

# Southend-on-Sea Borough Council

Agenda  
Item No.

Report of Corporate Director for Place  
To  
**Traffic & Parking Working Party & Cabinet  
Committee**  
On  
**12th March 2015**

Report prepared by:  
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Management and Road Safety Team

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**Petition Regarding Provision of a School Crossing Patrol and Enforcement Activity-  
Darlinghurst School**  
**Executive Councillor: Councillor Terry**  
***A Part 1 Public Agenda Item***

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## **1. Purpose of Report**

- 1.1 To advise Members of a petition received with 277 signatories which requests the provision of a School Crossing Patrol Officer and parking enforcement activity in the area of Darlinghurst School.

## **2. Recommendation**

**That the Traffic & Parking Working Party and Cabinet Committee:**

- (i) Note the petition ; and,**
- (ii) Note officers comments in paragraph 3.5 below and agree to take no further action with regard to the provision of a School Crossing Patrol Officer as this site does not meet the national criterion set by Road Safety GB for provision of such facilities ; and**
- (iii) Note the action taken by officers in paragraph 3.6 below relating to parking enforcement activity ; and,**
- (iv) Agree to advertise a proposal for the installation of a loading restriction on the west side of Pavilion Drive adjacent to the raised crossing point ; and,**
- (v) Agree that in the event no objections to the proposal are received, to confirm the proposal.**

## **3. Background**

- 3.1 Parents of pupils at Darlinghurst Primary School parties have compiled a petition requesting a School Crossing Patrol Officer and parking enforcement activity.
- 3.3 Darlinghurst School is accessed from an entrance in Pavilion Drive which is within a 20mph Zone with speed cushions. The road is 6.7 metres wide with a raised table enabling access from the Prittlebrook cycle path however, this is also used as a crossing point. Accident data has been investigated and no accidents resulting in personal injury have been recorded.

- 3.4 Southend Borough Council utilise guidelines provided by Road Safety GB, a road safety organisation which provides guidance, good practice information and knowledge sharing, to assess sites for School Crossing Patrols. Officers have assessed the site using these guidelines and the results fall below the recommended thresholds for the provision of a School Crossing Patrol Officer.
- 3.5 Assessments are undertaken at the peak morning and afternoon school drop off and pick up periods. The assessment involves the logging of the numbers of vehicles and the number of pedestrians which are then multiplied. This is further analysed by weighting the result considering the pedestrians average age and whether they are accompanied together with any particular geographical features. To justify the provision of a School Crossing Patrol, the final calculation should achieve 4 million vehicle/pedestrian units. The assessment result after all calculations is 2.57 million units therefore a School Crossing Patrol is not justified for this site.
- 3.6 Parking enforcement activity is undertaken at all schools within the borough however, the resources are limited and it is not possible to patrol every school each day. Enforcement resources including the CCTV enforcement vehicle are dispatched to this area and since January of this year, 7 Penalty Charge Notices (PCN's) have been issued to vehicles parked on the School Keep Clear Marking. There is a small area of double yellow line opposite the school entrance and adjacent to the raised crossing area, officers have noted that this is a popular area for parents to park and take children into the school despite the presence of the restriction. Such a restriction is monitored and a PCN can only be issued after 3 minutes which does make it difficult for CEO's to deal with all offending vehicles as 3 minutes is long enough for drivers to park in a restricted area, drop children and move away. This makes the presence of CEO's rather counter productive.
- 3.7 It is suggested that a loading restriction be proposed on this area which will enable issuing of instant PCNs if the driver leaves the vehicle.

#### **4. Other Options**

- 4.1 Other options that may be considered are to agree to the petitioners' request. However, as this report sets out, the site does not meet the accepted assessment criteria.

#### **5. Reasons for Recommendations**

- 5.1 To reflect the outcome of the investigations and ensuring best use of limited resources.

#### **6. Corporate Implications**

##### **6.1 Contribution to Council's Vision & Corporate Priorities**

- 6.1.1 Local Transport and Implementation Plan, Safe and Prosperous.

##### **6.2 Financial Implications**

6.2.1 If approved, any works to propose loading restrictions will be met through existing budgets and added to the existing workload unless an agreed priority is allocated at the time of its approval.

### 6.3 *Legal Implications*

6.3.1 Any changes to waiting and loading restrictions are progressed in accordance with statutory requirements.

### 6.4 *People Implications*

6.4.1 All necessary works will be undertaken by existing staff.

### 6.5 *Property Implications*

6.5.1 None.

### 6.6 *Consultation*

6.6.1 Statutory consultations are undertaken when proposing waiting or loading restrictions.

### 6.7 *Equalities and Diversity Implications*

6.7.1 The prioritisation of the Traffic & Parking Working Party's programme is on the basis of improving safety, reducing accidents or improving traffic flows. The objectives of improving safety takes account of all users of the public highway including those with disabilities.

### 6.8 *Risk Assessment*

6.8.1 None.

### 6.9 *Value for Money*

6.9.1 The recommendation is considered to give the best value for money considering the Council's limited resources.

### 6.10 *Community Safety Implications*

6.10.1 The prioritisation of the Councils' Working Party's programme is on the basis of reducing accidents or improving traffic flows and takes into account the implications for community safety.

### 6.11 *Environmental Impact*

6.11.1 All schemes are designed to improve quality of local environment

## **7. Background Papers**

7.1 Road Safety GB assessment of crossing facility

## **8. Appendices**

8.1 None