



NOTICE OF MEETING

TRAFFIC, ENVIRONMENT & COMMUNITY SAFETY SCRUTINY PANEL

MONDAY, 26 JANUARY 2015 AT 5.30PM

CONFERENCE ROOM A, SECOND FLOOR, THE CIVIC OFFICES

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Membership

Councillor Stuart Potter (Chair)

Councillor Simon Boshier

Councillor Hannah Hockaday (Vice-Chair)

Councillor Lee Hunt

Councillor Phil Smith

Councillor Lynne Stagg

Standing Deputies

Councillor Paul Godier

Councillor Leo Madden

Councillor Hugh Mason

Councillor Les Stevens

Councillor Alistair Thompson

(NB This agenda should be retained for future reference with the minutes of this meeting).

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: www.portsmouth.gov.uk

AGENDA

1 Apologies for Absence.

2 Declarations of Members' Interests

3 Minutes of the Previous Meetings held on 24 October and 17 November 2014 (Pages 1 - 14)

RECOMMENDED that the minutes of the Traffic, Environment & Community Safety Scrutiny Panel meetings held on 24 October and 17 November 2014 be agreed.

4 Review of Road Safety Around Schools (Pages 15 - 22)

The panel will hear from PCSO Krissy Howard and PC Stephen Ellis.

Members of the public are now permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting or records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.

Agenda Item 3

TRAFFIC, ENVIRONMENT & COMMUNITY SAFETY SCRUTINY PANEL

MINUTES of the meeting of the Traffic, Environment & Community Safety Scrutiny Panel held on Friday, 24 October 2014 at 5.30pm in the Civic Offices, Portsmouth

Present

Councillor Stuart Potter (in the Chair)
Simon Boshier
Hannah Hockaday
Phil Smith

15. Apologies for Absence. (AI 1)

Councillor Stagg sent her apologies.

16. Declarations of Members' Interests (AI 2)

No interests were declared.

17. Minutes of the Previous Meeting. (AI 3)

RESOLVED that the minutes of the meeting held on 3 October 2014 be confirmed as a correct record.

18. Review of Road Safety Around Schools. (AI 4)

Councillor Ken Ellcome, Cabinet Member for Traffic & Environment gave his views on the safety of pupils outside schools:

- Every school should be as safe as possible.
- All schools have zig-zags and some also have railings.
- It is a huge problem and the solutions revolve around the physical structure (yellow lines, warning signs etc.) and education.
- Many parents like to park as close as possible to the school entrance to the detriment of other pupils.
- There are 63 schools in Portsmouth and 105 School Crossing Patrols (SCPs). The council does not have the requisite number of School Crossing Patrols. A recent recruitment drive has had limited success and the possibility of splitting the roles so that people can work either mornings or afternoons is being looked into.
- It is difficult to ensure that people comply with the current rules and restrictions. A large number of schools have a problem with illegal parking in their immediate vicinity. This poses a huge safety hazard.
- There are not sufficient Civil Enforcement Officers (CEOs) to attend every school at opening and closing times. When they attend there is significantly fewer incidents of illegal parking. It would be best if schools could self-enforce this. Some parents confront others when they witness illegal parking.
- There are many initiatives to alleviate the problem including My Journey. And Park & Stride.
- More people drive to school in Winter.

In response to questions from the panel, Councillor Ellcome clarified the following points:

- The council is currently recruiting an additional five CEOs to bring the total number to 35. These extra five would not be a burden on the budget and would have a positive impact on safety around schools because there would be a larger resource to draw from. CEOs work one of two shifts with one team working in the morning and one team in the evening. It is very difficult to ensure a balance of enforcement costs and income generation. Most CEOs are self-funded.
- Feedback indicates that the public consider that there are many areas that are not enforced as well as they could be. The most obvious example is residential parking zones.
- However, he feels that it is important to recruit these extra 5 CEOs and then review the service to determine if any more are required.
- Income from Pay & Display zones is not shown in the budget.
- There is a priority list and a rota for visits to schools but those prone to problems, will receive more visits.
- There are strict criteria regarding the issuing of Fixed Penalty Notices (FPNs). No targets are set for issuing of FPNs as that would be illegal. The council's policy allows drivers the right to stop on yellow lines for ten minutes to load and unload. Some parents think that this means that they can leave the car to meet their children at the gate. If the driver is in the car, the CEO will first ask them to move and if they refuse, a FPN will be issued.
- Younger pupils tend to be accompanied to school.
- It might be better to extend zig-zags rather than add double yellow lines because better for residents.
- An enforcement vehicle with a camera could be useful in preventing illegal parking. Mr Eric Pickles Secretary of State for Communities and Local Government is due to decide whether local authorities can use them.
- The Chair of Governors at St Edmunds School recently wrote to him expressing concern about traffic in Arundel Street.

John Lomas Assistant Head, Springfield School circulated his written views to the panel and in response to questions, clarified the following points:

- Nearly all his pupils walk to and from school, however many do not pay adequate attention as they are engrossed in their mobile phones.
- There is no signage informing drivers that the school is there. It was requested, but the council refused. It is required as vehicles often go past the gate without noticing the school, have to turn around.
- Pupils who cycle wear helmets.
- It is difficult to say at what point the school's jurisdiction starts and ends.
- The 20mph speed restriction works.
- There is not a significant problem of parking on zig-zags.
- The CEOs carry out occasional blitzes. Some speeding because people miss the turning.
- The school car park is used by staff and sometimes taxis who drop off pupils.

- It is difficult to fit in bikeability training sessions within school times or at the weekend. This could be possibly be included as part of a safety themed day.
- Staff and pupils are informed about road safety; however, many pupils feel that they are indestructible and do not always pay attention to their surroundings.
- Road safety is discussed at the schools' forum that he attends.
- Unfortunately road safety will continue to be considered a low priority by schools, until there is an incident.
- Parking is often discussed at residents' meetings.

Peter Laggan Business Director, Milton Cross Academy asked the panel to note his views on road safety around schools:

- Road safety is not a low priority for all schools. It is very high on the agenda at Milton Cross Academy.
- SCP and CEOs carry out splendid jobs in often difficult circumstances.
- A pedestrian crossing on Cotton Road has been requested from the council to assist the 500 or so pupils who cross it.
- There were speed bumps in Cotton Road originally but these were removed.
- There is a blind corner leading into the estate.
- There are no school signs at all.
- The zig-zags are respected but people do park on the double yellow lines.
- School staff assist at the gates but the traffic comes from three directions and there is nothing to slow it down or school signs.
- Up to 100 pupils cycle to and from school every day. Bikeability sessions were held at the school but pupils were not taken onto Milton Road as it is considered dangerous. There have been complaints about pupils riding on the pavement and the police ask them to walk their bicycles to the nearest cycle lane. This is despite the pavement being marked on the council's cycle plan as a shared space for pedestrians and cyclists. The cycle lane is not ideal as it is not signposted nor clearly marked and does not continue very far.
- Issue cycling on the pavement. Shared but police don't allow cyclists to use it. Despite it being on the council's cycle plan. Obstacle midway - bus shelter. Could be moved a few feet.

In response to questions from the panel, Michael Robinson, Parking Manager clarified the following points:

- There are three priorities for the enforcement team: 1) ensuring the safety of the most vulnerable in society particularly regarding parking on zig-zags outside schools and by crossings. 2) Keeping main routes clear and 3) revenue protection for the council's Pay & Display car parks.
- CEOs earn their own salary and pension but not the administration costs of issuing FPNs and appeals.
- How much enforcement is carried out and in what locations is a decision for members.
- 80% available resources are used for enforcement at schools.
- Some people have unrealistic expectations regarding what the council can achieve.

- At the Solent Schools today there were many cars, all legally parked but Although the large number of cars moving around the Solent Schools that day gave the impression that it was unsafe, all the cars were parked legally and the traffic slow moving.
- If a vehicle parked next to zig-zags is blocking visibility, the council could consider extending the zig-zag zone.
- Speed bumps at Milton Road may have been put in for contractors working on the housing estate.
- All council deployed vehicles have been clearly warned that they must park legally or will be issued with FPNs.
- Many parents misunderstand the rules regarding parking on zig-zags.
- CEOs receive more abuse outside schools than anywhere else in the city. There are 4-5 assaults reported per year and daily abuse. Many incidents are unreported. The nature of the job is made clear to candidates during the recruitment process. Most CEOs who quit do so in the first few months, predominantly because of abuse or the weather.
- He prepared a report on the potential benefits of using enforcement vehicles with cameras to Cabinet.

Councillor Ellcome explained that it might be possible to move the bus stop in the middle of the shared pavement on Milton Road a few feet when it's due to be upgraded by the bus company.

In response to questions from the panel, Marc Griffin, Assistant Head of Service, Transport and Environment explained that:

- Outside some schools there are railings on one on one side and zig-zags on the other. The layout of each school could be assessed to determine whether the introduction of railings would help improve safety.
- The area around Milton Cross Academy has a mix of residential, school and hospital traffic.
- The Department for Transport encourages local authorities to de-clutter roads and reduce the number of signs. However, he is keen to have school signs where they are required.
- Arundel Street is a high speed road.

The panel discussed the issues that had been raised and concluded that:

- The council's guidance regarding the ten minute discretionary period given to drivers who are unloading should not be used to allow parents to park whilst dropping off or collecting their children.
- Any changes to restrictions, extension of zig-zags or increase of signage comes under this panel's remit.
- The potential benefits of using an enforcement vehicle with a camera should be investigated.

The Chair informed the panel that a new City App is being looked into. This will enable anyone who comes across a problem in the city to send a photograph directly to the council for action.

The Chair also explained that he had met with Gavin Greene, CEO on 9 October to observe the issues outside a primary school in Paulsgrove. At the

beginning of the morning visit, the parents did not seem to notice the officer but after three tickets had been issued and several drivers cautioned, parents stopped parking illegally. However the end of the school day was different because as agreed, there was no enforcement officer present. There seemed to be a total disregard to all the parking and stopping regulations that are in force outside the school. Additionally, it was very obvious that the majority of vehicles were not observing the 20mph speed limit which is in place but sadly not enforced. He encouraged other panel members to arrange to observe the situation for themselves.

Actions Agreed.

The following information be brought to a future meeting.

- The reason why Devonshire Infants is classed as a high priority and Fernhurst Junior a low priority despite sharing the same gate.
- A copy of the council's guidelines regarding enforcement.

RESOLVED that the following dates be agreed:

- **Monday 17 November**
- **Monday 15 December.**

The meeting concluded at 7pm.

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Councillor Stuart Potter
Chair.

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TRAFFIC, ENVIRONMENT & COMMUNITY SAFETY SCRUTINY PANEL

RECORD OF DECISIONS of the meeting of the Traffic, Environment & Community Safety Scrutiny Panel held on Monday 17 November 2014 at 5.30pm in the Civic Offices, Portsmouth

Present

Councillor Stuart Potter (in the Chair)
Phil Smith
Lynn Stagg

19. Apologies for Absence. (AI 1)

No apologies were received.

20. Declarations of Members' Interests (AI 2)

No interests were declared.

21. Minutes of the Previous Meeting. (AI 3)

RESOLVED that the minutes of the previous meeting held on 24 October 2014 be confirmed as a correct record.

22. Review of Road Safety Around Schools (AI 4)

In response to questions, Michael Robinson, Parking Manager clarified the following points:

- There are currently 32 ½ full time equivalent Civil Enforcement Officers (CEOs) and recruitment is underway for three more.
- Parents dropping off and collecting infant school pupils are more likely to parking on zig-zag lines.
- Every morning and afternoon, 60-70% of CEOs patrol outside a school. All schools are prioritised according to risk and resources are focussed without neglecting low risk schools.
- There are more car parks in the south of the city.
- The number of parking vehicles has reduced from five to two because of cuts.
- Five CEOs now use bicycles to get around the city quickly.
- The principle of enforcement is that people do not know when CEOs will be patrolling.
- Drivers in Portsmouth tend to know the location of schools.
- Installation of high grip surfaces outside schools on high speed roads has been considered. This makes the brakes more effective. These are used at the approach of zebra crossings too.
- The legislation regarding parking signs is very strict. Care must be taken not to put signs up outside schools as these could render all the restrictions null and void. Some schools put cones out on the zig zag lines but the council cannot condone that action.

Councillor Neill Young, Cabinet Member for Children & Education gave his views:

- He had visited 15 schools in his cabinet role and they all take road safety seriously with different initiatives in place.
- A different approach to educating pupils and parents depending on the phase is required. Infant school pupils tend to be dropped off and collected by car. Junior school pupils walk part or all the way to school. Secondary parents rarely walk their children to school.
- Parents of primary school pupils tend to park outside the school.
- Primary pupils are very much influenced by their parents' attitude and behaviour so it is important that they do not learn that inconsiderate or illegal parking is acceptable.
- In response to concern from parents regarding the high volume of pupils entering and leaving pupils at the same time, the start and finish times of the Mayfield Infant and Secondary schools were staggered.
- Walking Buses seem to be very effective but rely on parents taking the initiative.
- People living near schools have a role to play to understand schools' challenges and vice versa.
- During an enforcement campaign, parking improves but this tends to only last the duration of the campaign.

Simon Graham, headteacher at St Edmund's Catholic School asked the panel to note his views:

- The zig zags outside his school were recently extended and as a result road safety has improved.
- The student council is outside at the start and end of the school day waving 'no stopping' posters that they designed to encourage people who have stopped or parked inconsiderately or illegally to move on. This had been very successful.
- If the school were to turn away pupil cyclists who do not have lights or reflective jackets, some would not return because they cannot afford to buy it.
- The school can only provide information and guidance to parents.
- The school always takes action when it receives reports of pupils misbehaving outside of school.
- He had written to the council to request that the road be made into a one way system. Road safety has improved since the one way system was put in place outside St Paul's Primary School. Traffic speed has not increased.
- Many schools in Hampshire have electronic signs which flash up the speed of vehicles approaching schools at key times. Not all schools in Portsmouth have school signs outside them.

In response to questions from the panel, the following points were clarified:

- There had been three bicycle freak accidents this year. Two of these were in the morning.
- An education package for children is required.
- He is confident that the school is doing everything it can to ensure the safety of its pupils and will make it work.

- It is important that schools share ideas and best practice.

Amber Kerens-Bathmaker, Road Safety & Active Travel Manager asked the panel to note the following points:

- In order to extend them a Traffic Regulation Order must be published.
- There are minimum lengths for each section of zig-zag lines, so it might not be easy to simply extend them a short distance.
- Some lines were recently shortened because they did not comply with legislation.
- An extension might lead to more people parking on them.
- It is very difficult to set walking buses.
- There has recently been a Walk on Wednesdays campaign which generated a bit of interest.

In response to questions, she clarified the following points:

- Infant school parents are more ready to engage regarding road safety.
- Details of walking buses are always offered to parents of new pupils but these tend to be labour-intensive and parents often leave when their children leave that school. There are currently two walking buses in operation.
- Most schools include information about road safety in their newsletters.
- Schools do not always want road safety officers to attend parent evenings.
- Junior Road Safety Officer schemes work well.
- The council's road safety team comprises two officers: one full-time and one job share. The rest of the traffic team assist them. The School Travel Advisor post was funded by the Local Sustainable Traffic Fund until the end of March.
- Nurseries are not provided with much road safety information.
- Some schools do not engage with the road safety team. This maybe because they are dealing with the issue themselves.
- It is Road Safety Week this week with the message: be safe, be seen. Free reflective rucksack covers were given out. There are also other similar campaigns throughout the year.
- The community cycle hubs in somerstown provides maintenance free of charge.
- The council used to sell bicycle lights at cost price but there is no longer any need because they are cheap and widely available.
- There are school signs outside every school.
- Some schools experience issues depending on the weather and the time of year.

Councillor Stagg explained that

- Electronic signs that flash up vehicle speeds tend to be ignored after two weeks so are moved around the city regularly.
- More schools should take responsibility for the safety of their pupils.
- Parents collecting and dropping off pupils at Copnor School often park in the cul de sac where she lives and block driveways. The headteacher at the junior school put up notices asking drivers to respect residents but this is still a problem. Some parents can be abusive when asked to move.

Councillor Potter noted that it might be useful to involve a retailer to sponsor bicycle safety equipment.

Jan Thomas, Senior Community Warden explained that

- Community wardens speak to drivers who park on zig zag lines and give them park and stride maps which show areas nearby where they could park. Their details are sent to the road safety team who send them a warning letter.
- Priority lists and local knowledge are used to decide which schools to visit.
- Written statements are given to the road safety team with details of drivers who park on the zig zag lines.
- They carry out joint operations with the road safety team with details of drivers who park on the zig zags
- They assist with the walking buses. There is currently only one running.
- Most schools are very quick to act if pupils are misbehaving outside school.

Actions

The panel requested that the following information be provided at a future meeting:

- A copy of the posters used by School Council pupils.
- Data showing the areas where CEOs have targeted over the last three months.

23. Dates of Future Meetings. (AI 5)

15 December 2014.

The meeting concluded at 6.30pm.

Councillor Stuart Potter
Chair.

Agenda Item 4

Road Safety Outside Cottage Grove Primary School

Main issues

1. Parents parking in Mosaic Lane and driving along this narrow lane amongst pedestrians as this is the main pedestrian entrance to the school.
2. Dog fouling on Belmont Street pavement.
3. Drivers driving too quickly along Belmont Street.

School solutions so far

1. Spoken to parents. Requests in newsletters not to park here.
2. Requests in newsletters. Asked council for support but this has not been forthcoming.
3. Member of staff speaking to offending drivers about the safety implications of this behaviour

Impact of school solutions

1. Limited
2. Limited as no support from council.
3. This has improved but can still be an issue.

Council solutions

Impact of council solutions

Suggestions for further work

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ROAD SAFETY OUTSIDE

Penhale Infant School

Main issues

No Drop Kerb on one side of Penhale road , Where lollipop man operates , causes problems for wheelchair and pram users

Speeding cars , maybe a need for speed humps on both Penhale road & Lincoln rd ?

Electronic speed board (indicating to slow down) if driving too fast.

Lack of parking spaces for parents causes , cars to stop on zig-zag lines / in middle of road to drop children off .

School solutions so far

Introduced a scooter/ bike rack to encourage more people to ride rather than drive

Impact of school solutions

A small reduction in traffic has occurred because of this idea.

Council solutions

Impact of council solutions

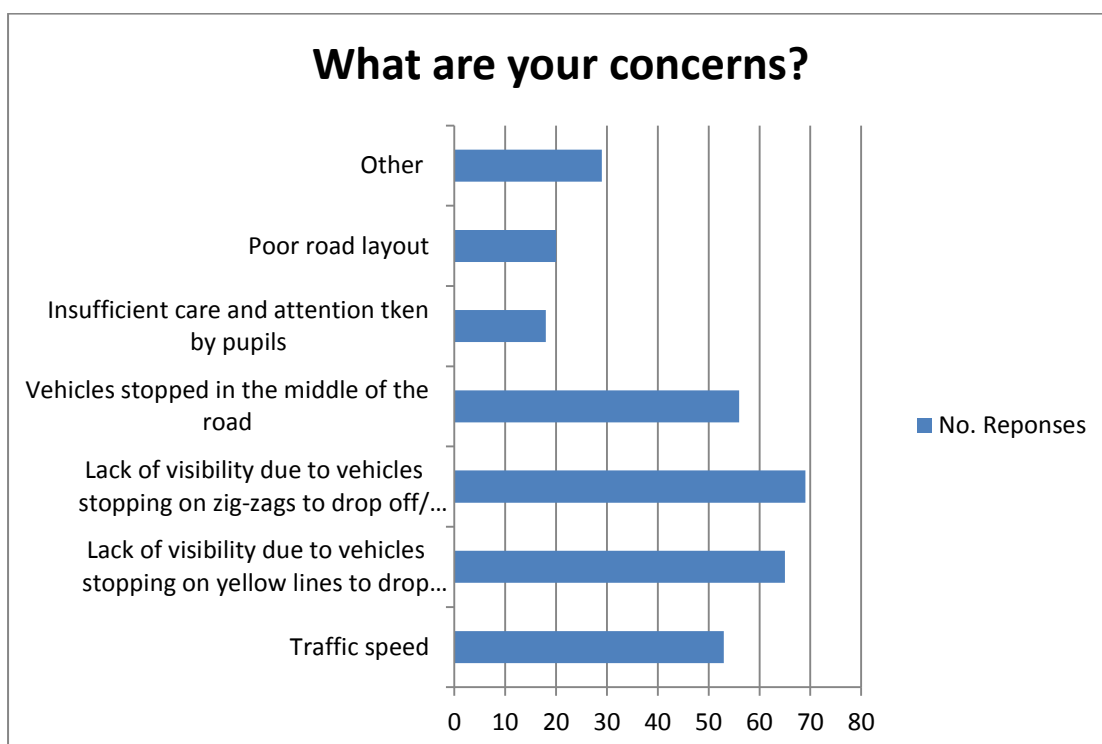
Suggestions for further work

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Scrutiny consultation.

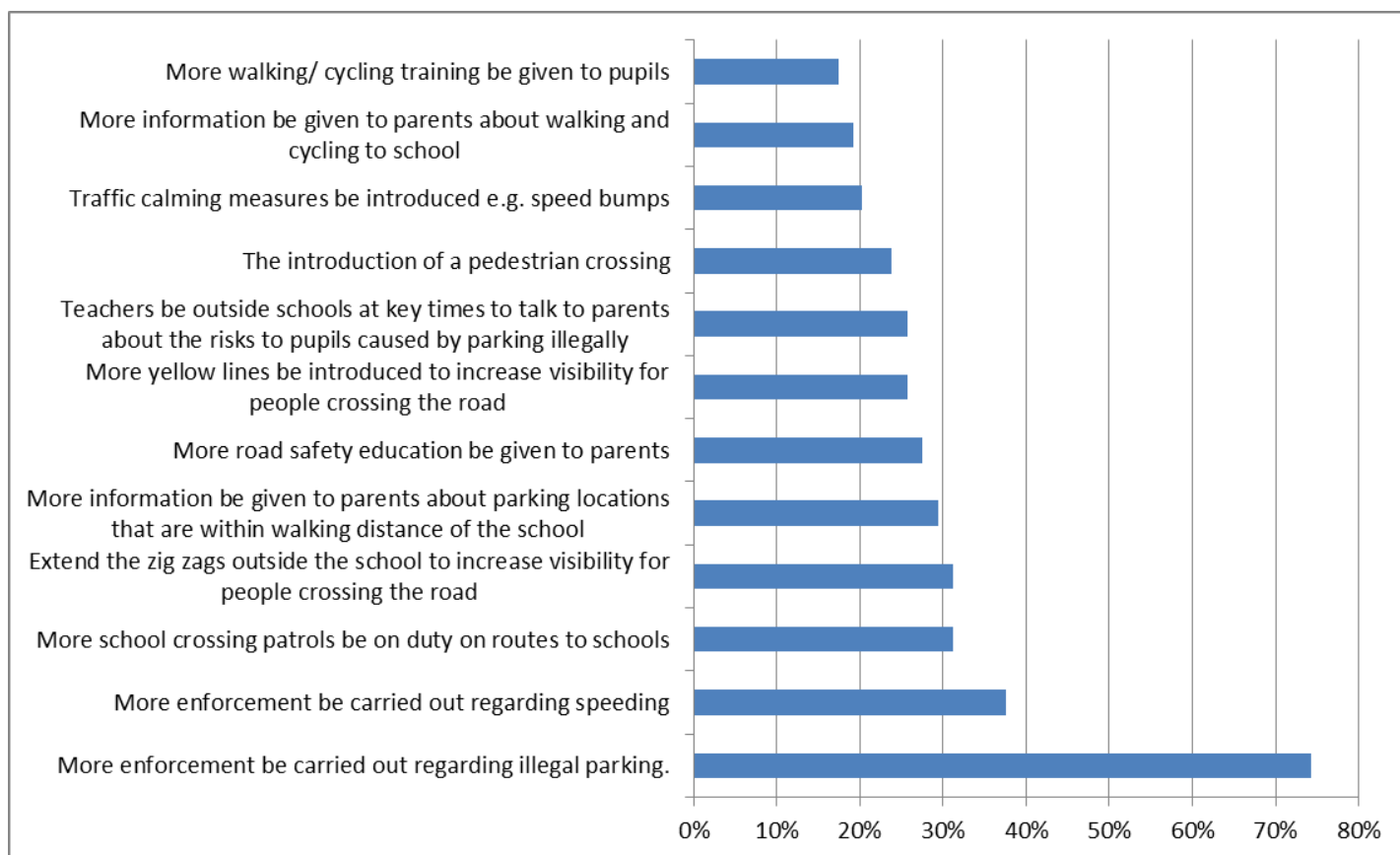
A consultation was carried out between 30 November and 15 December 2014 to seek the views of teachers, governors and parents of pupils at local schools. The conclusions can be summarised thus:

- There were 155 respondents: 112 parents; 37 governors; 1 teacher; 1 headteacher and 4 - did not say.
- Most (14.7%) had children in years 2 and 4.
- 43% - walk every day. 23% walk most days.
- 20% - drive every day and 3% cycle every day.
- 47 respondents were answering about primary schools, 40 for junior, 32 for infant and 6 all-through.
- 44% of responses said that there was a SCP linked to the school. 12.86% of respondents did not know.
- 84.17% of respondents said that they felt pupils are at risk on the roads immediately outside their children's school at the start and/or end of the school day. When rating their concern on a scale of 1-7 (1 representing a low level and 7 - the highest) 67% rated the level of their concern at 5 or above. The average was 5.4.



NB: respondents were invited to tick all that applied.

When asked what they thought could be done to improve road safety outside schools, the responses were:



When asked who they consider responsible for pupils' safety outside school, 85.59% said parents, 70.27% the council and 53.15% law enforcement. Only 45.05% said it was the school's responsibility.

Here is a summary of the concerns raised by parents:

- Parking on corners, zebra crossings, in disabled bays without displaying blue badges, in the yellow cross-hatch 'emergency vehicles only' space, blocking driveways, on zig-zags, the middle of the road and on yellow lines.
- Some drivers double and even triple park
- Lack of visibility
- Verbal abuse from drivers who are challenged about their parking.
- Heavy volumes of traffic
- Careless driving - reversing at speed and mounting the pavement
- Drivers don't indicate properly
- Lack of attention by pupils crossing the road
- Cycle paths are inconsistent, poorly marked, rarely enforced and not designed for parents to cycle alongside children.
- Cycling on pavements putting pedestrians at risk
- Public transport is expensive, slow.
- Cars jumping the red lights regularly at the Waverley Road/ Albert Road junction.
- Lack of SCPs particularly in Waverley Road and not just at junctions

Several respondents reported regularly witnessing near misses involving children.

Suggestions to improve the situation included:

- More enforcement (the majority of respondents wanted to see more enforcement)
- Install red lines as a deterrent
- Lower the speed limit in Waverley Road
- Extend the yellow lines in Taswell Road to the junction.
- Remind all parents of the school travel policy every year
- Create a safe walking zone outside the school
- Extend the double yellow lines on corners to improve visibility
- Create more joined up cycle routes and lanes
- More park & ride to reduce the number of cars in the city
- Install a pedestrian crossing on Pembroke Road
- Enforce the 20mph speed limit where in force

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