

Southwark School Streets 23/24

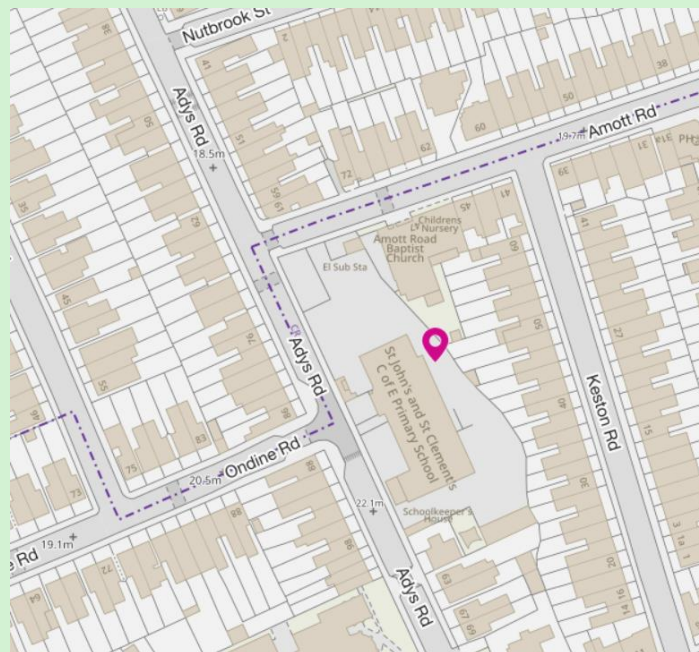
Appendix	4
Location	St John's and St Clement's Primary School – Adys Road & Amott Road
Proposal	Reconfigure the existing school keep clear markings and introduce new waiting restrictions
Ward(s) affected	Goose Green/Rye Lane

Background

- The Council's School Streets Programme has been running since April 2018. School Streets work by prohibiting motorised vehicles from accessing roads outside school entrances, on a timed or permanent basis. The aim is to improve the road safety and air quality that many schools suffer during drop-off and pick-up times, as well as encourage active travel by pupils and parents through either walking or cycling.
- The programme aims to meet the following objectives:
 - Improve road safety outside the vicinity of the school entrance.
 - Provide a healthier environment and improve local air quality outside schools for vulnerable user groups.
 - Encourage the use of active travel, such as walking, cycling, scooting or park and stride.

Location

- Adys Road and Amott Road, SE15 4DZ.
- It is in the Peckham West Controlled Parking Zone (PW CPZ).
- The times of operation for this zone are Monday to Friday 09:00-11:00.



Investigation and conclusions

- Officer's investigations show that the current layout of school keep clear markings (SKCs) were not TSRGD compliant.
- The current SKCs can be reconfigured with no waiting and loading restrictions to maintain the current parking situation.
- A footway buildout is feasible outside the nursery entrance on Amott Road, with additional cycle stands.
- It is also possible to install on street cycle parking racks on Adys Road and Amott Road, and additional cycle stands on the footway on Ondine Road.

Feedback from Stakeholders

Comments

Recommendation

Based on the officer's investigation it is recommended:

- To install a footway buildout and on street cycle parking on Amott Road, the removal of 14m of parking bays and installation of 14 metres of double yellow lines(DYL).
- To remove the existing SKCs and replace them with shorter SKCs and 12m DYLs with no loading blips, and on street cycle parking.

This proposal is subject to Traffic Management Order (TMO) statutory consultation. A TMO is the legal mechanism the council as traffic authority uses to control aspects of the way that the highway is used. They provide the legal backing to signs and road markings used on the highway and allow them to be enforceable.

A design drawing of the proposal is provided within this document.

Next steps

Should this non-strategic Traffic and Highway improvement proposal be approved, then arrangement will be made to carryout statutory consultation.

Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage).

Should objections be received during the statutory consultation period, these will be presented to the Cabinet Member for determination.

Audit trail

Reference	4
Report author	TA
Ward members notified	Yes

