



## LEAD MEMBER FOR COMMUNITY SERVICES

**DECISIONS** to be made by the Lead Member for Community Services,  
Councillor Chris Dowling

**WEDNESDAY, 23 NOVEMBER 2016 AT 10.00 AM**

**CC2, COUNTY HALL, LEWES**

### **AGENDA**

- 1 Decisions made by the Lead Cabinet Member on 26 October 2016 (*Pages 3 - 4*)
- 2 Disclosure of Interests  
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
- 3 Urgent items  
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
- 4 Eastbourne Town Centre Improvement Scheme - Temporary relocation of bus stops in Cornfield Road (*Pages 5 - 14*)  
Report by the Director of Communities, Economy and Transport
- 5 School Keep Clear markings and Mandatory Cycle Lanes working practice (*Pages 15 - 22*)  
Report by the Director of Communities, Economy and Transport
- 6 Any urgent items previously notified under agenda item 3

PHILIP BAKER  
Assistant Chief Executive  
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15 November 2016

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## LEAD MEMBER FOR COMMUNITY SERVICES

DECISIONS made by the Lead Member for Community Services, Councillor Chris Dowling, on 26 October 2016 at County Hall, Lewes

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Councillor Standley spoke on item 4 (see minute 21)

### 19 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 28 SEPTEMBER 2016

19.1 RESOLVED to approve as a correct record the minutes of the meeting held on 28 September 2016.

### 20 REPORTS

20.1 Reports referred to in the minutes below are contained in the minute book.

### 21 PETITION TO REDUCE THE SPEED LIMIT ON B2169 (BAYHAM ROAD)

21.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

#### DECISION

21.2 RESOLVED to advise the petitioners (1) that a reduced speed limit on this part of the B2169 Bayham Road is not a priority for the County Council, given its relatively good safety record; and

(2) that Frant Parish Council may wish to consider funding a lower speed limit on this part of the B2169 Bayham Road through the Community Match fund scheme.

#### Reasons

21.3 The B2169 has a relatively good safety record, and the Road Safety team has no objection in principle to a lower speed limit.

### 22 VOLUNTARY AND COMMUNITY SECTOR (VCS) INFRASTRUCTURE REVIEW AND SPEAK UP CONTRACT

22.1 The Lead Member considered a report by the Assistant Chief Executive and Director of Adult Social Care and Health.

#### DECISION

22.2 RESOLVED to (1) note progress made towards establishing health and wellbeing commissioning outcomes for generic infrastructure services, and associated joint strategic work plan; and

(2) agree proposals to waive the requirement for a procurement process to establish a one year contract from April 2017, providing the required capacity to deliver change in the provider landscape and inform the subsequent tender and full market engagement.

## Reasons

22.3 Significant change is anticipated over the next 12-24 months across both East Sussex Better Together and Caring 4 You transformation programmes, and as the ESBT care model takes shape. Considerable work has been undertaken with the Councils for Voluntary Services to achieve greater clarity regarding the role and purpose of commissioned generic infrastructure services in relation to strategic health and social care objectives, and to deliver better outcomes in 2017/18, and regarding the wider role of infrastructure providers as system leaders.

**Report to:** Lead Member for Community Services

**Date of meeting:** 23 November 2016

**By:** Director of Communities, Economy and Transport

**Title:** Eastbourne Town Centre Improvement Scheme - Temporary relocation of bus stops in Cornfield Road

**Purpose:** To consider the results of a formal notice procedure regarding the relocation of the bus stops on the northern footway of Terminus Road to Cornfield Road on a temporary basis during the construction of the Arndale Centre and Eastbourne Town Centre Improvement Scheme

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**RECOMMENDATIONS:** The Lead Member is recommended to:

- (1) Note the representations received from the formal notice procedure undertaken in September 2016 for the temporary relocation of the bus stops from the northern footway of Terminus Road to Cornfield Road in Eastbourne;
- (2) Approve the placement of temporary bus stops in Cornfield Road to facilitate the construction of the Arndale shopping centre extension and the Eastbourne Town Centre Improvement Scheme.

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## 1. Background

1.1 The Eastbourne Town Centre Improvement Scheme (ETCIS) proposals have been developed in conjunction with Eastbourne Borough Council (EBC) to complement the proposed extension of the Arndale shopping centre. The proposals will enhance the attractiveness and quality of the pedestrian environment in Terminus Road and Cornfield Road, making it more accessible and welcoming, along with addressing the needs of bus operators, the train station and the provision for access to cycles. A summary of the proposals is set out at Appendix 1.

1.2 The principle for the ETCIS is underpinned by the Eastbourne Town Centre Local Plan, the East Sussex Local Transport Plan (LTP) 2011 – 2026 and the South East Local Enterprise Partnership's (SELEP) Strategic Economic Plan. Construction of the ETCIS is expected to start in summer 2017 and take approximately 12 months to complete.

## 2. Supporting Information

2.1 The ETCIS is programmed to be delivered in coordination with the extension of the Arndale shopping centre. These are both large construction schemes taking place adjacent to each other and parts of the construction sites will overlap around the Terminus Road area. To ensure a safe construction zone the Arndale development will be erecting a hoarding line in January 2017 which will mean that pedestrians will not be able to access the northern footway of Terminus Road. However, we need to also ensure that this part of the town centre remains accessible during the construction and that disruption is kept to the minimum for residents, businesses and visitors.

2.2 To ensure that bus services continue into the centre of Eastbourne during the construction works around Terminus Road, it is proposed that the eastbound bus stops currently situated adjacent to the northern footway of Terminus Road are temporarily relocated to Cornfield Road, as shown in Appendix 2. These temporary stops would be in place from January 2017 for a period of up to 14 months. The temporary location of these stops has been identified in liaison with bus operators serving the Eastbourne area - Stagecoach, Brighton & Hove Buses, Cuckmere Buses and Compass Travel – in order to minimise the impact on their passengers, the existing bus service timetable and highway network.

2.3 On 29 September 2016 notices were placed in Cornfield Road at the location of the proposed temporary stops. The notices showed the location of the proposed temporary bus stops in Cornfield Road and provided the opportunity for representations to be made. Letters were also distributed to adjacent businesses and residents.

2.4 Five representations have been received by the County Council in relation to the proposals which are summarised at Appendix 3; copies of the representations are available in the Members Room. In accordance with Council's procedures, these representations are being reported to the Lead Member for Community Services to enable consideration on whether the bus stops should be temporarily relocated from the northern footway of Terminus Road to Cornfield Road.

2.5 The representations raised issues about pedestrian congestion, noise, unsuitability of road surface, and the impact on business. In addition, a number of disability access issues were raised by Eastbourne Disability Involvement Group and a range of measures will be undertaken to address their concerns.

2.6 Having considered all the issues raised against the necessity to relocate the eastbound bus stops in Terminus Road and ensure that any relocation is as near as possible to the current bus stops, on balance the placement of stops in Cornfield Road will best facilitate the requirements of the bus operators and their passengers whilst the Arndale and Terminus Road improvement works are under construction. A response to each of the representations received is included in Appendix 3.

### **3 Conclusion and Recommendations**

3.1 The Eastbourne Town Centre Improvement Scheme on Terminus Road and Cornfield Road will complement the extension to the Arndale shopping centre. During the construction works on Terminus Road, it is necessary to temporarily relocate the existing bus stops on the northern footway which serve eastbound bus services. In order to minimise disruption for bus passengers and maintain the existing bus service timetable, it is recommended to relocate these stops to Cornfield Road from January 2017 for a period of up to 14 months.

3.2 Following publication of notices on site in September 2016, a number of representations have been received not in favour of the proposed temporary relocation of these bus stops into Cornfield Road. Having considered the issues raised in these representations, Lead member is recommended to not uphold these representations on the basis that the temporary bus stops are necessary to facilitate both the construction of the Arndale shopping centre and the ETCIS.

RUPERT CLUBB

Director of Communities, Economy and Transport

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#### LOCAL MEMBERS

Councillors Rodohan, Taylor, and Wallis

#### BACKGROUND INFORMATION

None

## 1. Current Situation

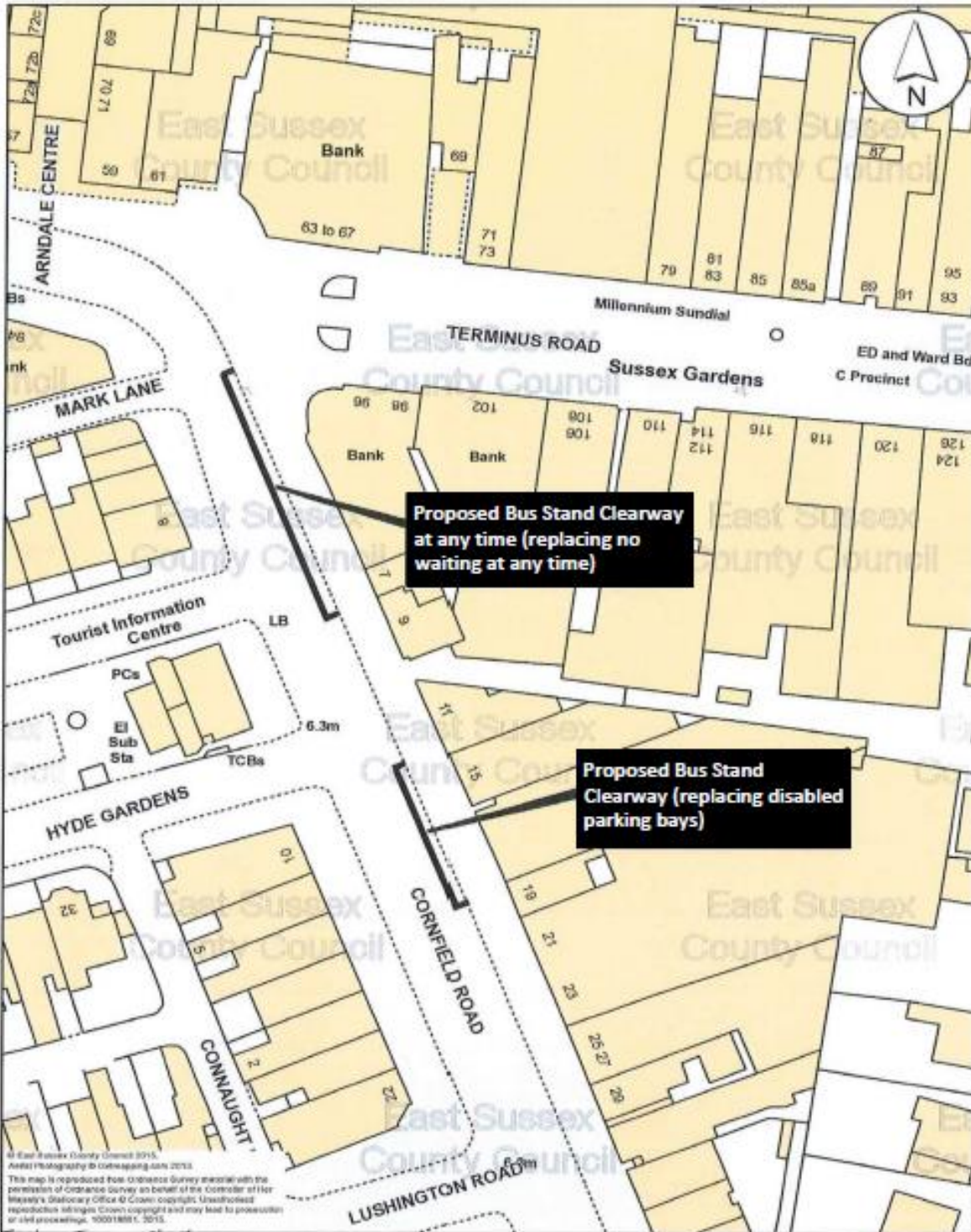
- 1.1 The section of Terminus Road between the Ashford Road/Gildredge Road junction and Cornfield Road is a two-way Bus Lane which is also the location for the main bus stops within the Town Centre. It is currently laid out as a conventional carriageway with footways and a number of bus stops and shelters on either side of the road.
- 1.2 This layout was not altered when the street was originally converted into a bus lane which has resulted in relatively narrow footways for a town centre location, especially adjacent to the bus shelters. At busy times this can lead to pedestrian congestion on the footways.
- 1.3 In addition, the area does not provide a quality public realm environment and as such does not help create a vibrant and high quality town centre that will encourage more footfall.

## 2. Eastbourne Town Centre Improvement Scheme proposals


- 2.1 The Eastbourne Town Centre Improvement Scheme (ETCIS) is centred on Terminus Road and Cornfield Road and aims to enhance the attractiveness and quality of the pedestrian environment, to make it more accessible and welcoming, along with improving the interaction and efficiency of public transport providers. The ETCIS incorporates the following changes:
  - The permanent relocation of bus stops from Terminus Road into Cornfield Road
  - Creation of a one lane bus only carriageway along Terminus Road
  - An approximate doubling of pedestrian footway width along Terminus Road
  - Introduction of new street lighting and decorative lighting
  - New street furniture-bus shelters/benches/stools/bicycle stands/bins/bollards
  - Introduction of a range of soft landscaping features including trees, flowers and shrubs.
- 2.2 It is proposed that the ETCIS and the extension to the Arndale shopping centre will provide a positive impact to the local economy by kick starting the re-development of the wider town centre and beyond, and will be a flagship scheme, that will provide design elements and infrastructure that can be delivered at other key locations within the town centre to provide an consistent public realm.
- 2.3 The strategic objectives of the scheme are summarised in the table below:
  - To support local economic growth by providing a step change in the quality of the environment for local residents and visitors to Eastbourne town centre.
  - Improve the physical environment of the town centre by reducing the impact of the buses.
  - Support accessibility, health and improve road safety by increasing pedestrian priority in the town centre.
  - To enable safe and sustainable access within the town centre, through provision for cycling.
  - To support the economic vitality of the town by complementing the proposed works to coincide with the opening of the Arndale extension.
- 2.4 The ETCIS will contribute towards the objectives of the following plans or policy documents:
  - East Sussex County Council- Council Plan 2015/16 – Priority: Driving Economic Growth
  - East Sussex Growth Strategy (2014-2020)

- East Sussex Local Transport Plan 2011 – 2026
- East Sussex County Council's Health & Well Being Strategy 2013-16
- East Sussex Cultural Strategy 2013-2023
- Eastbourne Borough Council- Local Plan & Infrastructure Delivery Plan
- Eastbourne Town Centre Local Plan
- Eastbourne Cycle Strategy
- South East Local Enterprise Partnership's (SELEP) Strategic Economic Plan





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Map Title: Proposed Bus Stop Clearways – Cornfield Road,		East Sussex County Council County Hall St Annes Crescent Lewes 
Date: 20/09/2016	Map No:	
Scale: 1:750	Author:	

**Temporary relocation of bus stops from northern footway of Terminus Road to Cornfield Road -  
Summary of representations and proposed response**

<b>Issue Raised</b>	<b>Response</b>
<p>Concern that the carriageway at the location of the proposed bus stops, is unsuitable and will subside, as is the case with the existing temporary stop in Cornfield Road.</p>	<p>The carriageway at the location of the proposed stops has been assessed, and identified as not being strong enough to act as a bus stop. Therefore it is proposed that carriageway construction work will take place to reinforce the carriageway before the temporary bus stops are put in place.</p>
<p>That the placement of a temporary bus stop near the respondent's business will result in a large number of bus passengers immediately outside his business, which will deter clients.</p>	<p>The respondent's business is located in towards the southern end of Cornfield Road, adjacent to the northern extent of the proposed bus stand clearway.</p> <p>The footway width along Cornfield Road is 6.3 metres which means there is sufficient room for bus passenger to wait without obstructing other pedestrians. This is wider than the existing footway on Terminus Road which is 5.1 metres. The bus stop's operation is based on the premise that buses will move to the most southern point of the clearway that's available. Therefore if the bus clearway is empty as a bus is pulling in, any following buses will pull in behind it. Based on this operating model the bus shelter for this stop will be placed as near to the southern most point of the stop as is practicable. These factors will encourage passengers to wait towards to the southern end of the bus clearway.</p>
<p>Bus passengers are likely to shelter in the entrance to his business and recline against his windows.</p>	<p>A temporary bus shelter will be provided to enable passengers to take shelter. Bus shelters are in place throughout Terminus Road, complaints have not been received regarding bus passengers leaning against shop windows in other locations.</p>

Issue Raised	Response
<p>That no consideration will be given to his objection and that he will not be given the opportunity to explain the basis for his objections.</p>	<p>A discussion has been held by CH2M's project manager for the ETCIS with the respondent who was provided the opportunity to clarify their representations and in turn received an explanation regarding the decision making process within which their objections would be considered..</p>
<p>A bus stop appears to be located in the same place as the proposed temporary bus stop. Is this bus stop the proposed temporary bus stop you are consulting on?</p>	<p>Yes. We are proposing that we extend this existing stop to enable more services to utilise it.</p>
<p>The proposed bus stop (that already seems to be in place) will result in buses blocking a dropped kerb which is something that already appears to be happening. Although mobility scooter and wheelchair users may be able to squeeze past, this presents a significant hazard to anyone when crossing the road as visibility is reduced until stepping directly into the path of oncoming traffic. It should be noted the dropped kerb is already on a sharp bend making it a challenge to see traffic coming from both directions.</p>	<p>It is proposed that as part of the extension of the existing stop that the dropped kerb will either be relocated, further behind the end of the bus stop enabling suitable visibility or if not possible due to safety concerns, removed. As part of the ETCIS this area will be redesigned with suitable pedestrian crossing provision made.</p>
<p>The kerb along the east side of Cornfield Road is subsiding. Users of the number 99 bus stand, where the temporary bus stands seems to be proposed, have reported difficulty gaining access to and from the bus due to the angle of the subsiding kerb - . one partially sighted person was personally helped by the driver because they could not negotiate their way off the bus and onto the pavement. We request that should ESCC implement the temporary bus stand, they must first make good the subsiding kerb.</p>	<p>If this stop is extended the carriageway will be fully repaired and reinforced. Before the other proposed bus stand clearway is put in place work will be undertaken to reinforce carriageway at this location to ensure that the current situation at the existing stop is not repeated.</p>
<p>We hope the temporary bus stand does not pass over the dropped kerb, level with the Tourist Information Centre. If the bus stand does pass over the dropped kerb it will be rendered inaccessible due to the obvious barrier of buses parking over it. Even if the bus stand does not directly</p>	<p>The temporary bus stand will not pass over this dropped kerb. The footway width along Cornfield Road is 6.3 metres which means there is sufficient room for bus passenger to wait without obstructing other pedestrians. This is wider than the footway on</p>

Issue Raised	Response
<p>pass over the dropped kerb another barrier to it will be created by the queues of people waiting for the bus. This will also reduce visibility for those crossing and using the dropped kerb.</p>	<p>Terminus Road which is 5.1 metres. The bus stop's operation is based on the premise that buses will move to the most southern point of the clearway that's available. Therefore if the bus clearway is empty as a bus is pulling in, any following buses will pull in behind it. Based on this operating model the bus shelter for this stop will be placed as near to the southern most point of the stop as is practicable. These factors will encourage passengers to wait towards to the southern end of the bus clearway.</p>
<p>The temporary bus stops from 11- 19 Cornfield Road is an area that directly covers the disabled parking bays. In contrast, you do not plan to put any part of the temporary bus stop across existing pay and display parking bays and loading bays which run from 19 to 39 Cornfield Road (a much longer space than the disabled bay area). Is it possible for the temporary bus stop to be sited over some parts of the pay and display parking and loading bays rather than removing all of the much needed accessible parking bays?</p>	<p>Careful consideration was given to the placement of the bus clearway in an alternative location. Unfortunately if we were to place the clearway further south where the display parking bays are we would need to put in place a taper to allow the buses to manoeuvre into the bus clearway. The provision of a taper would either result in the loss of the disabled bays or alternatively the bus clearway being located much nearer the bottom of Cornfield Road and a much larger amount of on street parking being removed, which of course disabled individuals as well as able bodied drivers can currently access. Bus passengers and bus operators are keen to ensure that buses stop as close as possible to the main shopping precinct. Bus operators have made it clear to us that their passengers with disabilities consider this a priority.</p>
<p>The disabled parking bays, which will be lost due to the proposed temporary bus stand, are long, undefined, bays allowing rear access and egress from adapted vehicles. The suggestion that Eastbourne Borough Council could allocate alternative disabled bays nearby in the current Hyde Gardens parking provision is unlikely to result in like for like provision as the bays in Hyde Gardens are standard size and do not facilitate doors to be opened wide and wheelchair and mobility users to safely disembark from the rear of adapted vehicles.</p>	<p>We are currently liaising with Eastbourne Borough Council regarding the possibility of utilising some bays in Hyde Gardens. During this process there may be an opportunity to review how the issues can be addressed, for example by utilising end bays.</p>

Issue Raised	Response
<p>The temporary footpath along the north side of Terminus Road must be wide enough for large mobility scooters and wheelchairs to pass through easily.</p>	<p>The temporary footpath which is being organised by the contractor delivering the Arndale extension will be required to meet DDA requirements. ESCC officers will liaise with the appointed contractor to ensure that national standards are met.</p>
<p>In the consultation letter it says the temporary footpath will be 'within the road'. If the footpath runs from the pavement into the road there will be a change in level. We assume there will be adequate and safe temporary slopes put in place where the level changes. We request that these slopes are not constructed out of tarmac, which is all too often used; commonly these lumps are too steep for wheelchair and mobility scooter users to safely navigate, and their surface is often uneven making it a white knuckle ride.</p>	<p>The ramps utilised will meet national DDA standards.</p>
<p>Due to the temporary footpath running along parts of Terminus Road, the road width will narrow. Will this mean temporary traffic signals will be put in place allowing one directional flow of traffic at any one time?</p>	<p>Temporary traffic signals will not be required. As there will not be buses pulling in to the vacant stops, there will be sufficient room to ensure the footpath can be placed in the road without affecting two way traffic flow.</p>

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<b>Report to:</b>	<b>Lead Member for Community Services</b>
<b>Date of meeting:</b>	<b>23 November 2016</b>
<b>By:</b>	<b>Director of Communities, Economy and Transport</b>
<b>Title:</b>	<b>School Keep Clear Markings and Mandatory Cycle Lanes Working Practice.</b>
<b>Purpose:</b>	<b>To consider the application of relaxations to national signing regulations in respect to progressing requests for enforceable School Keep Clear markings and with flow mandatory cycle lanes.</b>

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**RECOMMENDATIONS:** The Lead Member is recommended to:

- (1) Note the recommendations; and**
  - (2) Approve the new working practice for the introduction of enforceable School Keep Clear markings and with flow mandatory cycle lanes as permitted by relaxations in the 2016 Traffic Signing Regulations.**
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## **1 Background Information**

1.1 The Traffic Signs Regulations and General Directions (TSRGD) prescribes the design and conditions of use for traffic signs, (which include road markings), to be lawfully placed on or near roads in England, Scotland and Wales. Traffic signs are essential for the implementation of traffic management schemes and for the enforcement of road traffic law.

1.2 In recognition of the changing needs of road users, the advancements in the traffic industry and the need to reduce the impact on the environment the Department for Transport (DfT) undertook a complete review of the existing approach to traffic signing and the legislation supporting it. In 2011, the policy paper Signing the Way was published which set out the policy framework for ensuring our traffic system meets the future needs of all road users, while building upon the existing and established traffic sign system. It set out recommendations for improving the information that traffic signs communicate to road users by providing more freedom for decisions about signing at the local level.

1.3 Following peer reviews and public consultation a new TSRGD was laid before Parliament on 22 March 2016 and came into effect 22 April 2016.

1.4 The new TSRGD included a relaxation on the requirement for a Traffic Regulation Order (TRO) for the implementation of enforceable School Keep Clear entrance markings and with flow mandatory cycle lanes (illustrations as Appendix 1).

## **2 Supporting Information**

2.1 It is important that local authorities make use of the new relaxations as they will enable early delivery of restrictions that will be of greatest benefit to our local communities. The legal requirements for the introduction of TROs include costly advertising and lengthy consultation procedures. While this is necessary for the majority of restrictions, the DfT has recognised there are exceptions where the local traffic authority are best placed to make decisions in consultation with the local community.

2.2 The TRO process can take in excess of 12 months from when a request is received to the restrictions being implemented on the ground. Adopting the new relaxation is in line with the Council's key priorities in keeping vulnerable people safe and making the best use of our resources. The relaxation of the legal requirement to formally advertise and consult on certain restrictions enables us to have the maximum positive impact and represents value for money.

2.3 The introduction of new restrictions should be carried out responsibly and Councils should ensure that reasonable notice is provided to adequately publicise changes. Consistency in the application of the new relaxations will be vital to public understanding. Improved understanding of restrictions and traffic signing leads to improved road safety. It is however, recognised that the introduction of restrictions can have a significant impact on those directly affected and their views need to be considered.

2.4 When the 2002 TSRGD came into force in January 2003 they allowed Bus Stop Clearways (BSC) to be introduced without the requirement for a TRO. The DfT recognised that preventing the obstruction of bus stops by parked cars is particularly important for enhancing the attractiveness of the bus as a means of transport in urban areas. Preventing obstruction of bus stops is also important if they have been adapted to make them wheelchair accessible in line with the Disability Discrimination Act 1995.

2.5 In response to the relaxations a policy (PS 4/33) was approved by the Lead Member for Transport and Environment on 6 November 2006 (included as Appendix 2). The policy established the principles for the provision of BSCs setting out the Council's consultation procedure following the relaxation of the legal requirement to consult.

2.6 The new working practice covering School Keep Clear markings and with flow mandatory cycle lanes follows these established principles and is included as Appendix 3 to this report.

### **3 Conclusion and Reasons for Recommendations**

3.1 East Sussex County Council's policy on the introduction of Bus Stop Clearways has been in operation for ten years resulting in the successful introduction of numerous BSCs across the County. It is recommended that the same well established procedure is followed for the introduction of enforceable School Keep Clear entrance markings and with flow mandatory cycle lanes.

3.2 The new relaxations under the TSRGD 2016 allow local authorities to deliver local solutions within shorter timeframes and at less cost. Having a standard procedure in place ensures consistency in application and fairness in respect to adequately publicising any changes. It is up to the traffic authority to justify the decisions they make on the roads they are responsible for. An approved process will provide officers with support in the event of challenge.

3.3 It is recommended that the working practice as included in Appendix 3 is approved for use within East Sussex County Council for the introduction of enforceable School Keep Clear restrictions and with flow mandatory cycle lanes.

RUPERT CLUBB

Director of Communities, Economy and Transport

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#### LOCAL MEMBERS

All

#### BACKGROUND DOCUMENTS

None



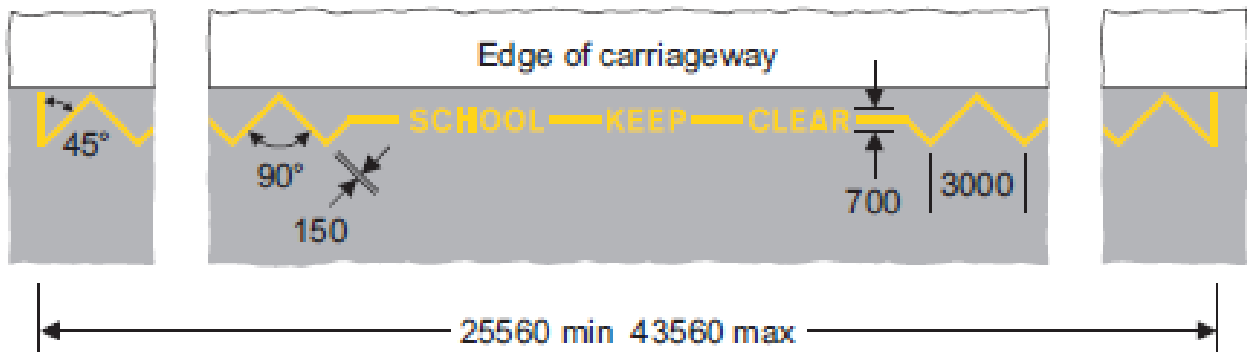


Diagram 1027.1 School Keep Clear entrance markings



**Diagram 1049B** Boundary of a mandatory cycle lane

## EAST SUSSEX COUNTY COUNCIL

**LEAD MEMBER – TRANSPORT AND ENVIRONMENT**  
**POLICY SUMMARY**

<b>PROVISION OF BUS STOP CLEARWAYS</b>	<b>PS 4/33</b>
<p><u>Purpose of Policy</u></p> <p>To establish the principles for the provision of Bus Stop Clearways</p>	
<p><u>Specific Policies</u></p> <p>1. Bus Stop Clearways are provided on scheduled bus routes where on street parking results in a stationary bus causing a danger to other road users or an obstruction to through traffic or where passengers are unable to board or alight safely.</p> <p>2. The location of any Bus Stop Clearway will be determined by the Highway Authority and may require the relocation of any existing bus stop.</p> <p>3. There is no legal requirement to consult on the provision of a Bus Stop Clearway. However, such a provision can have a significant impact on nearby properties and, therefore, the County Council will consult:</p> <ul style="list-style-type: none"> <li>a) Residents or businesses whose properties are either immediately fronted by or directly opposite the proposed marking</li> <li>b) The elected County Councillor/s</li> <li>c) The Parish or Town Council as appropriate</li> <li>d) Such other organisations as might be appropriate for a specific scheme (e.g. emergency services, bus operator)</li> </ul> <p>4. In addition a notice will be placed on street advising of the proposed Clearway at least 28 days before any marking is introduced to ensure that any person affected by the proposal has an opportunity to comment.</p>	
<p><u>Supporting Statement</u></p> <p>The Traffic Signs Regulations and General Directions 2002 removed the requirement for Bus Stop Clearways to be implemented using the Traffic Regulation Order process. This policy sets out the County Council's policy on consultation and implementation now that this is not covered by legislation.</p>	
<p><u>References – Further Information</u></p> <p>Lead Member for Transport and Environment – Agenda Item 10</p>	<p><u>Date of Approval</u></p> <p>06.11.2006</p>

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### Approved Working Practice for the Introduction of

- **Enforceable School Keep Clear markings**
- **With Flow mandatory Cycle Lanes**

The Traffic Signs Regulations and General Directions 2016 (TSRGD 16) removed the requirement for enforceable School Keep Clear entrance markings (diagram 1027.1) and with flow mandatory cycle lanes (diagram 1049B) to be implemented using the Traffic Regulation Order process. This document sets out the County Council's working practice on consultation and implementation now that this is not covered by legislation.

1. School Keep Clear entrance markings and with flow mandatory cycle lanes will be marked and signed in accordance with the TSRGD 16, any subsequent amendment orders and the relevant Traffic Signs Manuals.

2. The location and extent of School Keep Clear entrance markings and with flow mandatory cycle lanes will be determined by the Highway Authority.

3. If the proposed restrictions fall within an area covered by Civil Parking Enforcement then they will be introduced by a Traffic Regulation Order as only the Police have powers to enforce these moving vehicle offences.

4. If the restriction forms part of a wider scheme where formal advertisement and consultation is required for other elements of that scheme the restriction will be introduced by Traffic Regulation Order.

5. There is no legal requirement to consult on the provision of enforceable School Keep Clear entrance restrictions and with flow mandatory cycle lanes. However, such a provision can have a significant impact on nearby properties and, therefore, the County Council will consult:

- a) Residents or businesses whose properties are either immediately fronted by or directly opposite the proposed marking
- b) The elected County Councillor/s

c) The Parish or Town Council as appropriate

d) Such other organisations as might be appropriate for a specific scheme (e.g. emergency services, cycle groups, school representatives)

6. In addition a notice (or multiple notices as the promoting officer considers appropriate to the extent) will be placed on street advising the proposed enforceable School Keep Clear entrance markings or mandatory with flow cycle lane at least 21 days before any marking is introduced to ensure that any person affected by the proposal has an opportunity to comment.

7. Any outstanding or unresolved objections will be reported to the appropriate Lead Member Meeting for consideration.