

Committee: **Regulatory
Planning Committee**

Date: **22 June 2016**

Report by: **Director of Communities, Economy and Transport**

Title of Report: **Traffic Regulation Order – Proposed waiting restrictions associated with the extension of Ringmer Primary School, Harrison's Lane, Ringmer**

Purpose of Report: **To consider the objection received in response to the formal consultation on the draft Traffic Regulation Order**

Contact Officer: **Dan Witcher - Tel. 01273 482252**

Local Member: **Councillor Rosalyn St. Pierre**

RECOMMENDATION

The Planning Committee is recommended to:

- 1. Not uphold the objection to the draft Traffic Regulation Order as set out in Appendix 2 to this report; and**
 - 2. Recommend to the Director of Communities, Economy and Transport that the Order be made as advertised.**
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CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT.

1. Introduction

1.1 Planning permission for the extension to Ringmer Primary School, under LW/3237/CC, was granted by the Planning Committee on 11 February 2015, subject to a Section 106 Unilateral Undertaking being completed to secure a Traffic Regulation Order and associated works on Harrison's Lane and other neighbouring roads.

1.2 The proposals include:

- a) installation of a kerb build out pedestrian crossing place on Harrison's Lane/Rushey Close (subsequently constructed);
- b) introduce Double Yellow Line waiting restrictions on Harrison's Lane to protect the new kerb build out pedestrian crossing place;
- c) extending the existing School keep clear / zig-zags road markings and making these markings enforceable;
- d) widening of the footpath to the south of the School entrance (subsequently constructed);

- e) introduce Double Yellow Lines waiting restrictions along Harrisons Lane, Greater Paddock, Old School Close and the junction with Shepherds Way; and
- f) provide enhanced school warning signs (subsequently erected).

1.3 The above proposals are designed to address the concerns raised during the public consultation that took place at the time the planning application for the school extension was considered.

1.4 Comments were received at the public consultation for the Planning Application that during school pick up and drop off times vehicles are frequently parked in such a way that visibility at junctions is restricted and the passage of traffic is obstructed. This creates hazardous conditions for pedestrians and other traffic using the road. The proposed waiting restrictions have been designed to prevent parking at potentially hazardous locations to improve road safety near the school.

1.5 Informal consultation on the Traffic Regulation Order was carried out in December 2015. Responses were received from Sussex Police, Compass Travel, Ringmer Primary School and Ringmer Parish Council all of which had no objections to the proposal. County Councillor Rosalyn St.Pierre, the Local Member, objected to the proposals at this time.

1.7 The formal Traffic Regulation Order proposals were subsequently advertised in the Sussex Express on 5 February 2016 and the public consultation on the draft Traffic Regulation Order closed on 26 February 2016. A copy of the draft TRO is included in Appendix 1. Councillor St. Pierre confirmed that her objection to the proposals remained. The objection is summarised in Appendix 2 to this report and a full copy of the representation is available in the Members' Room. During the formal consultation period no other objections were received.

2. Comments and Appraisal

2.1 The objection states that the proposals will cause an increase in traffic speeds and therefore a 20mph speed limit outside the school should also be incorporated in the proposals. The current speed limit in the area is 30mph.

2.2 All schools in the county have been reviewed to assess the need for a 20mph speed limit in the area. The schemes are prioritised and priority is given to those sites where there is a proven crash history. The crash history in the immediate area of this particular school is relatively good compared with that of other schools. For these reasons Ringmer Primary School is not being considered for a 20mph speed limit scheme at the present time, however this will be monitored and kept under review.

2.3 In respect of the current draft Traffic Regulation Order, and its impacts, it is not considered that the proposed waiting restrictions will encourage faster driving along Harrisons Lane, but will instead improve road safety. The proposals have been designed to prevent inappropriate and hazardous parking from taking place, yet still allow some on street parking to occur. Officers are satisfied that the proposed parking arrangements, together with the narrow road width and high degree of activity at school times, will have a natural traffic calming effect and will help to keep traffic speeds down.

2.4 It is therefore considered that a lower speed limit is not a necessary measure required by the introduction of the proposed waiting restrictions and, therefore, there are no reasons to warrant the withdrawal of the proposals.

3. Conclusion and reasons for recommendation

3.1 The proposed restrictions are considered necessary to ensure that drivers and pedestrians using these roads in this location are able to do so safely and to remove the potential for hazardous conditions.

3.2 It is recommended, for the reasons set out in this report, that the Committee does not uphold the objection to the Traffic Regulation Order and to recommend to the Director of Communities, Economy and Transport that the Order be made as advertised.

RUPERT CLUB

Director of Communities, Economy and Transport

BACKGROUND DOCUMENTS

ESCC Regulatory Planning Committee Report – 11 February 2015 Agenda Item 6

**EAST SUSSEX COUNTY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984, ROAD TRAFFIC ACT 1991 &
TRAFFIC MANAGEMENT ACT 2004**

**The East Sussex (Lewes District) (Traffic Regulation) Order 2004 Amendment
Order 2005 No.1 (Amendment No *) 201***

East Sussex County Council, in exercise of their powers under Sections 1(1), 2(1) to (4), 3(2), 4(2), 32, 35(1) and (3), 45, 46, 49, 51, 52 and 53 of, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (“the Act”), as amended, the Road Traffic Act 1991, as amended, Part 6 of the Traffic Management Act 2004, and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

1. (a) This Order may be cited as “The East Sussex (Lewes District) (Traffic Regulation) Order 2004 Amendment Order 2005 No. 1 (Amendment No *) 201* and shall come into effect on xxxx.
- (b) The East Sussex (Lewes District) (Traffic Regulation) Order 2004 Amendment Order 2005 No.1, as amended, shall have effect except as hereinafter contained:
 - (i) **Insert in Part 1 – Preliminary, Article 2, Interpretation;**
“school entrance markings” means an area of carriageway of a specified road which is comprised within the road markings prescribed in the Traffic Signs Regulations and General Directions 2002;
 - (ii) **Insert in Part II Waiting and Loading Restrictions a new article as follows:**

No person shall, except upon the direction or with the permission of a police constable in uniform or a civil enforcement officer cause or permit any vehicle to stop or wait between the hours of 8am and 5pm, Monday to Friday, except August, on the School Keep Clear Markings specified in Schedule ** to this Order.
 - (iii) **Schedule 1, Part A, Prohibition of Waiting At Any Time, that this Schedule be amended as follows:**

In the list of restrictions for Ringmer, the following items shall be added as follows:

Ringmer

Rushey Green	both sides	from a point 60 metres northeast of the junction with Potato Lane north-eastwards for 22 metres
Harrisons Lane	west side	from a point 19 metres south of its junction with Shepherds Way northwards to its junction with B2192 Lewes Road
Harrisons	east side	from its junction with B2192 Lewes Road southwards

Lane		for 15 metres.
Shepherds Way	both sides	from its junction with Harrisons Lane westwards for 8 metres
Greater Paddock	south side	from its junction with Harrisons Lane eastwards for 32 metres.
Greater Paddock	north side	from its junction with Harrisons Lane eastwards to its junction with Old School Close
Old School Close (east/west section)	both sides	from its junction with Greater Paddock eastwards to the rear entrance to Ringmer Community College

(iv) Schedule 6: Disabled Persons Parking Places, that this Schedule be amended as follows:

In the list of restrictions the following item shall be added as follows:

Ringmer

Rushey Green	north-west side	From a point 92 metres northeast of the junction with Potato Lane north-eastwards for a distance of 6.6 metres.
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(v) Schedule **: Prohibition of Stopping on ‘School Keep Clear’ markings 8am-5pm Monday to Friday (except August) as follows:

In the List of Schedules add Prohibition of Stopping on ‘School Keep Clear’ markings 8am-5pm Monday to Friday (except August)

In the list of restrictions the following item shall be added as follows:

Ringmer

Harrisons Lane	east side	from a point 12 metres south of its junction with the school entrance access road northwards for 31.5 metres
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2. Citation

This Order may be cited as The East Sussex (Lewes District) (Traffic Regulation) Order 2005 No. 1 (Amendment Order No.*) 201* and shall come into effect on xxxxxx.

THE COMMON SEAL of EAST SUSSEX)
COUNTY COUNCIL was affixed hereto on)
the day of)
two thousand and in the presence of:-)

Authorised Signatory

H & T Ctte. 2.4.74 – para 4.2 joint report of Director of Legal & Community Services & County Engineer - Para 4.

Summary of objection and Officer's response

OBJECTION	OFFICER COMMENTS	RECOMMENDATION
<p>I have serious objection to these lines if there is no concomitant plan for a 20mph regulation on Harrisons Lane.</p> <p>I have spent several days observing traffic at the start and end of the school day and am dismayed at the speed of traffic not only of drivers leaving the residential area, but also of parents immediately after they drop a child off.</p>	<p>The proposals have been designed to prevent inappropriate and hazardous parking from taking place, yet still allow some on street parking to occur. The proposed parking arrangements, together with the narrow road width and high degree of activity at school times, will have a natural traffic calming effect and will help to keep traffic speeds down.</p> <p>It is therefore considered that a lower speed limit is not a necessary measure required by the introduction of the proposed waiting restrictions, and therefore there are no reasons to warrant the withdrawal of the proposals.</p>	<p>Not to uphold the objection and implement the Order as advertised</p>