

**SHEFFIELD CITY COUNCIL**

**Highway Cabinet Member Decision Session**

**Highway Cabinet Member Decision Session held 9 February 2017**

**PRESENT:** Councillor Mazher Iqbal (Chair) (Cabinet Member for Infrastructure and Transport)

**ALSO IN ATTENDANCE:** Simon Botterill, Team Manager, Traffic Management  
John Priestley, Senior Transport Planner

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**1. EXCLUSION OF PRESS AND PUBLIC**

1.1 No items were identified where resolutions may be moved to exclude the press and public.

**2. DECLARATIONS OF INTEREST**

2.1 There were no declarations of interest.

**3. MINUTES OF PREVIOUS SESSION**

3.1 The minutes of the previous Session, held on 8 December 2016, were approved as a correct record

**4. GODDARD HALL ROAD AND CRABTREE CLOSE: OBJECTION TO PROPOSED WAITING RESTRICTIONS**

4.1 The Executive Director, Place submitted a report describing the measures to restrict parking on Goddard Hall Road and Crabtree Close through the introduction of double yellow line waiting restrictions and setting out officer's response to an objection received.

4.2 Simon Botterill, Team Manager, Traffic Management, commented that the recommendations in the report were to address parking problems across the owner's drive. Although such requests wouldn't normally be approved, this was justified due to the particular circumstances. The recommendations would allow for minibuses to park next to the property.

4.3 One objection to the proposals had been received from a member of the public who commented that there were no parking problems on the street. However, the resident who requested the restrictions provided photographic evidence of regular poor parking practice which indicated otherwise.

4.4 Veolia had confirmed that there was issues with parking next to the resident's house and the complaint in respect of people parking over the drive had been a long standing complaint by the resident, particularly as access was required twenty four hours a day for his disabled children.

4.5 Councillor Mazher Iqbal, Cabinet Member for Infrastructure and Transport, welcomed the recommendations and commented that they would make a big difference to the resident's life. He agreed that there were exceptional circumstances in this case and stated that he would be supporting the recommendations.

4.6 **RESOLVED:** That:-

- (a) having considered the responses to the consultation the Cabinet Member considers that reasons set out in the report outweigh any unresolved objections and that the waiting restrictions be implemented and the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984;
- (b) associated traffic signing be introduced; and
- (c) the objector be informed accordingly.

4.7 **Reasons for Decision**

4.7.1 The proposed measures will address inconsiderate parking practices, thereby assisting in the delivery of health and education services to four disabled children. They will also improve safety and accessibility at a junction by removing parking that blocks sight lines and obstructs turning manoeuvres.

4.8 **Alternatives Considered and Rejected**

4.8.1 The only alternative, as proposed by the objector, is not to introduce any parking restrictions at this location. This is not considered to be an acceptable option. No other alternatives to parking restrictions have been considered.

**5. SCHOOL KEEP CLEAR REVIEW - PYE BANK CE NIJ SCHOOL**

5.1 The Executive Director, Place submitted a report requesting a decision be made on Traffic Regulation Order Nottingham Street (Pye Bank NIJ School) in respect of an objection received.

5.2 **RESOLVED:** That:-

- (a) having considered the responses to the TRO consultation the Cabinet Member believes the reasons set out in the report, for making the TRO, outweigh any unresolved objections and that the appropriate Order be made in accordance with the advertised proposal - except for one aspect. The length of double yellow lines outside 95 97 99 Nottingham Street should be reduced in length in order to preserve parking in the recessed area. The suggested length, on the western side of the school gate is 5.6 metres;
- (b) the objectors be informed accordingly; and

- (c) the physical work to be undertaken in financial year 2017/8 subject to the overall funding for the programme not being exceeded.

### **5.3 Reasons for Decision**

- 5.3.1 Officers recommend that the parking restrictions are implemented as advertised with the proviso that the double yellow lines, outside 95 97 99 Nottingham Street, should be reduced in length. Residents would still be able to park vehicles in the recessed parking area. This parking has no significant implication for the comfort and safety of pedestrians on the school journey.
- 5.3.2 If the new parking restrictions are observed, by degree, the immediate environment outside the school will be made safer and more pleasant.
- 5.3.3 One objection (a resident of Nottingham Street) has been made to the proposals. A reduction in the length of parking restriction, on the residential side, will contribute to preserving more on street parking for Nottingham Street.
- 5.3.4 It is unlikely that, in terms of parking restrictions, Pye Bank School would be a priority for the Authority's scrutiny in the short or medium term. The current proposal may offer the best opportunity for significant improvement.

### **5.4 Alternatives Considered and Rejected**

- 5.4.1 There is the possibility of not implementing parking restrictions at all for the roads surrounding the Pye Bank (NIJ) School.
- 5.4.2 On Nottingham Street the above course of action would mean that parking on the junctions would continue as would footway parking in the immediate area in front of the school entrance.

## **6. SCHOOL KEEP CLEAR REVIEW - OUGHTIBRIDGE SCHOOL**

- 6.1 The Executive Director, Place submitted a report requesting a decision be made on Traffic Regulation Order (TRO) Naylor Road (Oughtibridge School) in respect of objections received
- 6.2 **RESOLVED:** That:-
  - (a) in judgement, having considered responses to the TRO consultation the reasons for making the TRO outweigh the objections. Therefore the appropriate Order be made in accordance with the advertised proposal for Oughtibridge School (Naylor Road);
  - (b) the objectors be informed accordingly; and
  - (c) the physical work be undertaken in financial year 2017/8 subject to the overall funding for the programme not being exceeded.

**6.3 Reasons for Decision**

- 6.3.1 Officers recommend that the parking restrictions are implemented as advertised. The opportunity to make these types of improvements through a TRO process is unlikely to present itself any time in the near future. It is unlikely that, in terms of provision of parking restrictions, Naylor Road would be a priority for the Authority's scrutiny in the short or medium terms.
- 6.3.2 If the new parking restrictions are observed, by degree, the immediate environment outside the school will be made safer and more pleasant. Removal of parking on the tight bend, at Naylor Road, will bring both road safety and traffic management benefits. Parking vehicles so close to the tight bend could be viewed as injudicious and not in compliance with guidance contained in the Highway Code.
- 6.3.3 No objections or comments have been made by residents with properties adjacent to the proposed markings.

**6.4 Alternatives Considered and Rejected**

- 6.4.1 At Naylor Road (Oughtibridge School) there is the possibility of not addressing the issue of the enforcement status of the existing parking restrictions. In addition the proposal for double yellow lines, at the tight bend, could be discounted. The prospect of facilitating parking directly outside the school gate runs contrary to the objectives of the school keep clear initiative.