

Cabinet Member: Environmental Sustainability and Regeneration  
Date: 25 January 2011  
Agenda item:  
Wards: Trinity Ward  

Subject: Faraday Road School Keep Clear Zig Zag markings  
Lead officer: Chris Lee, Director of Environment & Regeneration  
Lead member: Councillor Andrew Judge  
Forward Plan reference number:  
Contact officer: Waheed Alam, Tel: 020 8545 3200,  
email: Waheed.alam@merton.gov.uk  

Recommendations:  
It is recommended that the Cabinet Member for Environmental Sustainability and Regeneration:  
1. Notes the results of the formal consultation carried out during November and December 2010.  
2. Notes and considers the representations received in respect of the proposal as detailed in Appendix 1.  
3. Considers the objections against the proposed measures and the arguments for their implementation as detailed in Appendix 1.  
4. Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) for the implementation of the proposed Zig Zag restrictions.  
5. Agrees to the undertaking of a formal consultation to provide 2 new Shared Use bays opposite Nos 30 and 32 Faraday Road as shown on the plan attached as Appendix 3.  
6. Agrees to the introduction of the above parking bays should there not be any valid objections.  

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY  
1.1. The purpose of this report is to inform the Cabinet Member for Environmental Sustainability and Regeneration of the outcome of a statutory consultation carried out during November/December 2010, on proposals to introduce School Keep Clear zig zag markings operating Monday to Friday between 8am and 5pm and single yellow line restriction operating Monday to Saturday between 8.30am and 6.30pm in Faraday Road.  
1.2. This report recommends that the representations received, as detailed in Appendix 1, are considered and approval be granted to make and publish the relevant TMOs for the implementation of the proposed measures as shown on Drawing attached as appendix 2.  
1.3. This report also seeks to undertake a formal consultation to add further parking provisions in Faraday Road so as to minimise the loss of parking caused by the introduction of the school keep clear restrictions.
DETAILS

2.1. Holy Trinity Church of England school is located in Controlled Parking Zone 3e, which operates Mon-Sat between 8.30am and 6.30pm. Faraday Road currently has 10 shared use bays and space for 64 cars exclusively reserved for permit holders between its junctions with Trinity Road and Evelyn Road. The school was granted planning permission in July 2009 to extend the existing school building to cater for additional pupils and provide a new access from Faraday Road. The granting of planning permission was subject to a number of conditions amongst which included:

‘Prior to the occupation of the development, a scheme for the provision of guard railing and ‘School Keep Clear’ markings on Faraday Road shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved details before occupation of the development.’

2.2. The school development is now complete and it is now necessary for the planning condition as stated above is fulfilled. The implementation of the school keep clear markings in Faraday Road will require the removal of four shared use bays. The applicant commissioned on-street parking surveys, which were undertaken on Wednesday 25th March 2009, in order to determine on-street car parking needs on Faraday Road and the surrounding residential roads. It was found that whilst parking stress levels are generally high, they are at their highest during the evening period after the cpz operational hours, when the majority of residential vehicles are parked in the area. However, the parking surveys have shown that there is a greater number of on-street car parking spaces available at 08:00am and 4:00 pm within the vicinity of the site, compared to 8:00pm. Random site visits have been undertaken to verify these results. To minimise the impact upon on-street parking capacity on Faraday Road, it is proposed to introduce school ‘keep clear’ zig-zag markings for 25.56 metres, which will result in the loss of four shared use bays. It is considered that the loss of 4 on-street car parking bays is acceptable in terms of pupil’s safety and is unlikely to have a significant adverse impact on the residents in the area. This loss can be minimized by the introduction of 2 parking bays as shown in appendix 3.

2.3. The Cabinet Member approved the undertaking of the formal consultation on the introduction of the proposed zig zag markings via a delegated report dated 1st October 2010.

CONSULTATION

3.1. The statutory consultation was carried out during November and December 2010. The consultation included the erection of street notices on lamp columns in the vicinity of the proposals and the publication of the council’s intentions in the local guardian and the London Gazette. Consultation documents were available at the link, civic centre and on the council’s website. A newsletter with a plan as shown in Appendix 2 was also circulated to all those properties within the vicinity of the proposed measures.

3.2. The consultation resulted in 4 representations; one from the Metropolitan Police and three from local residents. Representations from the local residents are with respect to the loss of 4 Shared Use Parking bays which would be necessary in order to accommodate the ‘School Keep Clear Marking’ outside the School entrance. Another concern raised is the operational hours of the
proposed zig zag markings. All representations, together with the Officer response are attached as Appendix 1.

3.3. Ward Councillors were contacted on 5 November 2010 to seek their views on the proposal. One response was received and is given below.

‘The yellow line is excessive given this is the secondary entrance to the school - there is simply no need for it to be this long. Ward councillors were previously given assurances by officers that they would be shorter - although I understand this means they would not meet some standard guidelines. Residents lost a great deal of parking at the front of the school. Now we are loosing four mixed residents/P&D bays which are limited in this area.

I believe we are imposing a standard and not paying attention to local circumstances.’

3.4. To address concerns regarding the loss of parking spaces during the CPZ hours of operation, it would be feasible to introduce 2 shared use bays outside 30 and 32 Faraday Road which is currently subject to single yellow line restriction operating Monday-Saturday between 8.30am and 6.30pm that currently acts as a passing gap. Since the proposed zig zag markings would serve as a passing gap, the current yellow line would no longer be required. These new bays would be subject to a further formal consultation.

4 RECOMMENDATIONS

- Notes the results of the formal consultation carried out during November and December 2010.
- Notes and considers the representations received in respect of the proposal as detailed in Appendix 1.
- Considers the objections against the proposed measures and the arguments for their implementation as detailed in Appendix 1.
- Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) for the implementation of the proposed Zig Zag restrictions.
- Agrees to the undertaking of a formal consultation to provide 2 new Shared Use bays opposite Nos 30 and 32 Faraday Road as shown on the plan attached as Appendix 3.
- Agrees to the introduction of the above parking bays should there not be any valid objections.

5 ALTERNATIVE OPTIONS

5.1. Not to introduce the proposed School Keep Clear and single yellow line marking in Faraday Road. This, however, could have an adverse impact on the safety of school pupils.

6 TIMETABLE

6.1. If approved, the proposed restrictions will be carried out before March 2011. The proposed formal consultation to provide 2 new parking bays outside 30
and 32 Faraday Road will be carried out soon after the decision is made and confirmed.

7 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS
7.1. This work is estimated at approximately £2000 and will be funded by the developer.

8 LEGAL AND STATUTORY IMPLICATIONS
8.1. The TMOs for the amendments to the parking bay would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended).
8.2. The TMO for the introduction of a School Keep Clear will be made under Section 6 of the Road Traffic Regulation Act 1984.
8.3. The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order. The contents of this report fulfil these obligations.
8.4. All road markings and signage will be in accordance with TSRGD 2002.

9 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS
9.1. The implementation of the proposals will affect sections of the community especially Permit Holders and Pay and Display customers entitled to park within the bays being proposed to be removed. The proposals affects the more vulnerable road users namely school children and it is considered that the safety of children takes priority.
9.2. By improving road safety and the environment it is believed that it would encourage walking and cycling thereby improving congestion and air quality through reduction in CO2.
9.3. The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The needs of the residents are given consideration but it is considered that improving safety on the borough roads especially outside schools take priority over issues such as convenience of parking.

10 CRIME AND DISORDER IMPLICATIONS
10.1. N/A

11 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS
11.1. The road safety implications/risks during construction and maintenance will be fully considered at each stage of the detailed design process.
11.2. To minimise inconvenience and risk to children, every effort will be made to undertake the construction works outside school times.
12 APPENDICES
The following documents are to be published with this report and form part of the report:

- Appendix 1 – Consultation representations and officer response
- Appendix 2 – Newsletter
- Appendix 3 – Further proposal drawing

13 BACKGROUND PAPERS
The following documents have been relied on in drawing up this report but do not form part of the report:

- Delegated report 1st October 2010
- Planning applications committee report dated 16th July 2009.
- Consultants (Glanville) Transport Assessment, Holy Trinity C of E Primary School, Issue 3 dated April 2009.

Contacts

- Report author:
  - Name: Waheed Alam
  - Tel: 020 8545 3200
  - email: waheed.alam@merton.gov.uk
- Meeting arrangements – Democratic Services:
  - email: democratic.services@merton.gov.uk
  - Tel: 020 8545 3356/3357/3359/3361/3616
- All press contacts – Merton’s Press office:
  - email: press@merton.gov.uk
  - Tel: 020 8545 3181
- London Borough of Merton:
  - Address: Civic Centre, London Road, Morden, SM4 5DX
  - Tel: 020 8274 4901

Useful links
Merton Council’s Web site: http://www.merton.gov.uk

Readers should note the terms of the legal information (disclaimer) regarding information on Merton Council’s and third party linked websites.

http://www.merton.gov.uk/legal.htm

This disclaimer also applies to any links provided here.
Consultation representations and officer response

Confirm no. 22017711
Ref. Representation Against Proposal 280-52-01 Holy Trinity Keep Clear

We are writing to give our views against this proposal. We live in Faraday road and have already noticed that the road has become more full with parked cars since the school was enlarged earlier this year. Although we have a residence-parking permit, we sometimes cannot find a parking space in Faraday road or Evelyn road nearby. By taking away these 4 spaces it will not only make it more difficult for us to park but also for our visitors (even with the visitor tickets we have). It is also the only area with pay and display parking, so great if one does not have a permit or visitor's permit. These spaces are frequently used and after walking past then today, 6 out of the 7 spaces were occupied. So if you remove 4 of these spaces this will cause major parking distress.

You are proposing not only to make these 4 spaces a "no parking / keep clear zone" during school times but also after school until 6.30pm and also on Saturdays. Whilst the school peak times for children arriving/leaving are only 8-9am and then 3-4pm (only 2 hours per day) you are proposing to prohibit parking for 9 hours per day.

Holy Trinity School already has another entrance on Effra road with this parking restriction and a 'School Keep Clear" zone so we don't think it is necessary to install the same system on Faraday road. Faraday is not busy and so is not a safety risk. And even if you do feel it's a risk, you could have a warden there during peak times instead of cutting parking spaces 9 hours a day.

If there is no other solution and you absolutely have to introduce some restrictions, then only at peak times (8-9 am and 3-4pm) by this side entrance and not during the whole day (and certainly NOT on Saturdays - when there is no school!).

Finally - there is no mention in the proposal of a sign in the road that tells cars of a school entrance/exit and to "Drive Slowly with Care". We fee1 this will be needed in any case. Perhaps you should reposition the speed ramps before/after this entrance in addition and make them more visible and place the "School Exit Slow Down" sign at these points.

P.S. our son attended this school before the expansion and walked to school by himself crossing Faraday road and we found this safe. We do appreciate the need for safety but feel that in this case proposal does not significantly reduce risk (and the risk is low in any case with speed restrictions, speeds bumps and signage) and that the disadvantages of reduced parking outweighs the benefits.

OFFICER RESPONSE

Regulations do not allow the combined road marking of a School Keep Clear markings and parking bays.

School Keep Clear marking can not be less than 25.56 metres long.

There is a general acceptance that a School Keep Clear marking is required at the entrance to the School, and this has been proposed to be of the minimum length allowed by regulations. Regulations (as explained above) make it necessary to have only one type of carriageway marking. The hours of operation for the single yellow line is in line with the general CPZ hours. If the restrictions were to be made for a period less than the hours of the CPZ, this would result in free parking for all, which is not a policy which Merton supports in any of its Controlled Parking Zones within the Borough and it would not serve those residents who have purchased a permit nor would it give priority to residents. It is proposed to undertake a formal consultation to introduce 2 new Shared Used Bays opposite 30 and 32 Faraday Road.

Confirm no. 22017737
I am writing to note my objections to the removal of four parking bays in Faraday Road.
As a parent of a child at Holy Trinity and the first to benefit from having access to the school from Faraday Road, I do not feel it necessary to remove all four parking bays to ensure the safety of children.
There are two driveways opposite the school entrance which provide additional visibility.
The times when 1 feel insufficiently sighted are when cars are parked across the two spaces in
front of the school entrance.
My observation has been that the majority of parents cross the road further down Faraday and
walk up on the same side as the school entrance.
The Effra Road children's entrance only has Keep Clear to one side of the entrance; the other is
a parking bay - why is it deemed necessary to have such a large Keep Clear in Faraday?
There are insufficient parking bays for parents to use when dropping off children. Removing four
bays will only worsen the issue.
If children safety is such a concern why is this only being discussed now after the entrance is
has been open for an entire term?
As per the Surrey Council website, guardrails are considered a better way to protect children at
school entrances than Keep Clear.
As a resident I do not think that the impact this will have on residents' parking has been considered.
1,3,5,7,9,11 and 13 Faraday Road are flats and therefore only have four parking bays outside
the property for eight cars. Most choose to park their cars across the road or further down
Faraday rather than at the top end (assumption is for safety reasons) thus impacting other
resident's parking.
There are three driveways at the top end of Faraday Road. Due to the shortness of the
driveways, only one is used by the resident, the others use resident parking bays.
Due to the yellow line being added in addition to the Keep Clear, residents and visitors lose four
parking bays on Saturday when there is no school and this is not needed. There have been
many occasions where I have been unable to find parking in the top end of Faraday on a
Saturday. Why is the yellow line deemed necessary?
The school has already had to issue a letter to parents asking them not to block driveways and
park illegally. This issue will increase if valid parking bays that parents can use are removed.
When the expansion was approved, it was discussed there would be a drop off zone in Dudley
Road to ease congestion in Faraday and Effra Roads -this has never materialised.
I trust that you will include this representation in your final decision.

OFFICER RESPONSE
Regulations do not allow the combined road marking of a School Keep Clear markings and parking
bays. School Keep Clear' marking can not be less than 25.56 metres long.

There is a general acceptance that a School Keep Clear marking is required at the entrance to the
School, and this has been proposed to be of the minimum length allowed by regulations.
Regulations (as explained above) make it necessary to have only one type of carriageway marking.
The hours of operation for the single yellow line is in line with the general CPZ hours. If the restrictions
were to be made for a period less than the hours of the CPZ, this would result in free parking for all,
which is not a policy which Merton supports in any of its Controlled Parking Zones within the Borough
and it would not serve those residents who have purchased a permit nor would it give priority to
residents. It is proposed to undertake a formal consultation to introduce 2 new Shared Used Bays
opposite 30 and 32 Faraday Road.

Confirm no. 22017737
As residents we regret the loss of parking spaces but recognize the need for a clear area outside the
pedestrian gateway. Please note that it was a previous condition of planning that the gate should not be
used until the 'Keep Clear' was in place! To make sense of it the area should be patrolled by traffic
wardens to enforce it, and the residents parking at school pick up and drop off times- am and pm. This
measure might encourage more families to walk. There is no reason to restrict parking after 5pm or at
weekends. Yellow lines should be removed at the far end of the school plot to compensate. The above
all should be part of planning conditions.
OFFICER RESPONSE

Support and comments have been noted. The hours of operation for the single yellow line is in line with the general CPZ hours. If the restrictions were to be made for a period less than the hours of the CPZ, this would result in free parking for all, which is not a policy which Merton supports in any of its Controlled Parking Zones within the Borough and it would not serve those residents who have purchased a permit nor would it give priority to residents. It is proposed to undertake a formal consultation to introduce 2 new Shared Used Bays opposite 30 and 32 Faraday Road.

Confirm no. 22017738 (From the Metropolitan Police)

Thank you for your letter of the 26th November 2010 including plan. Police have no objections or observations to make regarding the proposed new School keep clear markings or the removal of 4 parking bays.

OFFICER RESPONSE

Comments noted.
Dear Resident/Business

The purpose of this leaflet is to inform you that Merton Council is undertaking a formal consultation on the proposal to remove 4 Shared Use Bays and replace them with:

1. 25.56 metres of ‘School Keep Clear Marking’ outside the new School entrance on Faraday Road. The ‘School Keep Clear’ will operate Monday to Friday between 8am and 5pm.

2. A single yellow line (waiting restriction) operational during the times of the existing Controlled Parking Zone.

The full proposal is shown on the plan provided overleaf.

THE PROPOSAL

‘School Keep Clear’ markings are provided for safety reasons to ensure clear sight lines for both motorists and children outside schools.

The following is prohibited during the keep clear hours of operation:

- No vehicles, including vehicles showing a Disabled Person’s Blue Badge, will be permitted to stop within the extents of the ‘Keep Clear’ markings.
- No loading or unloading within the restricted area.

As the school is within a Controlled Parking Zone (CPZ), the ‘Keep Clear’ section will also be covered by a single yellow line restriction, which will prohibit parking during the CPZ controlled hours.

WHAT HAPPENS NEXT

Statutory consultation is required prior to any decision to proceed to implementation. This is the legal part of the process and requires the introduction of Traffic Management Order (TMO), which is a legal requirement to enable the council to change and enforce traffic or parking regulations. The statutory notice will be published in the London Gazette and one local newspaper circulated in the area. In addition to this, the council will post Notices in the affected streets.

The Notice informs residents and businesses in the affected area to submit written representations to the proposed scheme. Representation can be made in writing to: Head of Street Scene and Waste, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX by no later than 17 December 2010, quoting reference ES/SGE/C&E KEEP CLEAR.

The Council will then be required to consider all representations prior to proceeding further.

A copy of the proposed TMO, a plan identifying the areas affected by the proposals and the Council’s Statement of Reasons can be inspected at the Merton Link, Merton Civic Centre, London Road, Morden, Surrey, during the Council’s normal office hours Monday to Friday, 9am to 5pm.

Alternatively, this information can be viewed on our website using the following link www.merton.gov.uk/faraday-keepclear.

All objections will be reported to the Cabinet Member for Environmental Sustainability and Regeneration for consideration and decision.

Please note that responses to any representations received will not be made until the final decision is made. If you require further information, you may contact Waheed Alam directly on 020 8545 3200 or email waheed.alam@merton.gov.uk.

Trinity Ward Councillors

Cllr James Holmes  Tel: 020 8545 3396
Email: james.holmes@merton.gov.uk

Cllr Krystal Miller  Tel: 0208 545 3396
Email: krystal.miller@merton.gov.uk

Cllr Simon Withey  Tel: 0208 545 3396
Email: simon.withey@merton.gov.uk

If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

Request for document translation

Please complete the form below and return to Waheed Alam at Merton Civic Centre, London Road, Morden, SM4 5DX.

Your contact:

Name: .............................................
Address: ...........................................
Telephone: .................................

Large print  Braille  Audiotape

Official translation:  £25.00

Waheed Alam, Merton Civic Centre, London Road, Morden, SM4 5DX

www.merton.gov.uk
4 SHARED USE BAYS TO BE REMOVED AND REPLACED WITH NEW SCHOOL KEEP CLEAR & SINGLE YELLOW LINE

NEW SCHOOL ENTRANCE

PROPOSED 'SCHOOL KEEP CLEAR' MARKING.
HOURS OF OPERATION
MON - FRI, 8AM - 5PM

SINGLE YELLOW LINE TO CONTROL WAITING DURING THE CPZ HOURS
MON - SAT, 8.30AM - 6.30PM

No stopping
Mon - Fri
8am - 5pm
on entrance markings

Mon - Sat
8.30 am - 6.30 pm

HOLY TRINITY CHURCH
OF ENGLAND SCHOOL
PREVIOUSLY CONSULTED PROPOSAL
4 SHARED USE BAYS TO BE REMOVED
AND REPLACED WITH NEW SCHOOL
KEEP CLEAR & SINGLE YELLOW LINE

OFFICER RECOMMENDATION
TO CONSULT ON 2 NEW SHARED USE
BAYS TO MITIGATE THE EFFECTS OF
THOSE BAYS LOST AS A RESULT OF
THE INTRODUCTION OF THE SCHOOL
KEEP CLEAR MARKING