

# **South West Community Assembly**

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**Thursday 24 January 2013 at 7.00 pm**

**To be held at Wesley Hall Methodist  
Church, Crookes, Sheffield S10 1UD**

**The Press and Public are Welcome to Attend**

## **Membership**

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Councillors Andrew Sangar (Chair), Sue Alston, Sylvia Anginotti, Penny Baker, Roger Davison, Rob Frost, Keith Hill, Joe Otten, Colin Ross, Janice Sidebottom, Geoff Smith and Diana Stimely

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## PUBLIC ACCESS TO THE MEETING

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There are seven Community Assemblies which cover Sheffield; each is made up of the local Councillors from four wards. It is part of their remit to promote the local involvement of local people in the democratic process and to bring decision making closer to local people.

The formal meetings of the Community Assembly are open to the public and are the place where the Councillors make funding decisions as delegated by the Cabinet, relating to the priorities set out in the Community Plan and the Community Involvement Plan. They take place a minimum of 4 times per year, though more often, if required.

There is an opportunity for members of the public to ask questions and submit petitions at these meetings.

A copy of the agenda and reports is available on the Council's website at [www.sheffield.gov.uk](http://www.sheffield.gov.uk). You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday, or you can ring on telephone no. 2734552. You may not be allowed to see some reports because they contain confidential information. These items are usually marked \* on the agenda.

Community Assembly decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Overview and Scrutiny Committee, in which case the matter is normally resolved within the monthly cycle of meetings.

Further information on any of the agenda items can be obtained by speaking to either:

- Tammy Barrass, Community Assembly Manager  
Tel: 0114 203 7212  
Email: [tammy.barrass@sheffield.gov.uk](mailto:tammy.barrass@sheffield.gov.uk)
- Martyn Riley, Democratic Services  
Tel: 0114 273 4008  
Email: [martyn.riley@sheffield.gov.uk](mailto:martyn.riley@sheffield.gov.uk)

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**SOUTH WEST COMMUNITY ASSEMBLY AGENDA  
24 JANUARY 2013**

**Order of Business**

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- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**  
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest**  
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meeting**  
To approve the minutes of the meeting of the Assembly held on 18 October 2012
- 6. Public Questions and Petitions**  
To receive any questions or petitions from members of the public at the meeting
- 7. South West Community Assembly Highways Update**  
Report of the Director of Development Services
- 8. Dobcroft School Petition Report**  
Report of the Director of Development Services
- 9. Update of Sheffield City Council Locality Management/Community Assemblies**  
Presentation by Vince Roberts, Head of Locality Management

**NOTE: The next meeting of the South West Community Assembly will be held on Thursday 21 March 2013 at 7.00 pm**

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## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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New standards arrangements were introduced by the Localism Act 2011. The new regime made changes to the way that members' interests are registered and declared.

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest** (DPI) relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period\* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

\*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -
  - under which goods or services are to be provided or works are to be executed; and
  - which has not been fully discharged.
- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) -
  - the landlord is your council or authority; and
  - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
  - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
  - (b) either
    - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
    - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

Under the Council's Code of Conduct, members must act in accordance with the Seven Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership), including the principle of honesty, which says that 'holders of public office have a duty to declare any private interests relating to their public duties and to take steps to resolve any conflicts arising in a way that protects the public interest'.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life.

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously, and has been published on the Council's website as a downloadable document at [-http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests](http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests)

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Lynne Bird, Director of Legal Services on 0114 2734018 or email [lynne.bird@sheffield.gov.uk](mailto:lynne.bird@sheffield.gov.uk)

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**South West Community Assembly**

**Meeting held 18 October 2012**

**PRESENT:** Councillors Andrew Sangar (Chair), Sue Alston, Sylvia Anginotti, Penny Baker, Roger Davison, Rob Frost, Keith Hill, Joe Otten, Colin Ross, Janice Sidebottom, Diana Stimely and Geoff Smith

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**1. APOLOGIES FOR ABSENCE**

1.1 There were no apologies for absence.

**2. EXCLUSION OF PUBLIC AND PRESS**

2.1 There were no items identified where resolutions may be moved to exclude the public and press.

**3. DECLARATIONS OF INTEREST**

3.1 There were no declarations of interest made by Members of the Assembly.

**4. MINUTES OF PREVIOUS MEETING**

4.1 The minutes of the meeting of the Assembly held on 19<sup>th</sup> July 2012, were approved as a correct record, subject to the substitution of the word "Primary" for the words "Grange Junior" (Page 3, Item 5) and arising therefrom:-

4.1.1 Number 83 Bus Service (Page 2, Paragraph 7.1 (3))

The meeting was informed that, in response to a petition regarding changes to the no. 83 bus service, a detailed written response, dated 4<sup>th</sup> October, 2012, had been received from the South Yorkshire Passenger Transport Executive (SYPTe). It was stated that copies of the information were available in the meeting room for people to view.

It was explained that the changes to bus routes and fares across the City would commence on 27<sup>th</sup> October, 2012. Gilly Greensitt, SYPTe External Relation Manager thanked the public for their responses to the consultation that had been carried out on the proposed changes. It was indicated that over 5000 people had been involved in providing feedback to assist the Bus Partnership in determining the bus routes that people wanted to see and that it involved 17 changes to routes. Members of the public were encouraged to continue to give feedback on bus services within the City.

4.1.2 Hillfoot Road (Page 5 Item 10.1)

With regard to a decision of the Committee concerning Traffic Calming Measures on Hillfoot Road, it was indicated that the scheme design

drawings for the road would be available three weeks from the date of this meeting.

## **5. PUBLIC QUESTIONS AND PETITIONS**

### **5.1 Petitions**

Further to a petition, containing 500 signatures, objecting to the proposed closure of Whirlowbrook Hall Café, which had been reported to Council at its meeting held on 5 September, 2012, Kevin Bradley informed the Assembly that the number of people signing the petition had now increased to 2000. He expressed concern over the closure of the café, as it provided refreshments and toilets for people visiting the grounds. He also asked that the contract agreed with any company to manage the Hall in the future, should require them to maintain the café facility for visitors to the grounds.

### **5.2 Public Questions**

#### **5.2.1 High Storrs School Playing Fields**

Clarification was sought by a member of the public over public access to the playing fields at High Storrs School, once the Building Schools for the Future (BSF) project involving the School was complete. He referred to information he had received from the School's Management Team and the City Council's Premises Team, which did not give clarity over whether the public would have full or restricted access to the playing fields. He also referred to the previous loss of access to playing fields in the Ecclesall and Bents Green area and raised concern that the same may happen at High Storrs School

It was acknowledged by the Assembly Members that the BSF programme aimed to extend community use of the facilities and that schools needed to work in partnership with their communities. It was also recognised though that the use of playing fields by the public was a security issue for them and that the responsibility of Governors was also to raise funds for the school by charging for the use of its facilities.

**RESOLVED:** That it be noted that the Chair would investigate the matter, now raised, further to ascertain future public access to High Storrs School playing fields.

#### **5.2.2 The Boarding and Dog Walking Businesses In Residential Areas**

Further to the Assembly's consideration of the boarding and dog walking businesses in residential areas at its meeting held on 19 July, 2012, a member of the public raised further concerns in respect of this matter, in particular, the problems for neighbouring families to such businesses and the need for controls to be in place and enforcement undertaken. In response, Mark Parry, Environmental Enforcement Team Manager, advised the meeting that the boarding of dogs in a residential property would require a licence under Environmental and Animal Control

Legislation. Sarah Smith, Planning Services, also advised that if it was considered that there had been a change in use in respect of activities over and above what would be expected for a family dwelling it may be necessary to apply for planning permission with regard to a change of use of the premises.

RESOLVED: That officers from Environmental Health and Planning Services be requested to investigate the dog boarding business now mentioned, to ensure the business is complying with the relevant legislation.

#### 5.2.3 Bus Partnership

Concern was raised that the public was not aware of the changes taking place to bus services on 28 October, 2012, in particular, a query was raised over who from the City Council was represented at the Bus Partnership Meetings. In response, it was stated that Dick Proctor, Highway and Transport Services and Councillor Leigh Bramall, Cabinet Member with responsibility for transport were two of the Council representatives at the Bus Partnership meetings. Gilly Greensitt informed the meeting that the Council had been well represented at the Partnership meetings. She reminded the meeting of the changes to bus routes, ticketing, which included the introduction of a tram and bus ticket and a reduction in fares to 35% of the bus passengers in the city. It was also stated that, in some cases, the bus operators' own individual fare prices were being reduced. The meeting was further informed that, the amount of publicity on the changes being introduced, would increase week commencing 22 October, 2012, through posters and the use of the local media.

#### 5.2.4 Bus Partnership Comments

A number of comments were received from members of the public at the meeting on the bus partnership changes being introduced which included, that extensive consultation had been carried out on the changes to routes and fares. The bus route change to provide a service along Springfield Road and Button Hill was welcomed, but the Assembly acknowledged this had to be balanced against the objections that had been received by the SYPTE, from local residents opposed to the route change. A further comment was received over the proposed position of a bus stop on Brooklands Avenue, Fulwood. Assurances were also sought that if particular changes to routes were not working such as the 83A route, that after 12 months, consideration would be given to implementing route amendments. Responses were given where appropriate to the comments received, which included an explanation on how information from the consultation process for major changes is used to inform decisions on smaller changes to service provision where it is not a requirement for consultation to be undertaken. In the case of the proposed location of the bus stop on Brooklands Avenue, which was now subject to an appeal, it was accepted that lessons had been learnt in respect of this matter. The meeting was reminded to continue to give further feedback on the route changes after they had been implemented.

5.2.5 No. 30 Bus Service

Concerned was raised over the reliability of buses used by the bus operator on the No. 30 route. In response, it was stated that the Bus Partnership would encourage bus operators to improve the quality of buses on all routes and not just on the City's primary bus routes .

5.2.6 Centenary of the First Suburban Bus Service

A member of the public enquired into plans to celebrate the centenary of the first omnibus service to run to Crosspool, the first suburb in Sheffield to be served by a bus service. In response, it was explained that arrangements to mark the occasion were being planned and that further information would be provided to the person enquiring in to the matter.

5.2.7 No. 87 Bus Route

With regard to the route change to the No. 87 bus service which would now serve Archer Road instead of passing along the shops on Abbeydale Road South at Millhouses, a request was made for it to alternate its route between Archer Road and Abbeydale Road South to support the shops. Gilly Greensitt stated that she would look into the matter and provide a response to the person raising the issue.

5.2.8 No. 123 Bus Service

A member of the public with a sight disability, requested assistance following the change of the route for the No. 123 bus service, as it would no longer pass in front of her house. The person was informed that it was a commercial decision of the bus operator to make the change.

RESOLVED: That, in respect of the circumstances now mentioned, Gilly Greensitt (SYPT) and Tammy Barrass (Community Assembly Manager) be requested to provide assistance in this particular case.

5.2.9 HGV Routes

In respect of a request over when a report on the HGV routes review would be available, it was explained the matter would be raised with the Highways Service

(Note: In respect of the South West Community Assembly Highways Update Report, a resolution was agreed on this matter under Paragraph 6.3,(b),(v) of the minutes.)

5.2.1 Streets Ahead Project

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Moira Coad, (Amey) and Tammy Barrass (Community Assembly Manager) gave information on the public roadshows being undertaken between 22 and 31 October, 2012 on the Streets Ahead Project which involved improvements to the City's roads, pavements, bridges and street scene over a 5 year programme. It was explained that information on the roadshows were available at the meeting and also on the Assembly's web page and weblog. People were encouraged to attend the meetings to receive information on the programme of improvements in the south west

area, understand how the work will be undertaken and to give their views.

## **6. SOUTH WEST COMMUNITY ASSEMBLY HIGHWAYS UPDATE**

6.1 The Director of Development Services submitted a report giving an update on the progress on various schemes and requests for highways work within the Assembly area. He reported orally that in connection with paragraph 4.2 of the report now submitted, a meeting would be held with the petition organiser to look at the extent of the waiting restrictions that were being requested and that with regard to paragraph 4.9, the Highways Co-ordinator for the South West would be commencing work on 24th October, 2012.

### **6.2 Public Questions**

#### **6.2.1 Dobcroft School Petition**

A member of Ecclesall Forum welcomed the information contained within Paragraph 4.6 of the report which stated that the request for waiting restrictions in the vicinity of Dobcroft School had been agreed as a priority for the Ecclesall Ward.

#### **6.2.2 Millhouses Traders**

In response to a request for the former Abbeydale Grange school site being used as a shopping car park in the period leading up to Christmas, to assist business in the Millhouses area (Paragraph 4.8 of the report), it was stated that the site was one of several sites being investigated for development by the City Council. It was further stated that there were a number of issues with the site being used for such purposes which included, the likelihood that site investigations would be required during December 2012, safety of the surface as it was a demolished site, insurance liability, health and safety, lighting and the potential to attract crime to the location. In acknowledging a suggestion that consideration be given to the inclusion of a shopping car park in a development brief for the site, it was indicated that this would be considered for the former school site, but that car parking for sports users only was being considered for the nearby Bannerdale site.

#### **6.2.3 Speed Indicator Devices (SIDs)**

With regard to questions over why speed indicator devices had not been rotated between sites in the South West area and whether the Assembly would be entitled to a refund as the work which had been paid for had not been carried out, it was indicated that where SIDs had not been rotated a refund would be applicable. It was further stated that the SIDs would be rotated in two weeks from the date of this meeting.

#### **6.2.4 Highway Sight Mirrors**

In response to a question over why a highway convex sight mirror was still positioned on Twentywell Lane, the meeting was informed the mirror on Twentywell Lane should have been removed and that arrangements would now be made in respect of this matter.

### **6.3 DECISION TAKEN**

RESOLVED: That: (a) the contents of the report now submitted, relating to the progress made with the various highway schemes and requests within the Community Assembly area, be noted;

(b) it be noted a report would be submitted to the next Assembly meeting with regard to:

- (i) progress with the Speed Indicator Device Programme including speed data;
- (ii) progress with all agreed carry over schemes from 2011/12 together with progress with all 2012/13 schemes;
- (iii) the Carr Bank Lane Petition outcome;
- (iv) the Dobcroft School petition report; and
- (v) the outcomes from the HGV Routes Review, but that in the event the Review has not been completed by the next meeting of the Assembly in January 2013, the Director of Development Services be requested to give a further written update report at the meeting; and

(c) this Assembly expresses strong concern over the number of outstanding reports on its highway programmes/schemes for 2011/12 and 2012/13, which has led to a lack of information being available to the people the Assembly represents and that, in view of this matter, Highway officers be asked to give full reports on the aforementioned outstanding matters at the Assembly's meeting to be held in January 2013.

### **6.4 REASONS FOR THE DECISION**

To keep Members and the public informed of progress.

### **6.5 ALTERNATIVES CONSIDERED AND REJECTED**

No alternative options have been considered as this report only provides an update on the progress on various schemes and requests for highways work within the Assembly area.

### **6.6 ANY INTERESTS DECLARED OR DISPENSATION GRANTED**

None

## **7. PETITION REQUESTING WAITING RESTRICTIONS ON HALLAM GRANGE CRESCENT**

- 7.1 The Director of Development Services submitted a report on his investigation into a petition containing 25 signatures which was reported to the Cabinet Highways Committee at its meeting held in March 2012, requesting waiting restrictions around driveways and junctions on Hallam Grange Crescent and Hallam Grange Croft.

## 7.2 Public Questions

### 7.2. Vehicles and Dropped Kerbs

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In response to questions in respect of the use of vehicles for the school run and dropped kerbs, it was acknowledged that, whilst some parents who lived furthest from the school would need to use their cars, the needs of residents to access their properties was also necessary and that the proposed scheme aimed to get the balance right in respect of this matter. It was also stated that, to ensure value for money, dropped kerbs would not be included in the proposed scheme.

### 7.2. Island Waiting Restrictions and Scheme Implementation

2

It was acknowledged that the double yellow lines around the island at the junction of Hallam Grange Crescent and Croft would, if necessary, be renewed and that the scheme should be implemented at the earliest opportunity.

## 7.3 **DECISION TAKEN**

RESOLVED: That (a) the petitioners be thanked for bringing their concerns to the attention of the City Council;

(b) the scheme for waiting restrictions around the junction of Hallam Grange Crescent and Hallam Grange Croft, be approved and that authority be given for the restrictions to be advertised, as detailed in the report of the Director of Development Services and shown on the plan now exhibited; and

(c) authority be given for a Traffic Regulation Order to be advertised in respect of the school keep clear markings around the entrance to Hallam Primary School on Hallam Grange Crescent.

## 7.4 **REASONS FOR THE DECISION**

The provision of waiting restrictions around the junction between Hallam Grange Crescent and Hallam Grange Croft would improve safety for pupils on their school journey.

The introduction of a Traffic Regulation Order on the school keep clear markings on Hallam Grange Crescent around the entrance to Hallam Primary School would keep them clear of any displaced vehicles resulting from the provision of waiting restrictions around the junction between Hallam Grange Crescent and Hallam Grange Croft.

## 7.5 **ALTERNATIVES CONSIDERED AND REJECTED**

The introduction of a one-way system on Hallam Grange Crescent has been raised before. This would lead to increased driver speeds past the school

entrance and would not be recommended.

There may be a case to do nothing and the situation would remain as it is. However, the benefits and relatively modest costs associated with the request for waiting restrictions make it a viable solution for consideration as a small highway scheme.

**7.6 ANY INTERESTS DECLARED OR DISPENSATION GRANTED**

None.

**8. KING EGBERT UPPER SCHOOL - DRAFT PLANNING BRIEF**

- 8.1 Steve Smith, Property and Facilities Management, with the permission of the Chair, gave information orally to the meeting on the process to be undertaken on developing a planning and design brief for the former King Egbert Upper School site. He stated that a draft Planning and Design brief would go out for public consultation from Monday, 22 October, 2012, with information available at Totley Library, on the City Council web site and that posters would be provided in the area and leaflets circulated to residents. He also advised that there would be drop-in sessions and workshops held for residents and local community groups. It was explained that the Planning and Design brief was intended to be finalised by mid to late December, to allow the City Council to submit a planning application for the site by March/April 2013.
- 8.2 The meeting was informed that the need for car parking on the lower level of the site for the open space provision, would be considered by the Council, as landowner, separately to the Planning Brief consultation process being undertaken. There would also be further consultation opportunities during the pre-application and the planning application stages of the process, on any proposed development of the site.
- 8.3 The Chair thanked Steve Smith for bringing the information item to the Assembly meeting.





**SHEFFIELD CITY COUNCIL  
South West Community  
Assembly Report**

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**Report of:** Director of Development Services

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**Date:** 24 January 2013

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**Subject:** South West Community Assembly Highways Update

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**Author of Report:** Nigel Robson  
Highways Link Manager  
[Nigel.robson@sheffield.gov.uk](mailto:Nigel.robson@sheffield.gov.uk)  
Tel. 0114 2736161

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**Summary:** The purpose of the report is to update the Assembly with progress on highway schemes

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**Reasons for Recommendations:**

To keep Members and the public informed of progress.

**Recommendations:**

That the South West Community assembly note the progress with the various highway schemes and requests included in this report.

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**Background Papers: No**

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**Category of Report:** OPEN

## Statutory and Council Policy Checklist

<b>Financial Implications</b>
NO
<b>Legal Implications</b>
NO Passed by Deborah Eaton 15/01/13
<b>Equality of Opportunity Implications</b>
NO
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
YES
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
South West Community Assembly
<b>Relevant Cabinet Portfolio Leader</b>
Cllr Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Cabinet Highways Committee
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
NO

## **REPORT TO THE SOUTH WEST COMMUNITY ASSEMBLY**

### **1.0 SUMMARY**

- 1.1 To update the Assembly with progress on requests for highways work.

### **2.0 WHAT DOES THIS MEAN FOR PEOPLE WITHIN THE SOUTH WEST COMMUNITY ASSEMBLY AREA**

- 2.1 The local highway schemes discussed in this report will assist local people in using pedestrian routes in their area, crossing roads or in the control of vehicles (moving or stationary) in and around their area, adding to improved community safety.

### **3.0 OUTCOME AND SUSTAINABILITY**

- 3.1 The funding and construction of local highways schemes contributes to meeting the 'Increase mobility and provide safer routes for pedestrians' priority in the South West Community Assembly Plan. It also contributes to the Council's Corporate Plan "Standing Up for Sheffield", particularly the "Great Place to Live" and "Safe and Secure Communities" outcomes.

### **4.0 REPORT**

- 4.1 Small Highways schemes for 2012/13 – meetings have taken place with Members to prioritise requests, these were followed by site visits to confirm their feasibility. These are listed below by Ward.
- 4.2 Crookes
- 4.3 Coldwell Lane, west side from its junction with Sandygate Road - To extend the existing double yellow lines on the west side of the road as far as the north end of the long grass verge to prevent parking on the verge (Approximately 10 metres). Estimated cost is £400.
- 4.4 Cross Lane, at its junctions with Arran Road, Forres Avenue, Forres Road, Mulehouse Road, St Thomas Road, Truswell Avenue, and Truswell Road - Provide double yellow lines to keep the above junctions clear (total length of approximate 140 metres. Estimated cost is £1500.
- 4.5 Ivy Park Road, near its junction with Carsick Hill Road - Proposed 10 metres length of double yellow lines on opposite

side of carriageway to the driveway for 106 to provide a passing place. Estimated cost is £400.

- 4.6 Ryegate Road, outside No.1, Tapton Hill Road outside No.48 and around the traffic island at the Ryegate Road/Tapton Hill Road junction - Proposed double yellow lines around the junction and traffic island to prevent obstruction. An estimated cost is £2000.
- 4.7 School Road and at its junction with Sackville Road - Proposed double yellow lines at the School Road/Sackville Road junction. Estimated costs is £600.
- 4.8 Ecclesall
- 4.9 Hastings Mount - Proposed 50 metres of Double Yellow lines on the west side of Hastings Mount. An estimated cost is £200.
- 4.10 Tullibardine Road, zig zag markings outside Greystones Primary School - Proposed TRO so that no parking on the zig zags can be legally enforced. An estimated cost is £1400.
- 4.11 Woodholm Road, at it's junction with Button Hill – To extend the existing double yellow lines further along Woodholm Road as far as No.7 on the odd side and ideally, on the even side as well to resolve access issues. An estimated cost is £150.
- 4.12 Greystones Road - Outside Highcliffe Public House at junction with Greystones Drive - Provide 2 Sheffield Cycle Stands. An estimated cost is £800. Agreement is still required with the Pub Landlord but discussions are ongoing.
- 4.13 High Storrs Drive/Falkland Road, North east side of the junction - Provide handrail at the back edge of the footway on High Storrs Drive and around the corner on to Falklands Road (Outside Falklands House Surgery). Estimated cost is £1000.
- 4.14 Sunningdale Mount, footpath to Button Hill - Provide pair of baffle barriers. Estimated cost is £400.
- 4.15 Fulwood
- 4.16 Blackbrook Avenue, at it's junction with Blackbrook Road and adjacent to Doctor's surgery. Proposed double yellow lines to stop parked cars blocking sight lines around one side of the junction to match the same on the other side, and around the junction with Blackbrook Drive. Estimated cost is £1200.
- 4.17 Endcliffe Grove Avenue, from it's junction with Endcliffe Vale Road - Proposed extension of double yellow lines along Endcliffe

Grove Avenue to just past the driveway of the first house on the left. This is to prevent commuter parking that block sight lines and creates access problems for residents. Estimated cost is £1800.

- 4.18 Hallam Grange Crescent/Hallam Grange Croft Junction - double or single yellow lines around the junction and on one side of the bend on Hallam Grange Crescent to prevent hazardous parking at School start and finish times and/or Alto Grenadier bollards to prevent parking on footways and grass verges around the junction. Estimated cost is £2900.
- 4.19 Stumperlowe Lane, between Fulwood Road and the stop line at the junction with Slayleigh Lane, east side of the road, outside Newfield Court flats - Proposed Double Yellow lines, approximately 50 metres in length, to prevent parked vehicles obscuring the access into the flats. Estimated cost is £1000.
- 4.20 Douse Croft Lane, either side of the 'S' bends - Provide 2 Bend signs with 'Slow' plates. Estimated cost is £1000.
- 4.21 Dore and Totley
- 4.22 Devonshire Street - Provide 'H' bar markings across the driveways of 6, 8/10, and 12/14. Provide bollards on each side of the dropped crossing for Nos. 2 and 4. Estimated cost is £2000.
- 4.23 Ecclesall Road South - Steps at side of inbound Bus stop, on the west side of Whirlow Lane - Provide 2 metres of handrail including Stats check. Estimated cost is £300.
- 4.24 Prospect Place - North east side outside No 9 - Provide 1.2 metres of handrail including stats check. And Prospect Place - At the side of No.150 Prospect Road - Provide 2 metres of handrail including stats check. And Prospect Road - At its junction with Prospect Place outside 150 Prospect Road - Provide 1.5 metres of handrail including stats check. Estimated cost for the above 3 is £800.
- 4.25 Totley Brook Road - Eastbound before the bend (outside 26-36) - Provide 'Slow' marking on Red surfacing on carriageway. Estimated cost is £800.
- 4.26 Kalman Walk - Provide Street name plate. Estimated cost is £400.
- 4.27 Mickley Lane, at it's junction with Lemont Road - Proposed double yellow lines around the north side of the junction, extend the existing DYL on the south side of the junction from Lemont Road to just past the entrance to the Green

Oak recreation Ground on Mickley Lane to improve sight lines and prevent parked cars obstructing buses exiting Lemont Road. Estimated costs is £600.

- 4.28 Summary of the completed 2011/12 carry forward schemes:
  
- 4.29 Crookes
  
- 4.30 Manchester Road at the former exit at Crosspool Tavern car park  
- Provision of 3 planters to prevent vehicles using this access.
  
- 4.31 Dore & Totley
  
- 4.32 Main Avenue/Baslow Road junction - Double Yellow Lines to protect the junction.
  
- 4.33 Totley Brook Rd/Bushley Wood/Baslow Road - Double Yellow Lines to protect the turning circle.
  
- 4.34 Baslow Road adjacent to the Cross Scythes PH - Amended waiting restrictions to reduce traffic hold ups.
  
- 4.35 Vicarage Lane close to the Savage Lane junction - Double Yellow Lines to protect the junction.
  
- 4.36 Little Common Lane at the Dickfield Farm entrance – Issued but not confirmed if completed.
  
- 4.37 Ecclesall
  
- 4.38 Latham Square/Tap Lane junction - Double Yellow Lines to protect the junction.
  
- 4.39 Fulwood
  
- 4.40 Brooklands Avenue/Crimicar Lane outside the Co-op shop - Alteration of the existing bus bay to provide a loading only bay.
  
- 4.41 Oakbrook Road/Westwood Road junction - Double Yellow Lines to protect the junction and Keep clear markings to protect accesses.

- 4.42 Dore Village Parking Report – The request for a "time limited parking" scheme in Dore Village centre has been added to the list of scheme requests. This is for a time limit of two hours applicable between 8 am and 6 pm Monday to Saturday. The time limited zone would encompass the village centre including all marked bays, out along Church Lane to Cat Croft Green and out along Causeway Head Road and Townhead Road to the limit of the commercial premises. Funding for such initiatives for the 2013/14 financial year has not yet been identified.
- 4.43 Speed Indication Devices (SIDs) - a report about this is included on the agenda for this meeting.
- 4.44 Storth Park junction with Fulwood Road – The request is for measures to improve visibility for drivers leaving Storth Park. The identified solution is to move the junction slightly forward into Fulwood Road by widening the footway on both sides at this point. This would involve altering the kerb lines and the centre line on Fulwood Road with the associated traffic management. It follows that this would fall outside the scope of a small highways scheme and would be more appropriate as a PFI enhancement scheme to coincide with Amey's work in that area in 2015. It has been added to the list of scheme requests and has been highlighted as an enhancement scheme.
- 4.45 Ringinglow Road near Bents Green Special School – The school is aware of the on-street parking issues and has been actively pursuing a solution. Use of the car park on Common Lane would involve a lease agreement costing £250 to set up and annual costs up to £5,000. The access to the car park is in private ownership and they are likely to request some form of recompense to cover wear and tear caused by the increased use. The school has no additional budget to meet any of these costs.
- 4.46 Dobcroft School Petition – a report about this is included on the agenda for this meeting.
- 4.47 Millhouses Traders – The group wish to improve parking at the shops to encourage more residents to use the local facilities. They have raised a number of requests:
- 4.48 • Whirlowdale Road - The traders requested the waiting restrictions in the turning head be removed to allow shoppers to park. The double yellow lines at the bottom of Whirlowdale Road are to keep the turning head clear so cars and large vehicles (refuse and recycling) have somewhere to turn round. Without the lines, vehicles would be forced to either reverse a long way back down the road to the next junction or use driveways to turn around. In the past 5 years there have

been 85 recorded accidents where pedestrians were knocked down and injured by vehicles reversing down such residential streets. It follows that the removal of the waiting restrictions in the turning head to create extra parking would not be recommended. However, there is scope to provide 3 or 4 more spaces by removing the small trees and some of the paved areas. This would be expensive, unlikely to be cost effective and it is doubtful that funding would be found for this in the foreseeable future.

- 4.49 • Double yellow lines on Abbeydale Road outside Vets4Pets - The traders would like this restriction removed to allow parking outside the shops. TTAPS would not support the relaxation of the waiting restrictions as on-street parking here would create a bottleneck on this strategic route and would affect bus reliability.
- 4.50 • Hastings Road - The traders would like the one-way "plug" at the junction with Abbeydale Road removed to give drivers a local route round when looking for a parking space near the shops. The one-way "plug" was introduced about 10 years ago as a Planning condition for a large supermarket and was part of a wider strategy to prevent drivers diverting along Hastings Road to avoid the signals. The school on Hastings Road influenced this decision but was not the only factor. The school is now gone. This request may be feasible but needs to be included in a strategic review of the area to ensure it would not create problems elsewhere; also residents may not want more traffic on Hastings Road.
- 4.51 • Clearway on Abbeydale Road - The traders asked if the clearway times could be relaxed to allow more parking time outside the shops at the start and end of the day. This was reviewed across the City about 3 years ago and changes were made citywide to reflect that the peak has grown by about half an hour in the morning and evening. It is unlikely that TTAPS would support a local relaxation of this restriction on this part of the Principal Road network.
- 4.52 • Parking Meters - The traders would strongly oppose any proposal to introduce parking meters. There is no proposal to do this and it is acknowledged that the traders are raising their concerns about this as they perceive that meters affect trade in places where they have been introduced.
- 4.53 • Parking in the Millhouses Pub Car Park - This has been agreed as a short term solution between the traders (mornings only), signs have gone up in local shops to promote this.



- 4.54 • Abbeydale Grange School Site - The school has been demolished and the traders wanted it to become a temporary Christmas car park, and in the longer term request that part of the site is considered as a permanent car park for the shops. This is linked to the Hastings Road request. Property Services raised a number of practical concerns about health and safety, insurance liability and lighting the site together with issues about staffing costs associated with opening and securing the site and attendance during the day. Perhaps the main reason for not supporting the car park proposal is that it is to be sold as a residential development site in the near future. Site investigations will be complete in January 2013, a Planning and Design Brief will be published for consultation in February 2013 and consultation will end in March 2013.
- 4.55 Carr Bank Lane – a site meeting took place on 20<sup>th</sup> November 2012. Agreement was reached about the way forward; this was to introduce an H marking around the radius of the junction between Carr Bank Lane and Carr Bank Close together with two “SLOW” markings on the carriageway and “Give Way” markings to encourage better driver behaviour at the junction. Unfortunately, the Design Team advise that an H marking would be inappropriate at this location so an alternative road marking around the radius is proposed instead and will produce the same results. This will be issued to Amey during the week commencing 14<sup>th</sup> January 2013.
- 4.56 Dore Park and Ride – Construction work has started within the site boundary. Consultation with Members about the crossing, the bus stop relocation and the associated waiting restrictions is planned for the week commencing 21<sup>st</sup> January 2013 with a view to undertaking public consultation during the first week in February 2013. The traffic regulation Order is to be advertised at the same time. The delivery of the crossing scheme is planned to coincide with the Streets Ahead programme in the area which is due to start in June 2013.
- 4.57 Riverdale Road – The planning conditions related to the Notre Dame School BSF redevelopment were installed in December 2012. This consisted of double and single yellow lines on parts of Riverdale Road and associated junctions; double yellow lines on parts of Ranmoor Park Road and Graham Road and a 3 hour maximum stay on part of Ranmoor Park Road.

With respect to the planning conditions for the Merlin Development, they went into liquidation. The SCC Planning Department have been in contact with the Receivers in October 2012 and had positive discussions about fulfilling the planning conditions but there has been no further progress since then.

- 4.58 City Wide Review Of Heavy Goods Vehicle Routes
- 4.59 On the 13 December 2012, the Executive Director, Place submitted a report to Cabinet Highways Committee that gave an update on the review of Heavy Goods Vehicle (HGV) routes in Sheffield.
- 4.60 A formal response from the South West Community Assembly had been expected but was not received; however, officers had knowledge of the Assembly's view.
- 4.61 Officers were aware of the concerns relating to Twentywell Lane and Prospect Road. The prominence of signing on Twentywell Lane would be examined.
- 4.62 When determining what to do about the Mayfield Valley, officers considered introducing an HGV ban but it could not be justified in terms of the numbers and frequency of incidents involving HGVs. However, advisory route signing is being investigated.
- 4.63 The following recommendations were made by the Cabinet Highways Committee:
- 4.64 • the HGV Route Network (included in Appendix A of this report);
- 4.65 • the process and criteria for determining the suitability of roads for use by HGVs and the Hierarchy of Measures for progressive action to deal with HGV problems (included in Appendix B of this report);
- 4.66 • the modification of the Key Diagram in the Sheffield Development Framework Core Strategy to complement the HGV Route Network;
- 4.67 • the relaxation of the Bocking Lane ban to night time only, i.e. 7pm to 7am;
- 4.68 • the engagement with key stakeholders to reduce quarry traffic from Derbyshire in the south west of Sheffield by agreement; (Post meeting note – this meeting has been arranged)
- 4.69 • the development of proposals for a programme of work to get information out to Sat Nav companies, freight industry and business so that the process of making sure HGVs use the most suitable route can begin at the point where it is most likely to be effective.

**5.0** Financial Implications

5.1 There are no financial implications associated with this report.

**5.2** Legal Implications

5.3 The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all road users. In reaching decisions of this nature the Council must clearly take into account any road safety issues that may arise and follow the relevant legislation and guidance. Providing that it does so, it is acting lawfully.

Equality of Opportunity Implications

5.4 The funding and construction of local highways schemes contributes to meeting the 'Increase mobility and provide safer routes for pedestrians' priority in the South West Community Assembly Plan. Also, this supports the Equality Impact Assessment associated with the SWCA Plan.

Human Resource implications

5.6 No significant implications are identified

**5.7** Environmental and Sustainability Implications

5.8 There are no environmental and sustainability implications associated with this report.

**6.0 REASONS FOR RECOMMENDATIONS**

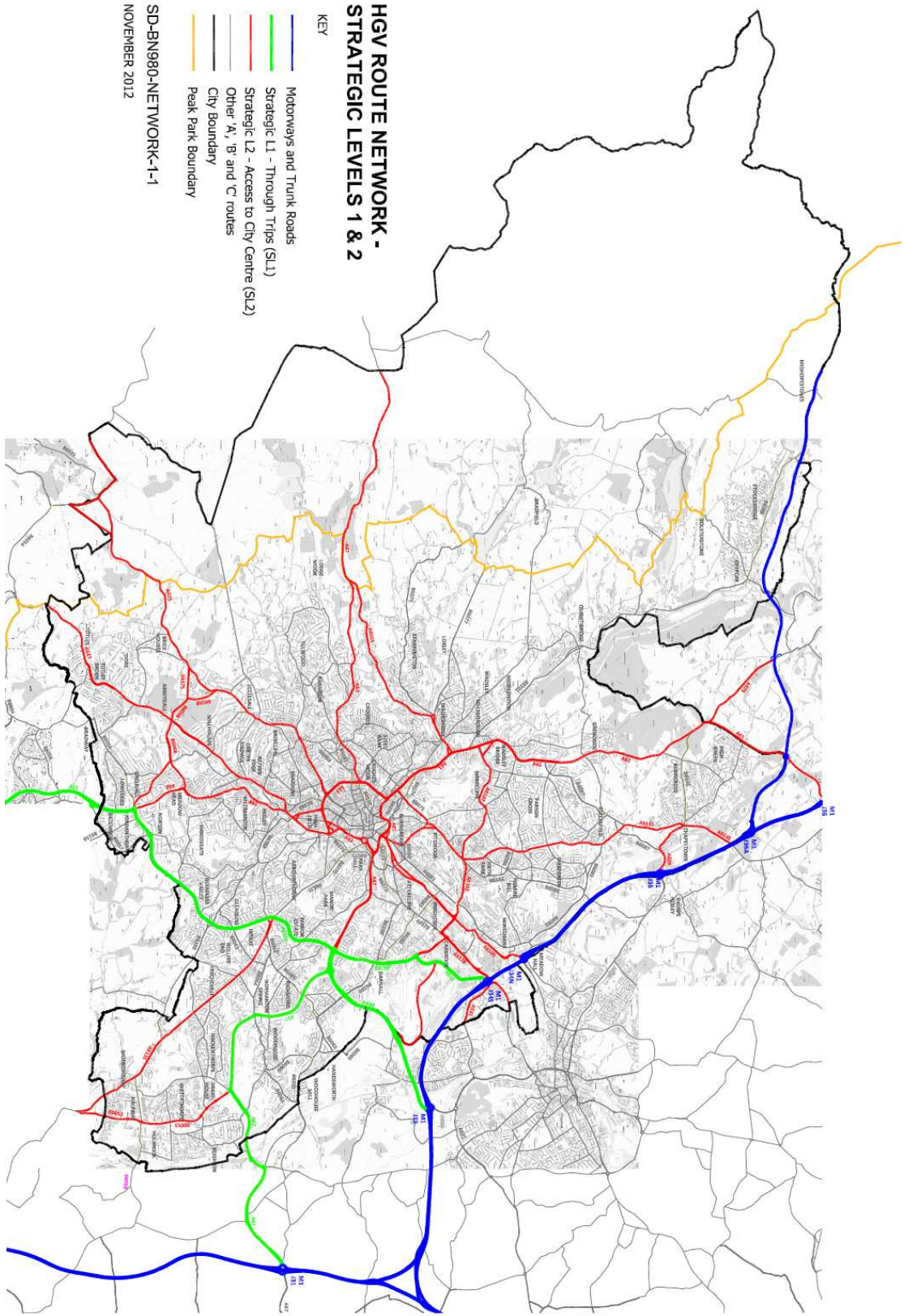
6.1 To keep Members and the public informed of progress.

**7.0 RECOMMENDATIONS**

7.1 That the South West Community Assembly notes the progress with the various schemes and requests included in this report.

**HGV ROUTE NETWORK**

**APPENDIX A**



## SUITABILITY OF ROADS TO BE USED BY HGVS - PROCESS AND CRITERIA

The process of how to deal with problems will involve an investigation and assessment against criteria. Any action considered appropriate would then need to be approved by Cabinet Highways Committee. To reach a balanced decision on what this should be we will consult with the relevant Community Assembly, residents, South Yorkshire Freight Partnership, Freight Operators, Sheffield Chamber of Commerce & Industry and Police.

The **investigation** will seek to establish if HGVs are using the most appropriate and suitable route for their journey based on the HGV Route Network.

**If they are**, officers would determine what remedial action is necessary or possible to minimise their impact.

**If not**, officers will determine

- just what and how much of a problem it is against the criteria;
- why it is happening; and
- what and if any action is required, using the hierarchy of measures below, to get them onto a suitable route and what the implication for the rest of the network would be of doing so.

### **Criteria used to determine suitability of a route for HGVs**

- For the journey they are undertaking are they on the right part of the HGV Route Network?
- Is there a better alternative?
- Is the route of a suitable engineering standard for use by HGVs?
- Are there any restrictions, regulatory or geometric that would prevent the safe passage of HGVs?
- What, if any record of accidents involving HGVs has there been, and were any accidents specific to issues with HGVs.
- Does it pass through an area where an air pollution standard is breached or is close to being breached?
- Does it significantly impact on the health and environment of those living and working along the route?
- Should usage be limited to certain times/days of the week?



## SHEFFIELD CITY COUNCIL South West Community Assembly Report

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**Report of:** Director of Development Services

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**Date:** January 2013

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**Subject:** Petition requesting signs for the existing School Keep Clear markings on Pingle Road on the approach to and at the access into Dobcroft Junior and Infant School.

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**Author of Report:** Steven Ashton  
Highways Co-ordinator  
[steve.ashton@sheffield.gov.uk](mailto:steve.ashton@sheffield.gov.uk)  
Tel. 0114 273

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**Summary:** The purpose of the report is to assist the Assembly in order to provide a reply to the petitioners

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### Reasons for Recommendations:

The provision of a Traffic Regulation Order for the School Keep Clear marking in the turning head at the school entrance and the proposed waiting restrictions on Pingle Road adjacent to the houses will aid better enforcement and discourage school related parking hence improving road safety;

The school keep clear markings adjacent to the houses are not justified under Department of Transport criteria since few people cross there. Therefore, it is proposed to introduce waiting restrictions which will be in operation during school starting and finishing times;

The provision of bollards in the footway in the turning head area will help reduce conflict between vehicles and pedestrians especially at school opening and closing times;

**Recommendations:**

Thank the petitioners for bringing their concerns to the attention of the Council.

Introduce a Traffic Regulation Order on the existing school keep clear markings in the turning head outside the vehicular access with appropriate signage;

Replace the existing school keep clear markings on both sides of Pingle Road adjacent to the houses by a single yellow line and appropriate signage stating no waiting Monday to Friday 8.00 to 9.30am, 2.30 to 4.00pm;

Provide bollards in the footway at the turning head to reduce conflict between vehicles and pedestrians.

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**Background Papers: No**

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**Category of Report:** OPEN



## Statutory and Council Policy Checklist

<b>Financial Implications</b>
YES
<b>Legal Implications</b>
NO
<b>Equality of Opportunity Implications</b>
NO
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO
<b>Environmental and Sustainability implications</b>
YES
<b>Economic impact</b>
NO
<b>Community safety implications</b>
YES
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
South West Community Assembly
<b>Relevant Cabinet Portfolio Leader</b>
Cllr Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Cabinet Highways Committee
<b>Is the item a matter which is reserved for approval by the City Council?</b>
Yes
<b>Press release</b>
NO

## **REPORT TO THE SOUTH WEST COMMUNITY ASSEMBLY**

### **1.0 SUMMARY**

- 1.1 To respond to petitioners requesting signs for existing school keep clear markings on Pringle Road on the approach to and at the vehicular access into Dobcroft Junior and Infants School.

### **2.0 WHAT DOES THIS MEAN FOR PEOPLE WITHIN THE SOUTH WEST COMMUNITY ASSEMBLY AREA**

- 2.1 If an option to promote measures is adopted by the Community Assembly, the local highway scheme now proposed will assist local people in using pedestrian routes in their area, crossing roads or in the control of vehicles (moving or stationary) in and around their area, adding to improved community safety.

### **3.0 OUTCOME AND SUSTAINABILITY**

- 3.1 The funding and construction of local highways schemes contributes to meeting the 'Increase mobility and provide safer routes for pedestrians' priority in the South West Community Assembly Plan. It also contributes to the Council's Corporate Plan "Standing Up for Sheffield", particularly the "Great Place to Live" and "Safe and Secure Communities" outcomes.
- 3.2 If the Community Assembly decides to take no action there will be no outcomes to report.

### **4.0 REPORT**

- 4.1 A petition, containing 231 signatures was received by the Cabinet Highways Committee in July 2012. Subsequently the petition was referred to the South West Community Assembly.

The petition has the heading :

*"Petition to request official signage to top part of Pingle Road adjoining zig zag lines and alteration to road signage on turning area leading to pedestrian and only vehicular access to Dobcroft Junior and Infant Schools ."*

- 4.2 Officers met with the petition organiser to clarify the details of the request. The issue is focussed around the section of Pingle Road leading up to the School entrance from the junction with Whirlowdale Crescent and the turning head where the school vehicular access is located. There are also pedestrian accesses at this location. The petition organiser was concerned about vehicles parking on the school keep clear markings during school

opening and closing times and also about the conflict between vehicles and pedestrians in the turning head area at the school entrance.

- 4.3 Dobcroft Junior and Infants School is located at the end of the Pingle Road from its junction with Whirlowdale Crescent. The School entrance which has both vehicular and pedestrian accesses is situated at the end of Pingle Road at the turning head. Pingle Road is a narrow residential road where residents have off street parking facilities.
- 4.4 There are footways on both side of Pingle Road from the pedestrian accesses/entrances at the turning head to the junction with Whirlowdale Crescent. At the junction there is a raised platform feature with pedestrian crossings which is protected from obstruction by waiting restrictions and bollards. This provides a safe crossing point across Pingle Road for pedestrians.

**Photograph showing the Pingle Road / Whirlowdale Crescent junction**



- 4.5 The crossing point and the radius are protected from parking by 'No Waiting At Any Time' restrictions which continue approximately 9 metres along Pingle Road from the junction with Whirlowdale Road. The remainder of Pingle Road from the double yellow lines onwards including the turning head is covered by School Keep Clear line markings. The School Keep Clears are not currently supported up a Traffic Regulation Order.

#### **Looking towards the turning head on Pingle Road**



- 4.6 There have been no recorded injury accidents in the past five years along this section of Pingle Road.
- 4.7 Vehicle/pedestrian conflict is restricted to the turning head where vehicles turning around can overrun the footway and hence come into conflict with pedestrians on the footways. This can be a particular problem at school opening and closing times.
- 4.8 In order to try to limit conflict between pedestrians and vehicles in the turning area and also to keep the road clear of parked vehicles at School starting and finishing times a number of measures could be considered.
- 4.9 Bollards could be provided to stop vehicles overrunning the footways when manoeuvring in the turning head, although it should be noted that the footway is fairly narrow being 1.8 metres wide in some places.

- 4.10 It is considered that the provision of bollards in the footway at the turning head will be effective in separating vehicles from pedestrians. The bollards would also discourage drivers from parking on Pingle Road which would then result in fewer vehicles having to make turning manoeuvres and therefore result in less conflict between vehicles and pedestrians.
- 4.11 The current school keep clear markings outside the majority of schools within Sheffield and Pingle Road were first introduced in 1975 as advisory. Drivers are advised not to wait on such markings in the Highway Code. A parked vehicle can be considered to be causing obstruction. In practise, evidence of obstruction would need to be collected and clearly demonstrated by the Police before prosecution could be considered.
- 4.12 Following a series of trials a new regulatory sign was introduced in 1994 to supplement the road markings. The signs are backed up by a Traffic Regulation Order (TRO), which make the school keep clear markings mandatory and enforceable in the same way as a waiting restriction.
- 4.13 The advent of decriminalised parking in Sheffield has provided the opportunity to enforce all waiting restrictions more robustly as well as to introduce more parking management schemes such as mandatory school keep clear markings. Such measures act as a great deterrent to parents parking.
- 4.14 The length of school keep clear markings is determined by the Traffic Signs and General Directions, which states that the total length of the words and zig zag markings should be between 25.56 metres and 43.56 metres.
- 4.15 The Department of Transport guidelines generally suggest that School Keep Clear Markings (SKC) are provided to secure an area free of parking, to create a range of visibility for all road users at a location where large numbers are crossing this road. This is intended to maintain motorists respect for SKC markings.
- 4.16 In this instance the vast majority of children do not need to cross Pingle Road along the length covered by the SKC markings since there is a continuous footway on both sides of the road. It can be argued therefore that the SKC markings are not required and that waiting restrictions would be more appropriate and effective.
- 4.17 Stopping parking along Pingle Road near the School entrance during school opening and finishing times would reduce the number of vehicles needing to turn round and overrunning the footway area. Parking on both sides of Pingle Road leads to conflict between vehicles travelling in opposite directions due to the narrowness of the carriageway. Parking can also obstruct

residential driveways.

A plan showing the proposals is attached as appendix A

#### 4.18 **ALTERNATIVE OPTIONS CONSIDERED**

- 4.19 The possibility of providing a Traffic Regulation Order for the existing layout of school keep clear markings was investigated. However, Department of Transport advice is that to maintain motorists respect for the concept of School Keep Clear markings they should only be provided at locations where there are large amounts of people crossing and therefore it is essential to provide an area clear of parking to create a full range of visibility for all road users. This is not the case with the SKC markings adjacent to the houses since few people cross along this length and therefore School Keep Clear markings could not be justified in this instant.

#### **5.0 Financial Implications**

- 5.1 The estimated cost of the scheme is £4,000. The Ecclesall Ward Councillors have made this their top priority small scheme for the Ward allocation of the Highways budget for the SWCA.

#### **5.2 Legal Implications**

The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all road users. In reaching decisions of this nature must clearly take into account any road safety issues that may arise and follow the relevant legislation and guidance. Providing that it does so, it is acting lawfully, as it is doing in this case.

#### **5.3 Equality of Opportunity Implications**

The waiting restrictions to keep the area clear of parked vehicles would benefit vulnerable pedestrians such as the young, elderly, disabled and also carers.

#### **5.4 Human Resource implications**

No significant implications are identified

#### **5.5 Environmental and Sustainability Implications**

Implementation of waiting restrictions would have only a very minimal detrimental visual effect at this residential location. The

cost of the signs and lines would include a commuted sum to cover the maintenance of them for the 25 year life of the Streets Ahead Highways Maintenance project.

## **6.0 REASONS FOR RECOMMENDATIONS**

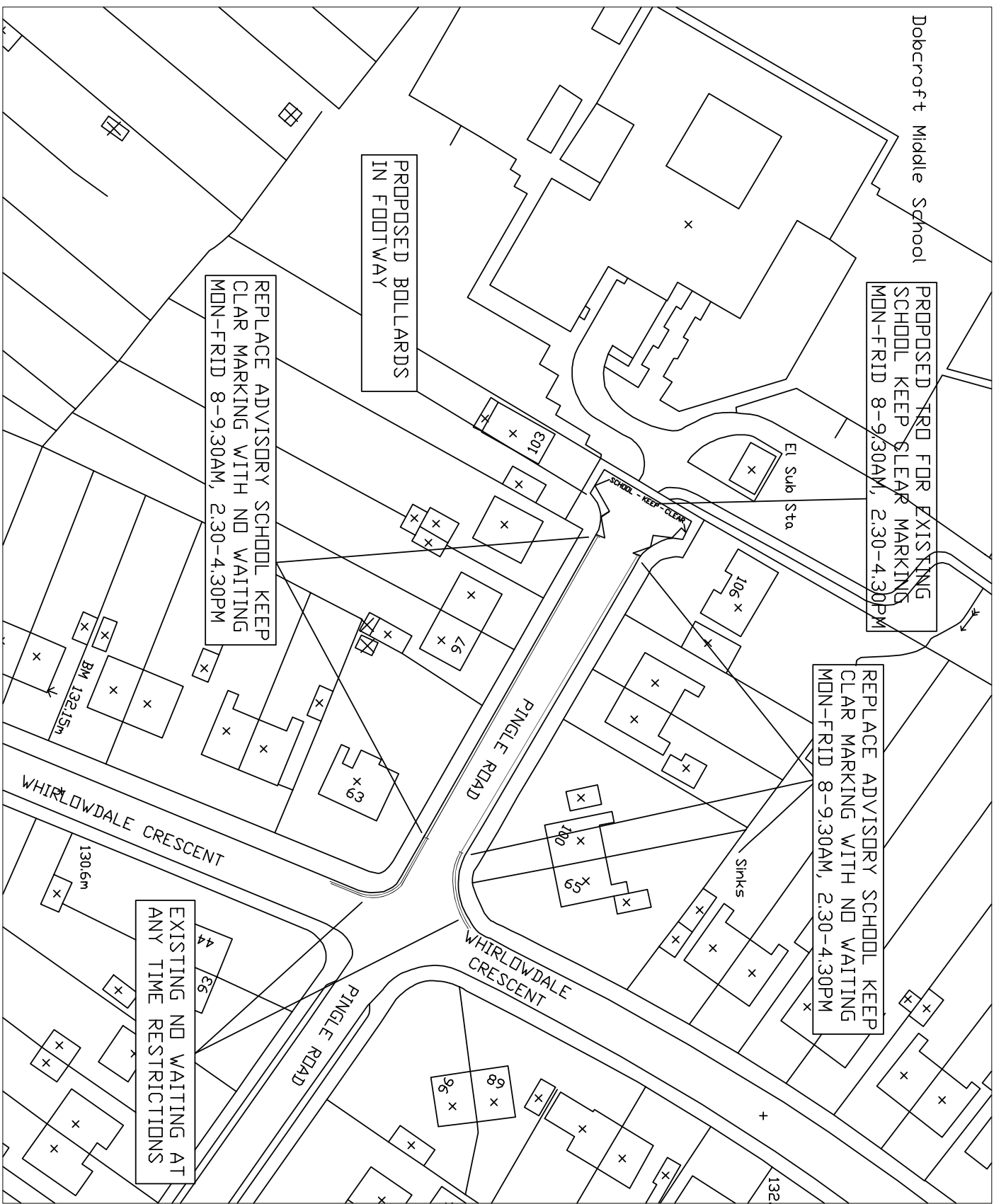
- 6.1 The provision of a Traffic Regulation Order for the School Keep Clear marking in the turning head at the school entrance and the proposed waiting restrictions on Pingle Road adjacent to the houses will aid better enforcement and discourage school related parking hence improving road safety;
- 6.2 The school keep clear markings adjacent to the houses are not justified under Department of Transport criteria since few people cross there. Therefore, it is proposed to introduce waiting restrictions which will be in operation during school starting and finishing times;
- 6.3 The provision of bollards in the footway in the turning head area will help reduce conflict between vehicles and pedestrians especially at school opening and closing times;

## **7.0 RECOMMENDATIONS**

- 7.1 Thank the petitioners for bringing their concerns to the attention of the Council.
- 7.2 Introduce a Traffic Regulation Order on the existing school keep clear markings in the turning head outside the vehicular access with appropriate signage;
- 7.3 Replace the existing school keep clear markings on both sides of Pingle Road adjacent to the houses by a single yellow line and appropriate signage stating no waiting Monday to Friday 8.00 to 9.30am, 2.30 to 4.00pm;
- 7.4 Provide bollards in the footway at the turning head to reduce conflict between vehicles and pedestrians.

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Dobcroft Middle School

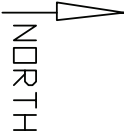
PROPOSED TRD FOR EXISTING  
SCHDOL KEEP CLEAR MARKING  
MON-FRID 8-9.30AM, 2.30-4.30PM

PROPOSED BOLLARDS  
IN FOOTWAY

REPLACE ADVISORY SCHDOL KEEP  
CLEAR MARKING WITH NO WAITING  
MON-FRID 8-9.30AM, 2.30-4.30PM

REPLACE ADVISORY SCHDOL KEEP  
CLEAR MARKING WITH NO WAITING  
MON-FRID 8-9.30AM, 2.30-4.30PM

EXISTING NO WAITING AT  
ANY TIME RESTRICTIONS



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SHEFFIELD CITY COUNCIL  
DIRECTORATE OF DEVELOPMENT  
ENVIRONMENT & LEISURE

DEVELOPMENT SERVICES  
DIRECTOR  
LES STURCH (MRTP)

SCOPE  
PROPOSED TRD AT  
DOBROFT SCHOOL

TITLE  
PINGLE ROAD  
MILLHOUSES

COMMITTEE  
SW CA

SCALE  
NTS

NO.	DATE	BY	REASON
1	01/01/05	COO	ISSUE
2	01/01/05	COO	DATE

Drawing File:  
SA/SWCA/DOBROFT/1

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