

EXECUTIVE COUNCIL

CONFIDENTIAL

Title of Report: Proposed Pedestrian Crossings around the Infant and Junior School and reversal of traffic flow on Pencil Lane

Paper No: 135/10

Date: 24th June 10

Report of: Director Public Services/Road Engineer

1.0 Purpose

To seek approval for revised pedestrian crossing arrangements in the Infant and Junior School area and the reversal of traffic flow on Pencil Lane

2.0 Recommendations

- (a) That the pedestrian crossings shown on the attached sketch (Appendix A) and described below in 4.3 and 4.4 be agreed.
- (b) That an additional footpath be constructed from the Infant and Junior School to Ross Road between the Police Station and the Deanery.
- (c) That the crossing on Ross Road by the Post Office is removed.
- (d) The reversal of traffic flow on Pencil Lane, from currently one way Northwards to one way Southwards, for a trial period of 3 months starting on 10 August 2010.
- (e) That Executive Council advise the Governor to make the Stanley (Various Roads) One Way Street Order in the form of the attached draft.
- (f) That Executive Council advise the Governor to revoke the Pedestrian Crossings Regulations 1996 (Ross Road Exemption) Order 1999 (SR&O 11 of 1999) and the Pedestrian Crossings Regulations 1996 (Ross Road Exemption) No 2 Order 1999 (SR&O 19 of 1999) as soon as the crossing on Ross Road has been moved.

3.0 Summary of Financial Implications

None, works will be carried out within existing operating budget.

4.0 Background

- 4.1 There has been lengthy debate over several years regarding pedestrian safety and vehicular access around the Infant and Junior School. The four way Zebra crossing which was agreed previously has now been installed on the junction of John Street and Villiers Street and seems to be working well.
- 4.2 Following further discussions between the Royal Falkland Islands Police, IJS teaching staff, concerned parents of schoolchildren, the Planning Office, MLA Gavin Short and Public Services it was agreed to put forward the proposals as stated in 4.3 to 4.6 below.
- 4.3 The siting of a new pedestrian crossing on John Street directly opposite the main (south) entrance, which is made possible by the Infant and Junior School permitting children to enter and leave the school via that door. This enables those children not being picked up within Pencil Lane or going to Ross Road to reach John Street without having to enter or cross Pencil Lane which can be congested at the time of their arrival or leaving.
- 4.4 The siting of a new pedestrian crossing on Ross Road opposite the eastern boundary of the Police Station coupled with a new footpath from the Pencil Lane pick up and drop off point to Ross Road running between the Police Station and the Deanery. This will provide pedestrian access to Ross Road without having to walk on Pencil Lane or mingle with traffic where the Police park their vehicles. It is proposed that this crossing would not include flashing amber lights, which are expensive to install and have proved problematic to maintain on the existing Ross Road crossing and which, given the clear view of the crossing afforded from both directions of approach, would add little to the function of the crossing.
- 4.5 Reversing the flow of traffic on Pencil Lane to a north south direction, which has three effects:
 - (a) giving more space for vehicles to both queue and manoeuvre around those waiting for passengers;
 - (b) allowing passengers to alight or board on the safe (passenger) side of the vehicle; and
 - (c) enabling quicker egress onto John Street thus lessening congestion in Pencil Lane.
- 4.6 Removal of the existing crossing on Ross Road opposite the Post Office, which would become redundant.
- 4.7 It is possible that the reversal of flow on Pencil Lane may lead to some 'stacking' on Ross Road, but it is considered by the RFIP that this can be managed. Control may also need to be effected of where people park to pickup and drop off within Pencil Lane, but this again is considered acceptable and within available resources to manage.

- 4.8 It is suggested that the new arrangements in Pencil Lane should be trialled for an initial period of 3 months. It is also suggested that the most sensible time to bring the change into effect would be 10 August 2010 as the school will be on holiday then and there will be a natural break with the new arrangements being in place for a new term at the school.

5.0 Financial Implications

None. Costs will be absorbed by existing Highways budget.

6.0 Legal Implications

- 6.1 Section 53 of the Road Traffic Ordinance (Title 63.1 of the Revised Laws) empowers the Governor to make regulations providing for the establishment of pedestrian crossings. The relevant regulations are the Pedestrian Crossings Regulations 1996, which prescribe the road markings and signage required for pedestrian crossings. The legislation does not require that the formation of a pedestrian crossing be authorised by Order of the Governor, and no such Orders have been made in respect of pedestrian crossings elsewhere in Stanley.
- 6.2 However, there are also two exemption orders (the Pedestrian Crossings Regulations 1996 (Ross Road Exemption) Order 1999 (SR&O 11 of 1999) and the Pedestrian Crossings Regulations 1996 (Ross Road Exemption) No 2 Order 1999 (SR&O 19 of 1999)) that have been made in relation to the existing crossing on Ross Road (allow funeral and wedding cars to wait outside St Mary's Catholic Church and the Blue Bus to drop passengers off outside the Post Office) and these will no longer be required when the crossing is relocated.
- 6.3 It is recommended that Executive Council should advise the Governor to revoke the exemption orders as soon as they are no longer required (ie when the crossing on Ross Road has been moved).
- 6.4 It will also be necessary for the Governor to make an order under section 59 of the Road Traffic Ordinance dealing with the reversal of flow on Pencil Lane. However, it has emerged that the existing one-way arrangements in Pencil Lane are not covered by an order under section 59.
- 6.5 There has been a review of the legal status of all one-way traffic arrangements in Stanley and it has been established that the Town Hall car park is also not covered by an order under section 59.
- 6.6 There are also a number of inconsistencies between the various orders dealing with one-way traffic arrangements in Stanley.¹

¹ The existing Stanley (Various Roads) One Way Street Order covers Drury Street (between Brisbane Road and King Street), Hacketts Hill and Thatcher Drive. Dean Street (between John Street and Fitzroy Road), Eliza Crescent and Racecourse Road are each covered by separate orders. As indicated above, neither Pencil Lane nor the Town Hall car park is currently covered by an order.

- 6.7 The opportunity has been taken to draft a new a new Stanley (Various Roads) One Way Street Order to replace all of the existing orders dealing with one-way traffic arrangements in Stanley, to deal with Pencil Lane and the Town Hall car park.
- 6.8 It is recommended that Executive Council advise the Governor to make the Stanley (Various Roads) One Way Street Order in the form of the attached draft.

7.0 Human Resources Implications

None.



PROPOSED MODIFICATIONS TO PEDESTRIAN CROSSINGS AND TRAFFIC FLOWS – INFANT & JUNIOR SCHOOL

APPENDIX A

18 May 2010

SUBSIDIARY LEGISLATION

ROAD TRAFFIC

Stanley (Various Roads) One Way Traffic Order 2010

S. R. & O. No. of 2010

Made: 2010

Published: 2010

Coming into force: 10 August 2010

I make this order under section 59(1)(j) of the Road Traffic Ordinance (Title 63.1) on the advice of the Executive Council.

1. Title

This order is the Stanley (Various Roads) One Way Traffic Order 2010.

2. Commencement

This order comes into force on 10 August 2010.

3. Interpretation

In this order —

“one way street” means a road or length of road listed in the first column of the Schedule;

“permitted direction” means the direction listed in the second column of the Schedule corresponding to a one-way street; and

“the Town Hall car park” means the road and car parking area around the back and sides of the Town Hall (from the northern side of its western junction with Ross Road between the Public Services Department and the Town Hall to the northern side of its eastern junction with Ross Road between the Town Hall and the Standard Chartered Bank).

4. One way traffic

Traffic may only proceed along a one way street in the permitted direction.

5. Offences

(1) A person who drives, rides, propels, pushes, pulls or tows a motor vehicle, bicycle or trailer along a one way street in a direction other the permitted direction commits an offence.

(2) A person who commits an offence against paragraph (1) is liable to a fine not exceeding £200.

6. Exception

(1) Article 4 does not prohibit a person from either —

(a) pushing a bicycle along a footpath next to a one way street; or

(b) reversing in the course of entering or leaving a parking space in the Town Hall car park.

(2) A person does not commit an offence against article 5(2) by doing either of those things.

7. Revocations

The following orders are revoked —

Racecourse Road (One Way Traffic) Order (Title 63.1.11)

Stanley (Various Roads) One Way Street Order (Title 63.1.14)

Dean Street (Part) One Way Traffic Regulations Order (Title 63.1.15)

Eliza Crescent One Way Traffic Regulations Order (S.R. & O. 20 of 1995)

SCHEDULE

Regulation 2

<i>Road or length of road</i>	<i>Permitted direction</i>
Dean Street between the southern side of its junction with John Street and the northern side of its junction with Fitzroy Road	North to South
Drury Street between the western side of its junction with Brisbane Road and the eastern side of its junction with King Street	East to West
Eliza Crescent, along its entire length (from the eastern side of its northern junction with Eliza Cove Road at Callaghan Road to the eastern side of its southern junction with Eliza Cove Road between Eliza Place and Jersey Road)	Clockwise
Hacketts Hill, along its entire length (from the northern side of its junction with Pioneer Row to the southern side of its junction with Drury Street)	South to North

Pencil Lane, along its entire length (from the southern side of its junction with Ross Road to the northern side of its junction with John Street)	North to South
Racecourse Road, along its entire length (from the southern side of its eastern junction with Ross Road West near the Battle Memorial to the southern side of its western junction with Ross Road East near Sullivan House)	Clockwise
Thatcher Drive, along its entire length (from the southern side of its junction with Ross Road to the eastern side of its junction with Reservoir Road)	East to West
The Town Hall car park	Clockwise

Made 2010

A. E. Huckle,
Governor.

EXPLANATORY NOTE
(not forming part of the order)

Section 59(1)(j) of the Road Traffic Ordinance (Title 63.1) allows the Governor to make regulations providing for controlling or restricting traffic, whether vehicular or pedestrian, including the imposition of one way traffic systems.

This order replaces, with amendments, the existing orders designating one way streets in Stanley.

With two exceptions, the roads or lengths of road covered by this order are the same as those covered by existing orders.

The exceptions are:

(a) Pencil Lane, which has informally been a one way street with traffic flowing from South to North (ie from John Street towards Ross Road), is now legally designated as a one way street with the permitted direction being reversed, so that traffic will now flow from North to South (ie from Ross Road towards John Street); and

(b) the road and car parking area around the back and sides of the Town Hall, which has informally been a one way street flowing clockwise, is now legally designated as a one way street with the same permitted direction.

The order also deals with inconsistencies between the various orders it replaces:

- (a) What constitutes an offence is now the same for all one way streets in Stanley.
- (b) The maximum fine is increased from £100 to £200 for offences committed on Drury Street, Hacketts Hill, Racecourse Road or Thatcher Drive. (The maximum fine was already £200 for offences committed on Dean Street or Eliza Crescent.)
- (c) The exemption for pushing or towing bicycles on footpaths that only applied to Dean Street and Eliza Crescent is extended to all one way streets in Stanley.