

SHEFFIELD CITY COUNCIL

EXECUTIVE FUNCTIONS DECISION RECORD

The following decisions were taken on Wednesday 17 October 2012 by the Northern Community Assembly.

Date notified to all members: Friday 19 October 2012

The end of the call-in period is 4:00 pm on Thursday 25 October 2012. Unless called-in the decisions can be implemented on Friday 26 October 2012.

Decision 1

Agenda Item 8

1. PETITION REPORT – PARKING RESTRICTIONS ON ASH VIEW, CHESTNUT DRIVE AND HOLLY CLOSE

The Director of Development Services submitted a report in response to a petition requesting parking restrictions on Ash View, Chestnut Drive and Holly Close.

1.1 DECISION TAKEN

RESOLVED: That the Northern Community Assembly:-

- (a) agrees to include the placing of double yellow line road markings at the junctions near Windmill Hill School in the Assembly's Small Highway Schemes requests list for consideration against the other schemes in the list;
- (b) notes that the Chair of the Assembly will meet the petitioners on site, together with Ward Members and appropriate officers, to discuss the issues raised in the petition; and
- (c) thanks the petitioners for bringing this matter to the attention of the Council.

1.2 REASONS FOR THE DECISION

- (a) The parking patterns have been long established in the area under examination and, overall, the road safety risks are judged to be low. The lead petitioner has described the situation as dangerous, but the police incident data is testament to the low risks associated with the site. At school opening and closing times vehicle speeds tend to be low (this is acknowledged by the petition organiser who states that, "the road is so congested at peak times that cars cannot even reach

20mph”) Other contributory factors to the safety of the location include that Ash View is not a particular through route and traffic volumes are relatively small. As is normally the case in modern times, the vast majority of students are escorted to and from school by an adult. The adult accompaniment is a significant factor in child pedestrian safety. Vehicle/pedestrian collisions outside schools and incidents involving accompanied children are rare.

- (b) There are many junctions throughout the City where drivers park within 10 metres of a junction. From a road safety standpoint, junctions with an incident history (where visibility was acknowledged as a causation factor) would be prioritised for parking restrictions. The recommendation in paragraph 7.1 of the report has been given taking into account a view of overall road safety priorities.
- (c) At the Assembly’s discretion, a proposal for parking restrictions at the junctions could be worked up and it was agreed that further consideration could be given to this. The opportunity could be taken to revise the existing school keep clear markings along with implementing parking restrictions at the junctions. Other things being equal no negative road safety implications would arise from such proposals. It is possible that an alteration of the “School Keep Clear” markings could be deferred until the arrival, in the area, of the “Streets Ahead” initiative.

1.3 **ALTERNATIVE OPTIONS CONSIDERED**

- (a) The cost of raising a Traffic Regulation Order is £3,500. The order would be required if the Authority was to enter into public consultation on any proposal to implement double yellow lines at the Ash View/Chestnut Drive, Ash View/Holly Close and Bevan Way/Ash View junctions. Any lining work would be an additional cost. It should be noted that parking restrictions, when in force, apply to both footway and carriageway parking.
- (b) Rule 243 of the Highway Code advises that drivers should not park within ten metres of a junction but, at school opening and closing times, vehicles are parked on the radii of the junctions near Windmill Hill School. Provision of lines at these locations would not be detrimental in road safety terms. However, from a road safety viewpoint, priority, for implementing parking restrictions, would be given to junctions with a high level of collision incidents and where a lack of visibility was a contributory factor. As stated, no injury incidents are recorded in the area surrounding Windmill Hill School.

Bus drivers would be assisted by implementation of parking restrictions at the Ash View/Bevan Way junction. There are occasions when school related parking inhibits the right turn (from Bevan Way into Ash View).

- (c) The Assembly may elect to engage in a more expansive lining scheme which would include a revision of the existing school keep clear marking. The existing marking would be obliterated and two new school keep clear markings (with enhanced enforcement status) could be provided outside the current pedestrian entrances. Representatives of the School have expressed approval for the basic idea). The school vehicle access and the caretaker access could be covered with, more appropriate, white "H" markings. The cost of this scheme (including double yellow lines at the junctions) would be approximately £7,500 - £10,000. Alternatively the Streets Ahead initiative could offer the prospect of revising the "School Keep Clear" markings. Provisionally this area is scheduled for treatment in year three of the programme. This may prove to be the optimum opportunity to revise these inappropriate markings.
- (d) Wholesale or more widespread parking restrictions outside schools are, in general, not recommended by officers. Reasons include the probability of creating conditions whereby vehicle speeds are likely to increase past the school and the prospect of merely moving parking to other locations where a new set of residents will express dissatisfaction. However if the Assembly chose to pursue this option the cost would be £3,500 (the TRO) plus the lining costs.
- (e) The petition organiser has suggested provision of bollards in order to prevent full and partial footway parking at the junctions of Ash View/Holly Close and Ash View/Chestnut Drive. In isolation such obstacles would not prevent parking in the carriageway near junctions. The cost of an appropriate bollard, at Street Force prices is £250.
- (f) The Authority could choose to do nothing. The situation will remain as it is.
- (g) Implementation of a resident parking scheme, at a location, where mass parking is transitory may be viewed as a disproportionate response. The Northern Assembly area has many schools where residents may experience similar inconveniences. Residents parking schemes usually cover areas (rather than a single road). An approximate estimate of the cost of such a scheme would be in excess of £10,000. As usual, a proposal for a residents parking scheme would require consultation. Residents views cannot be predicted. Some find the cost of £30 per vehicle (per annum) a deterrent.

1.4 ANY INTEREST DECLARED OR DISPENSATION GRANTED

None Declared

1.5 REASON FOR EXEMPTION IF PRESS/PUBLIC EXCLUDED DURING CONSIDERATION

Not Applicable

1.6 RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION

Simon Green, Executive Director, Place Portfolio.

(NOTE: The relevant Scrutiny and Policy Development Committee to consider a call-in of the decision would be, in this instance, the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee.)

Decision 2

Agenda Item 9

2. HIGHWAYS SCHEMES IN THE NORTHERN COMMUNITY ASSEMBLY AREA FOR 2012/13

The Head of Transport, Traffic and Parking Services and the Northern Community Assembly Manager submitted a joint report which set out a methodology for spending the Assembly's allocation for highways schemes in 2012/13.

2.1 DECISION TAKEN

RESOLVED: That the Northern Community Assembly approves the spending of highway funding as described in paragraph 4.12 of the report.

2.2 REASONS FOR THE DECISION

The highway budget is not sufficient to satisfy all the requests made for changes. It is necessary to agree an appropriate distribution of the funding to ensure benefit across a range of request types over the whole Assembly area.

2.3 ALTERNATIVE OPTIONS CONSIDERED

- (a) It would have been possible to spend the whole of the budget on a one or two large scheme alone, but this route would not provide benefit across the whole Assembly area. Alternatively, utilising the whole budget on small schemes prevents the Assembly from achieving a strategic goal of improving the safety on its roads.
- (b) At this time, the Streets Ahead project is active in only a small part of the Assembly area and it is not practical to align more highway budget to realise greater benefit.

2.4 ANY INTEREST DECLARED OR DISPENSATION GRANTED

None Declared

2.5 REASON FOR EXEMPTION IF PRESS/PUBLIC EXCLUDED DURING CONSIDERATION

Not Applicable

2.6 RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION

Simon Green, Executive Director, Place Portfolio.

(NOTE: The relevant Scrutiny and Policy Development Committee to consider a call-in of the decision would be, in this instance, the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee.)

Decision 3

Agenda Item 10

3. NORTHERN COMMUNITY ASSEMBLY 2012/13 BUDGET ALLOCATION

The Community Assembly Manager submitted a report containing proposals to allocate funding from the Assembly's Discretionary Budget 2012/13.

3.1 DECISION TAKEN

RESOLVED: That the Northern Community Assembly:-

(a) notes the information contained within the report and allocates the remaining **£21,988** of the 2012/13 Discretionary Budget to the projects identified in Section 4, namely:

- Fund actions/ work identified as a result of three older peoples conferences - **£5000**
- Supporting the work of the Northern Youth Forum **£500**
- Ward Walkabouts, **£1000**
- Additional Highways budget to deliver small schemes alongside the Streets Ahead programme for this financial year, **£13,500**
- Economic Workshops (e.g. Funding, green technology, food and tourism, enterprising mums /dads, specialist business advice, tax returns) **£2000**

(b) Delegates authority to the Assembly Manager, in consultation with the Chair of the Assembly, to -

- Agree the particular activities to be funded from the activity budgets agreed in (a) above;
- Agree targets, outputs and outcomes for all funded activity with the identified service deliverer and ensure best value for money;
- Vary the amount of these allocations by not more than ten per cent in each case, funding permitting; and

- Reallocate any further underspend to projects that will tackle one or more priorities within the Northern Community Plan; and
- (c) Authorises the Director of Community Services, in consultation with the Director of Legal Services, to agree the terms on which all funding referred to in the report is made available and to enter into such funding agreements with recipients of the funding and any other related agreements or arrangements, and on such terms, that she considers appropriate.

3.2 REASONS FOR THE DECISION

- (a) The areas of work are put forward on the basis that they align with the Northern Community Assembly Community Plan priorities and build on the experience of previous funding.
- (b) The allocation of the remaining 2012/13 Northern Community Assembly Discretionary Budget will ensure activity takes place to address some of the priorities as identified in the Northern Community Assembly Plan, namely;
 - Supporting Local Communities
 - Safer Roads
 - Better Parks and Open Spaces
 - Activities for Children and Young People
 - Supporting the Local Community

3.3 ALTERNATIVE OPTIONS CONSIDERED

- (a) A number of alternative projects/ activities were considered for funding from the unallocated **£21,988** discretionary budget. These were identified through on going consultation and discussions with Councillors and partners. Consideration was given to:
 - Running an ICDH course (Introduction to Community Development and Health Course)
 - Broadband and Telecoms Study
 - Funding Community Organiser Posts
- (b) The options above are not being recommended in the report as a result of one or more of the factors below:
 - Unable to be delivered in the time frame (ie. by March 2013)
 - Insufficient information to enable a decision to be taken at this time
 - Could potentially be resourced from other funding
- (c) The report recommends delegation to the Assembly Manager, in consultation with the Chair of the Assembly, to reallocate any under spend to projects that will tackle one or more priorities within the Northern Community Plan.

3.4 ANY INTEREST DECLARED OR DISPENSATION GRANTED

None Declared

3.5 REASON FOR EXEMPTION IF PRESS/PUBLIC EXCLUDED DURING CONSIDERATION

Not Applicable

3.6 RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION

Richard Webb, Executive Director, Communities Portfolio.

(NOTE: The relevant Scrutiny and Policy Development Committee to consider a call-in of the decision would be, in this instance, the Safer and Stronger Communities Scrutiny and Policy Development Committee.)