on the route? Will you have alternative public transport options for people coming from a 1-3 mile radius who aren't currently serviced by existing public transport?

What about a school bus?!

Officer's response:

We are aware of the public transport issues in the Highlands area unfortunately introducing significant changes is complex and would require approval from Transport for London, TfL. Further, any significant changes to bus services in one area of the borough would mean a reduction elsewhere due to the funding rules set by TfL.

The Council looked at the possibility of introducing a school bus service for this area around twelve years ago, unfortunately the project faltered and was shelved. Schools & Children's Services have expressed an interest in looking again at this facility. However, to avoid the issues that may have led to previous scheme being shelved, this would have to be a parent and school led initiative in partnership with the Council. Possible funding sources for such an initiative would be via the Department for Education and Transport for London.

Finally, I should point out that we are not banning the use of cars nor eliminating parking. Drivers will still be able to park, just a little further away.

- **Local residents** - *according to the only information I could find online relating to the original agreements and discussions around these proposals, several residents were as vocal against these plans as those who were for it. Their reasons ranged from: the penalty that would incur for them as residents, need to purchase a permit, visitors not able to park, carers not able to park, worrying about traffic speed and a decrease in child safety resulting from the plans etc. Yet these plans were pushed through.*

Officer's response:

Some residents may have expressed concerns during the most recent consultation; however, the above comments were not from the consultation carried out in June 2013. The portfolio report to the Cabinet Member for Environment is available on the Council's scheme progress web page, www.enfield.gov.uk/progress, which shows a clear majority in favour of the parking restriction and access improvement proposals. A further point to note is that there has never been a proposal to introduce a permit parking scheme.

- **The school is not yet at full capacity.** *There will be another 90 children starting at the school over the next years before the school is at capacity. That is potentially 50 - 90 MORE CARS that need to park. I realise they can't all park in existing spaces but the knock on effect going forward is horrendous.*

Officer's response:

In partnership with the school we will continue to promote sustainable travel initiatives where possible. Park and walk, walking bus and cycling will be encouraged and we will introduce measures to facilitate this when funding becomes available.

5. PROPOSALS CONSULTED ON, PROPOSED CHANGES & POSSIBLE FUTURE PROPOSALS

5.1 The following tables describe the proposals included in the Traffic Management Orders for Bincote Road area and Glenbrook South areas published in December 2013 and January 2014. Also included are proposed amendments and possible future measures, subject to further funding, consultation and approval.

5.2 In addition, residents have requested double yellow line junction protection in Glenbrook North by Cotswold Way and parents have asked for improvements to the pedestrian access to the school via Glenbrook North and the brook.

TABLE 5.1

SCHEME 1: GLENBROOK SOUTH AREA			
Proposals in Statutory Consultation	Amendments	Possible Future Improvements	Comments
Junction protection – double yellow lines at the junctions of Glenbrook South, Chiltern Dene & Lonsdale Drive. Plus the extension of existing double yellow lines in Glenbrook Sth west of Worlds End Lane	No change	-	-
Waiting restrictions at various locations to deter indiscriminate parking during the school drop & pick up periods	Restrictions reduced to mainly kerb side protection of vehicle crossovers only.	-	Glenbrook South is 4.7m in width on average and is effectively one way during the school run. However access is restricted further if vehicles are allowed to park on both sides, which also restricts access to and from residents' driveways.
Partial Verge Parking: Glenbrook South north side - time restricted to school drop & pick up periods. Planning condition originally proposed provision for approximately 27 car parking spaces.	Increase parking space including areas requiring some discernment, e.g. parking opposite residents crossovers.	-	Road users to exercise discretion when parking opposite vehicle crossovers and avoid if residents have difficulty with access.
Extension of existing School Keep Clear markings In Glenbrook South north side by school entrance.	Reduce length of markings from maximum of 43.56m to 31.56m	-	-

TABLE 5.2

SCHEME 2: BINCOTE ROAD AREA			
Proposals In Statutory Consultation	Amendments	Possible Future Improvements	Comments
Waiting restrictions on the east side of Bincote Rd to restrict parking during the school drop off & pick up periods between 08:15 to 09:00 and 14:45 to 16:00.	Parking to be allowed for approximately half the length of Bincote Rd for drivers approaching from the north and south and by the Doctor's Surgery by No 11 Bincote Rd.	Informal crossing point/speed table to be provided mid-way in between 38 and 40 Bincote Rd	
Waiting restrictions by junctions and bends in Bincote Rd and Links Side	Unchanged		
		Widening of footways in Bincote Rd (East side)	To encourage walking for at least part of the journey to school. The existing grass verges will be reduced to provide a minimum footway width of 2m where necessary.
		Part time 20mph zone in Bincote Rd operating during the school drop off and pick up periods of the school day.	Reducing the speed limit during the school run will improve road safety and remind drivers that vulnerable road users are in the vicinity of the school. This will encourage parents and pupils to walk.
		Formal crossings (zebra) in Enfield Rd.	To provide a formal means of crossing a busy road for those using public transport.
		Widening of footways in Enfield Rd.	To improve accessibility and the walking environment by bus stops and crossings.

5.3 To try and address the immediate parking issues in the Bincote Road area, residents with vehicle crossovers will be given the opportunity to register with our Parking Services department for crossover protection during the school run. Note this is a short term initiative as civil enforcement resources are limited.

5.4 Letters will be sent to residents explaining the process for registration shortly.

6. ALTERNATIVE OPTIONS CONSIDERED

Option 1 - Do nothing – The Council has a duty of care to all road users. By not implementing the proposals vulnerable road users may be put at risk as the school expands. The current congestion problems would also continue and will increase as the school increases in size.

7. REASONS FOR RECOMMENDATIONS

It is expected that the introduction of the proposed measures in both schemes will improve access and road safety during the school drop off and pick up period. Further, this will also improve the quality of life for residents of these roads.

8. COMMENTS OF THE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES, AND OTHER DEPARTMENTS

8.1 Financial Implications

8.1.1 The total allocation for implementing the approved road safety measures for this scheme is £20,000. This forms part of the School Expansion Programme and the funding of this scheme will be identified from within the School's & Children's Services capital programme.

8.1.2 Any costs associated with the scheme for Glenbrook South and for the development costs of a revised scheme in the Bincote Rd area should be recorded on the capital cost centre C101017.

8.1.3. If any further funding in excess of the £20,000 is required for the development and consultation on the long term improvement proposals in the Bincote Road area; described in Table 5.2 and shown in Appendix D of this report, then this will need to be agreed in advance with Schools and Children's Services.

8.2 Legal Implications

8.2.1 Under section 39 Road Traffic Act 1988 the Council has duties to promote road safety, to monitor road traffic collision locations and to take measures to prevent such collisions. This includes the improvement of roads, the movement of road traffic and traffic restrictions. The proposed safety measures are in accordance with the discharge of those duties.

8.2.2. Regulations prescribe the procedure to be followed in making Traffic Management Orders and require consultation with specific persons, publication of proposals in the local press and the giving of adequate publicity as appropriate by, for example, the display of notices or the delivery of letters to premises likely to be affected by any provision of the Order.

8.2.3. Before making an order the order making authority must conscientiously take into account and consider all objections made in accordance with the regulations and not withdrawn.

8.3 Property Implications

None identified

9. KEY RISKS

No significant risks have been identified

10. IMPACT ON COUNCIL PRIORITIES

10.1 Fairness for All

Extensive consultation has been undertaken on the proposed measures to ensure that the views of all stakeholders have been taken into account in a fair and consistent way.

10.2 Growth and Sustainability

By improving parking management and visibility at road junctions the proposals should improve access for all road users and reduce the potential for road collisions. The improved road environment should also encourage people to walk or cycle and hence support the aim of encouraging the use of more sustainable means of travel.

10.3 Strong Communities

The delivery of the proposed measures has involved working closely with the local community to deliver a successful scheme that responds to local needs.

11. EQUALITY IMPACT IMPLICATIONS

11.1 Corporate advice has been sought in regard to equalities and an agreement has been reached that an equalities impact assessment/analysis is neither relevant nor proportionate for the approval of this report.

11.2 However, the benefits to disabled and other vulnerable road users will be incorporated in the proposed improvement measures as shown in the report, subject to consultation and approval. A walking (Pedestrian Environment Review Survey) audit of the area was carried out by consultants as part of the planning application process for the expansion of both Merryhills Primary and Grange Park Primary. The audit includes a review of the access needs of the disabled. Subsequent consultations with residents, parents of pupils attending both schools; school governors and on site observations have led to

the outline design proposals shown in the report, which should improve the access and safety needs of vulnerable road users including the disabled.

12. PERFORMANCE MANAGEMENT IMPLICATIONS

The implementation of this scheme will directly contribute to the Council Business Plan, Aim 2.5(Improved sustainability of transport and reduce its impact in the borough) and Aim 2.6 (Reduce number of casualties on Enfield's roads – Introduce 20mph zones around all schools in the Borough).

13. HEALTH AND SAFETY IMPLICATIONS

13.1 Proposed double yellow lines will prevent parking at corners and improve visibility, hence improving safety for pedestrians and other road users.

13.2 The introduction of short term parking restrictions in parts of Bincote Rd, Links Side, Glenbrook South and Chiltern Dene operating during the school run should reduce congestion, improve access and road safety.

14. PUBLIC HEALTH IMPLICATIONS

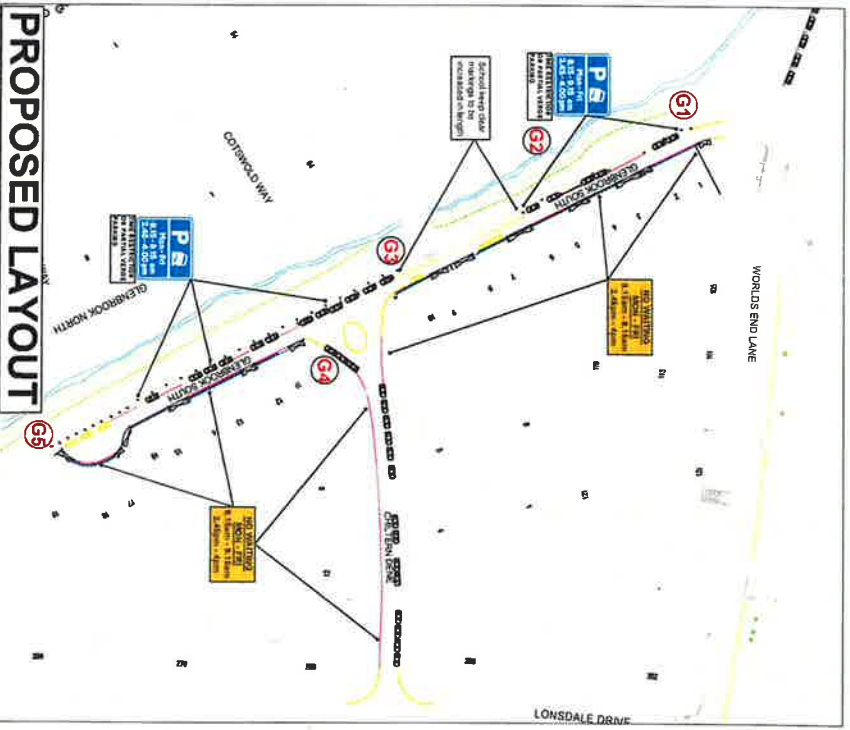
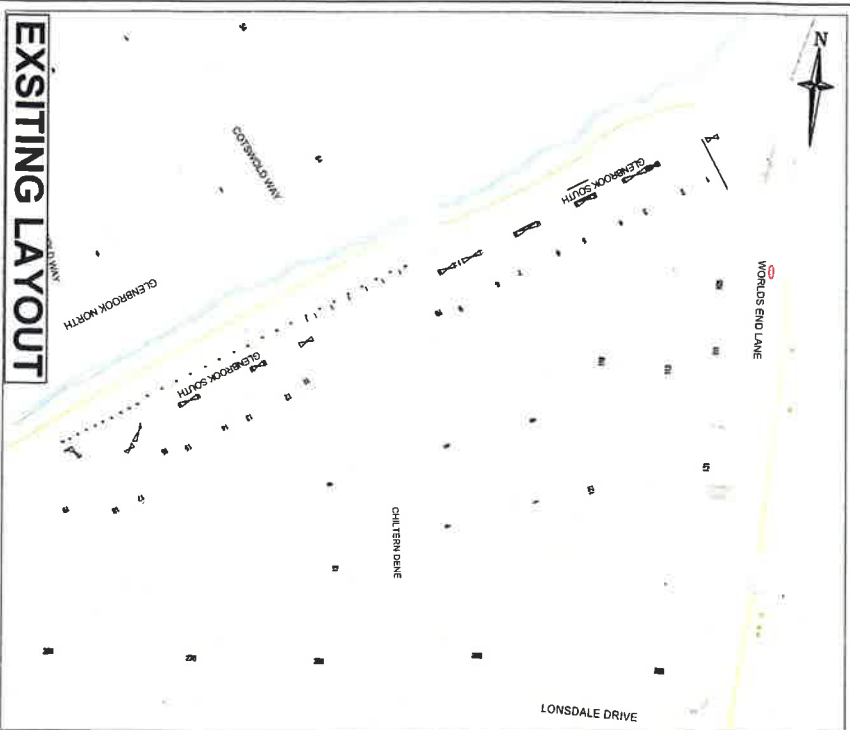
This scheme will improve public health by reducing the likelihood of road casualties near Merryhills Primary School and encourage walking.

Background Papers

None.

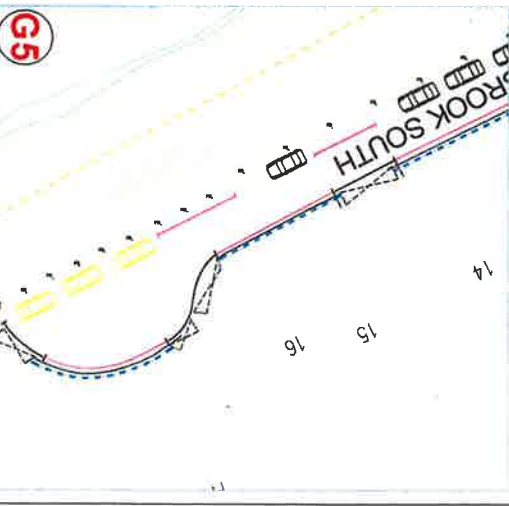
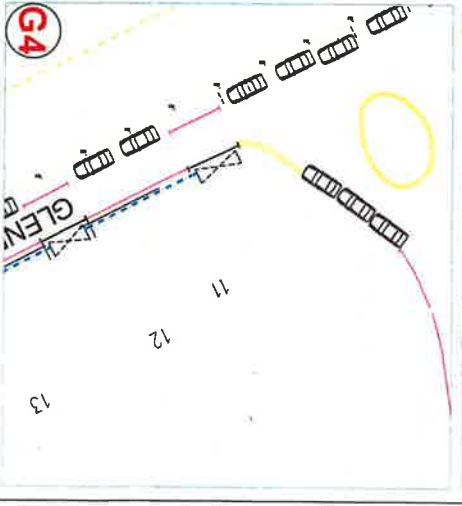
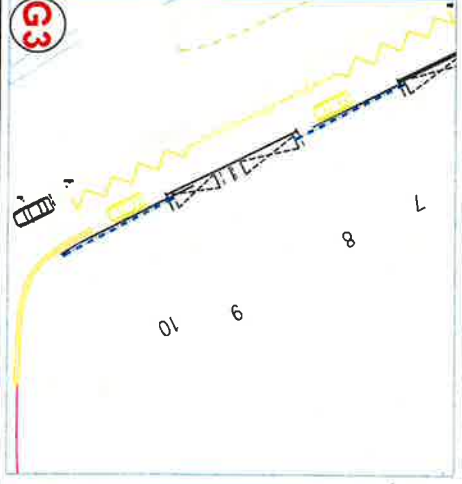
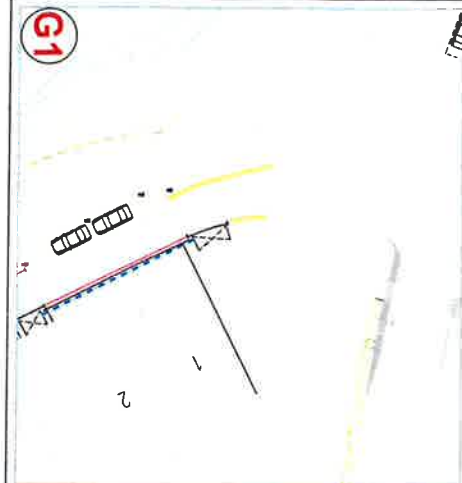
**MERRYHILLS PRIMARY SCHOOL EXPANSION TRAFFIC MITIGATION REVIEW: GLENBROOK SOUTH AREA
 PARKING CONTROL & ACCESS IMPROVEMENTS - STATUTORY CONSULTATION UPDATE**

APPENDIX A

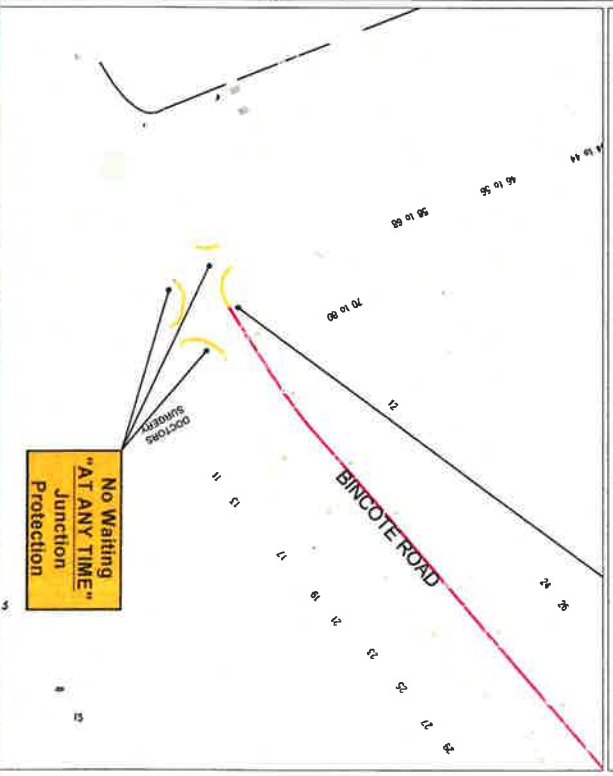
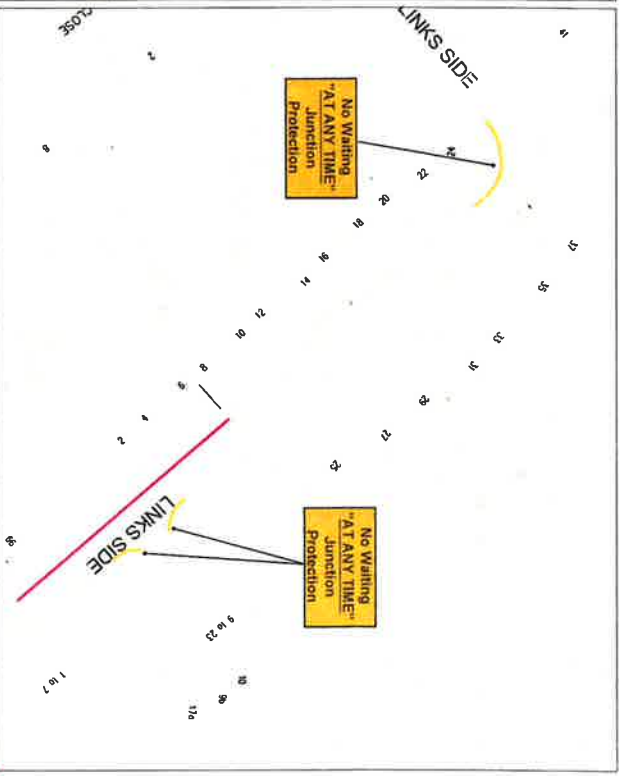
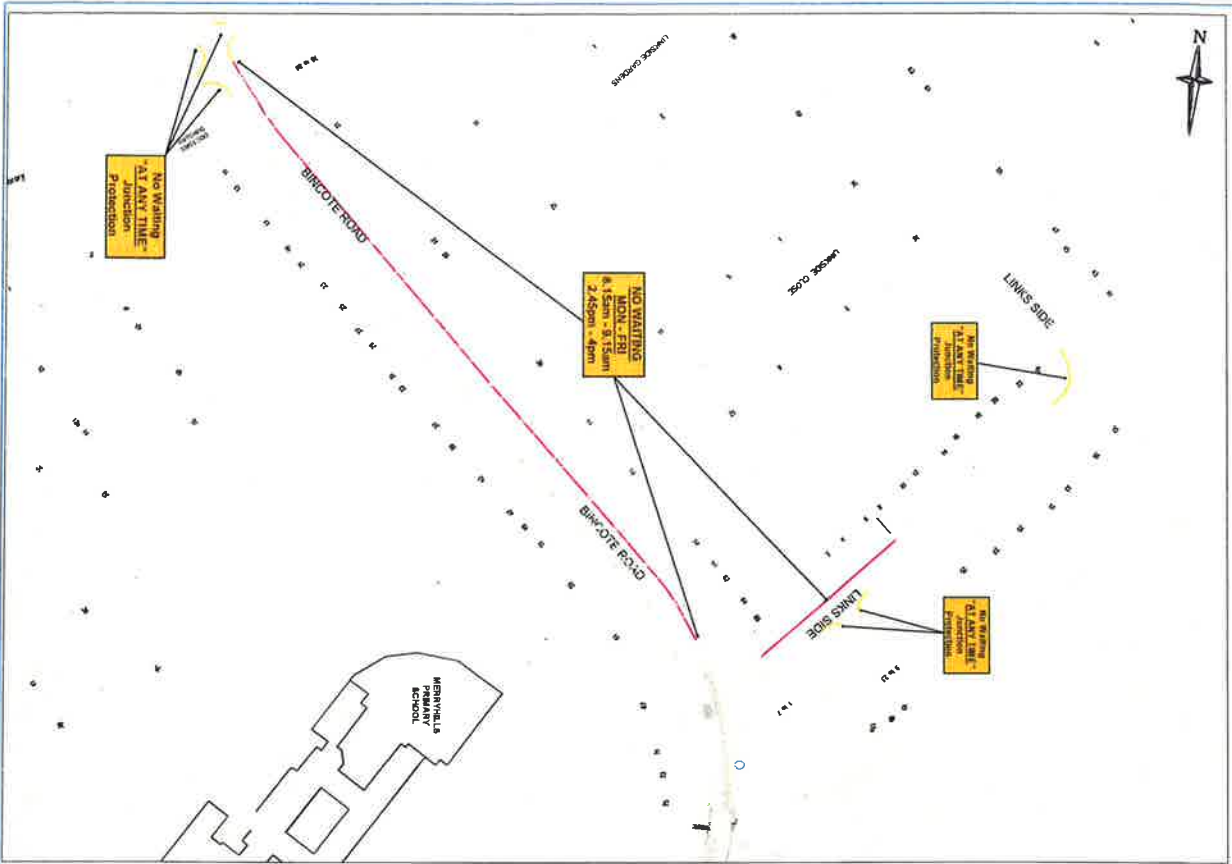


KEY

- Proposed "At Any Time" Restrictions
- Existing "At Any Time" Restrictions
- Proposed Restrictions - Mon-Fri: 08:15-09:15am & 2:45-4pm.
- Existing Restrictions - Mon-Fri: 8am - 6:30pm.
- Existing Residential Vehicle Crossover
- Proposed double kerb verge protection
- Preferred resident parking area



PRIMARY EXPANSION REVIEW: MERRYHILLS PRIMARY SCHOOL: BINCOTE RD & LINKS SIDE - JUNCTION PROTECTION & PARKING CONTROL: STATUTORY CONSULTATION UPDATE APPENDIX B

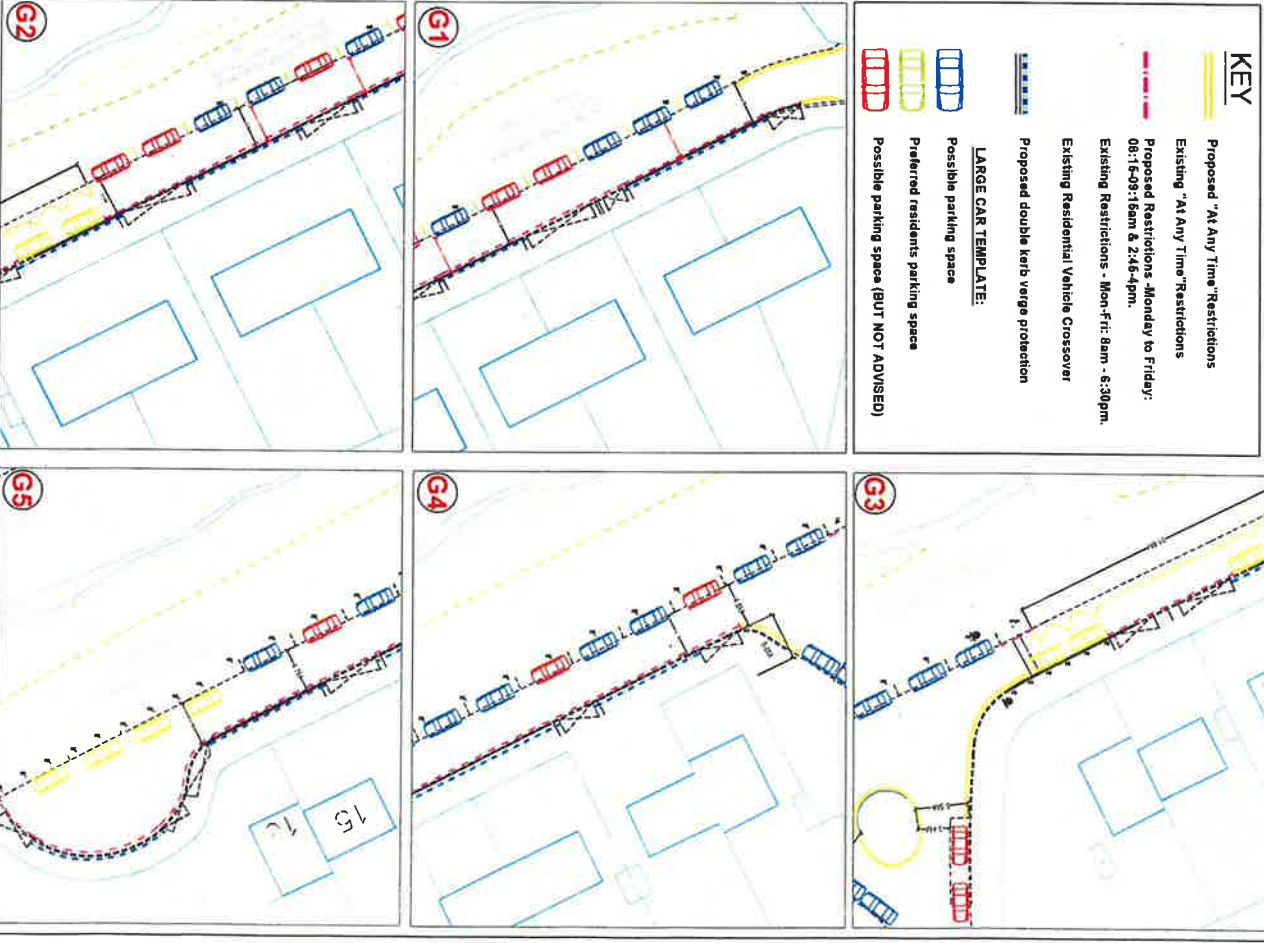
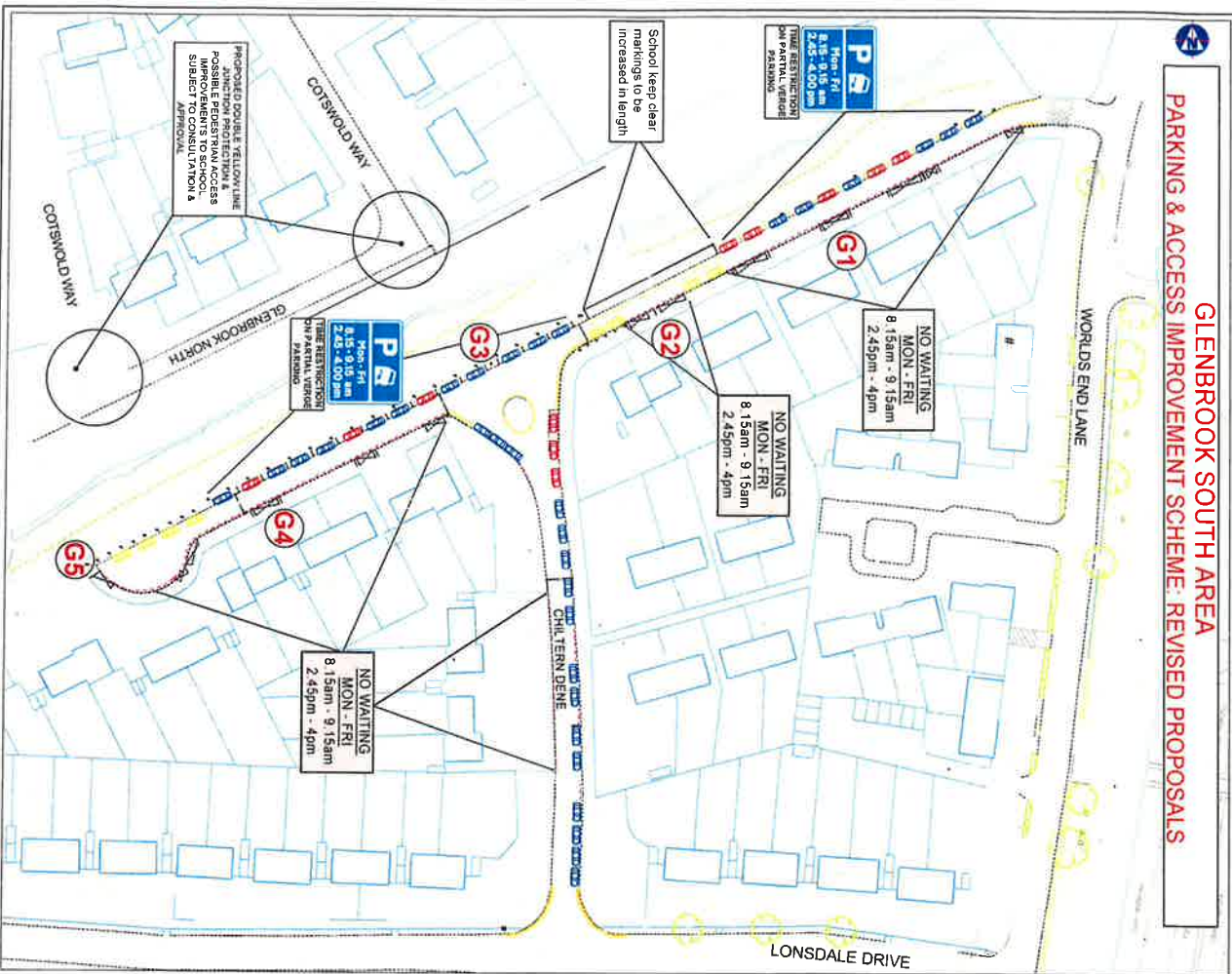


KEY

- Proposed 2.5 km/h Retention
- Existing 2.5 km/h Retention
- Proposed 2.5 km/h Retention
- Existing 2.5 km/h Retention
- Existing Residential Vehicle Crossover

MERRYHILLS PRIMARY SCHOOL TRAFFIC MITIGATION REVIEW: GLENBROOK SOUTH AREA
POST STATUTORY CONSULTATION - REVISED SCHEME

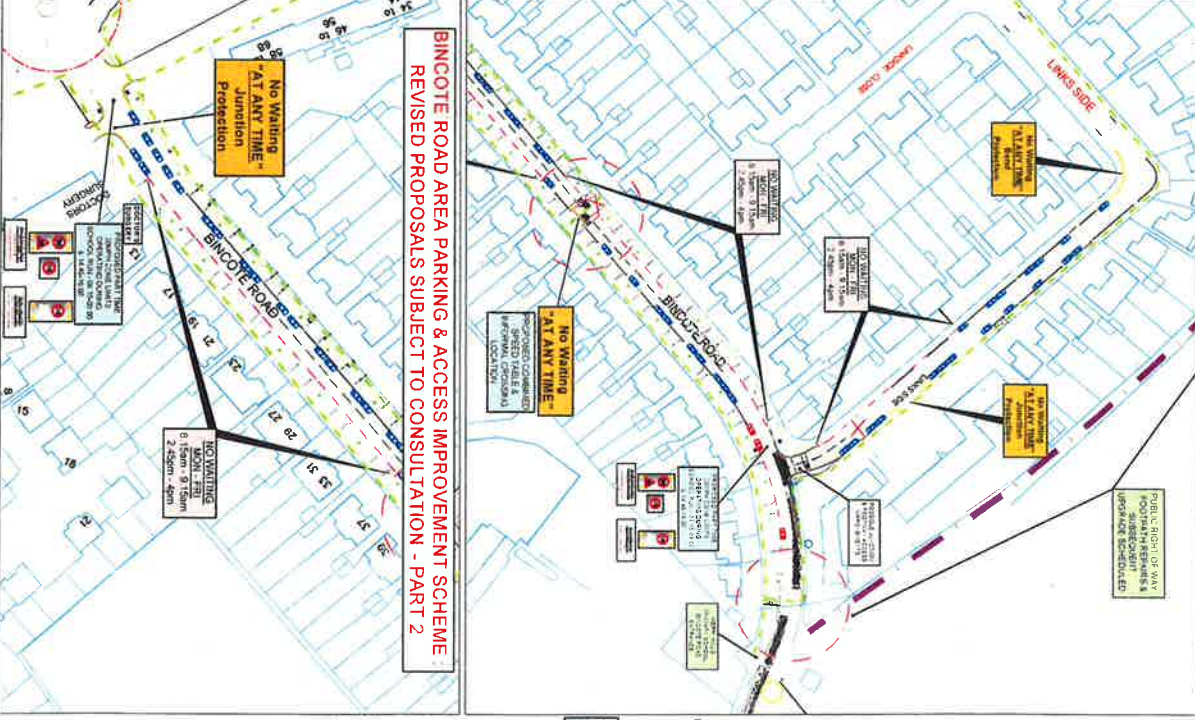
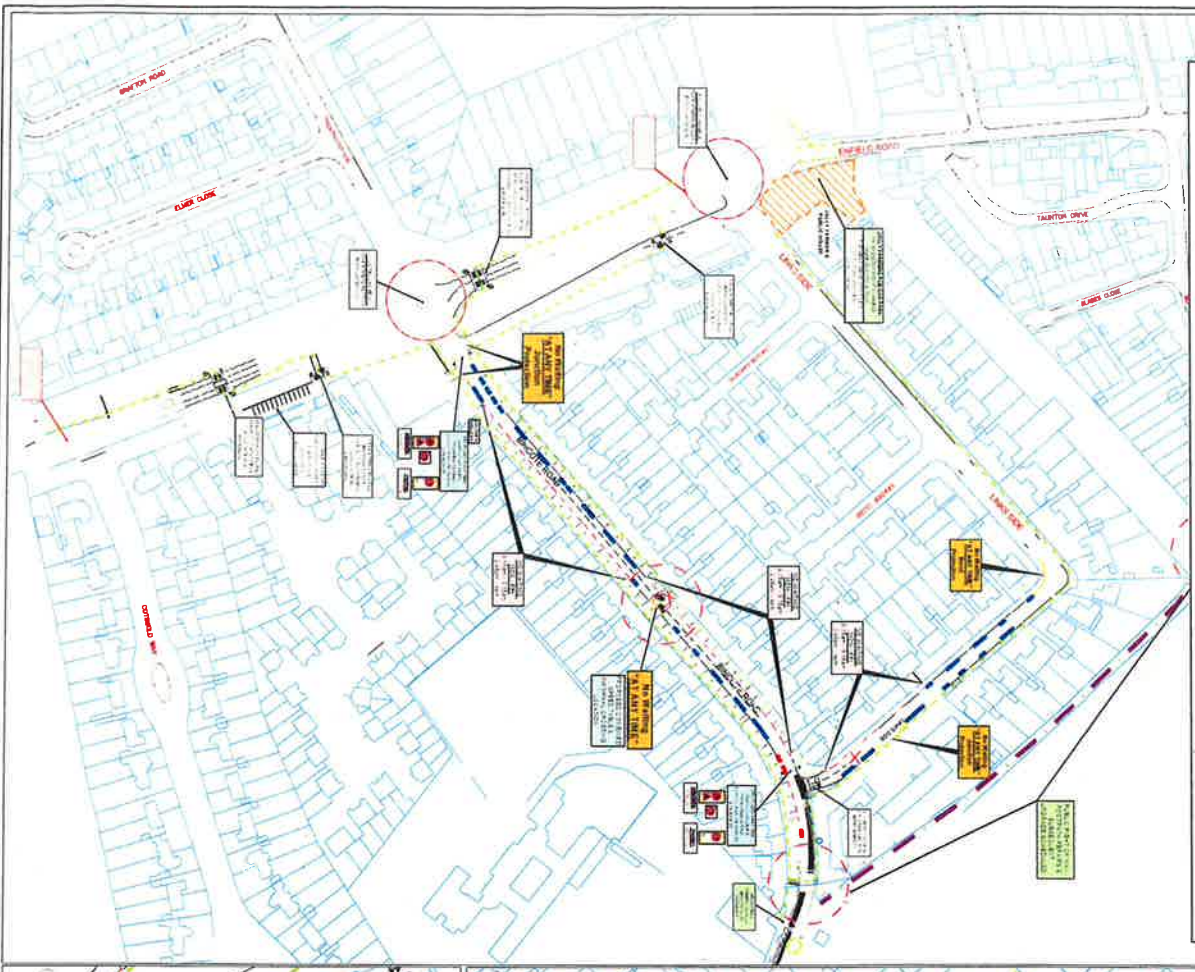
GLENBROOK SOUTH AREA
PARKING & ACCESS IMPROVEMENT SCHEME: REVISED PROPOSALS



MERRYHILLS PRIMARY SCHOOL TRAFFIC MITIGATION REVIEW: BINCOTE ROAD AREA AMENDMENTS POST STATUTORY CONSULTATION

BINCOTE ROAD AREA PARKING & ACCESS IMPROVEMENT SCHEME: REVISED PROPOSALS PLUS ENFIELD ROAD WALKING ENVIRONMENT IMPROVEMENTS

BINCOTE ROAD AREA PARKING & ACCESS IMPROVEMENT SCHEME: REVISED PROPOSALS SUBJECT TO CONSULTATION - PART 1



KEY

- PROPOSED SINGLE YELLOW LINE RESTRICTIONS OPERATIONAL PERIOD 08:15 TO 09:15 & 14:45 TO 16:00
- PROPOSED JUNCTION PROTECTION DOUBLE YELLOW LINE AT ANY TIME RESTRICTIONS
- PROPOSED NEW KERB ALIGNMENT
- POSSIBLE WALKING ROUTE
- EXISTING PUBLIC RIGHT OF WAY FOOTPATH (SLADES HILL TO BINCOTE RD)

PROPOSED SIGNAGE

PROPOSED AMENDMENTS TO SIGNAGE SUBJECT TO CONSULTATION

PROPOSED SIGNAGE TO BE INSTALLED AT ANY TIME

PROPOSED SIGNAGE TO BE INSTALLED AT ANY TIME

PART TIME 20MPH ZONE VARIABLE MESSAGE & VEHICLE ACTIVATED SIGNS



THICK SPEED LIMIT SIGNAGE