

Highway Cabinet Member Decision Session

Thursday 9 February 2017 at 2.00 pm

**To be held at the Town Hall,
Pinstone Street, Sheffield, S1 2HH**

The Press and Public are Welcome to Attend

Members of the public can attend the sessions to make representations to the Cabinet Member. If you wish to register to speak please contact Democratic Services (contact details overleaf)

PUBLIC ACCESS TO THE MEETING

Executive decisions in relation to Highway matters will be taken at Highway Cabinet Member Decisions Sessions. The Cabinet Member for Infrastructure and Transport, Councillor Mazher Iqbal, will be present at the sessions to hear any representations from members of the public and to approve Executive Decisions.

Should there be substantial public interest in any of the items the Cabinet Member may wish to call a meeting of the Cabinet Highways Committee

A copy of the agenda and reports is available on the Council's website at 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. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

Members of the public can attend the sessions to make representations to the Cabinet Member. If you wish to speak you can register by contacting Simon Hughes via email at simon.hughes@sheffield.gov.uk or phone 0114 273 4014

Recording is allowed at Highway Cabinet Member Decisions Sessions under the direction of the Cabinet Member. Please see the website or contact Democratic Services for details of the Council's protocol on audio/visual recording and photography at council meetings.

If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room. Meetings are normally open to the public but sometimes the Cabinet Member may have to consider an item in private. If this happens, you will be asked to leave. Any private items are normally left until last.

The Cabinet Member's decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Scrutiny Committee or referred to the City Council meeting, in which case the matter is normally resolved within the monthly cycle of meetings.

If you require any further information please contact Simon Hughes on 0114 273 4014 or email simon.hughes@sheffield.gov.uk.

FACILITIES

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

**HIGHWAY CABINET MEMBER DECISION SESSION
9 FEBRUARY 2017**

Agenda

- 1. Exclusion of Press and Public**
To identify items where resolutions may be moved to exclude the press and public
- 2. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
- 3. Minutes of Previous Session** (Pages 5 - 6)
Minutes of the Session held on 8 December 2016.
- 4. Goddard Hall Road and Crabtree Close: Objection to Proposed Waiting Restrictions** (Pages 7 - 14)
Report of the Executive Director, Place
- 5. School Keep Clear Review - Pye Bank CE NIJ School** (Pages 15 - 24)
Report of the Executive Director, Place
- 6. School Keep Clear Review - Oughtibridge School** (Pages 25 - 32)
Report of the Executive Director, Place

NOTE: The next Highway Cabinet Member Decision Session will be held on 9 March 2017

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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.

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 (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

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 DPIs 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.

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 Audit and Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Gillian Duckworth, Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

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Highway Cabinet Member Decision Session held 8 December 2016

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

ALSO IN ATTENDANCE: Simon Botterill, Team Manager, Traffic Management

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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 10 November 2016, were approved as a correct record. Simon Botterill reported that a response would be sent to Mr and Mrs Winger following representations made at the last Session in respect of Tofts Lane, Stannington and Councillor Iqbal would be sent a copy of this.

4. PROPOSED CHANGES TO SKELTON LANE, WOODHOUSE

4.1 The Executive Director, Place submitted a report outlining an objection to proposed highway changes to Skelton Lane, Woodhouse and presenting the Council's response.

4.2 **RESOLVED:** That:-

- (a) a one-way Traffic Regulation Order (except for cyclists) be made in accordance with the Road Traffic Regulation Act 1984 on Skelton Lane, Woodhouse from Skelton Grove towards Tannery Street;
- (b) the 'no waiting at any time' Traffic Regulation Order, shown on the drawing contained at Appendix A of the report, be made in accordance with the Road Traffic Regulation Act 1984;
- (c) the objector be informed accordingly; and
- (d) the proposed scheme be introduced in accordance with the Capital Gateway Process, subject to sufficient funding being available.

4.3 Reasons for Decision

4.3.1 The recommended measures would go some way to addressing the problems of congestion in general and delays to buses in particular, whilst making it easier and

safer for pedestrians to cross Skelton Lane.

4.4 **Alternatives Considered and Rejected**

- 4.4.1 That congestion could be eased by creating a series of passing places along the length of Skelton Lane and the adjoining Spa Lane. This would be achieved by prohibiting parking at bus stops, crossing places and junction mouths, providing drivers with space to pull in and allow an opposing vehicle to pass. Ward Members do not support this approach on the grounds that parking spaces would be lost.



Author/Lead Officer of Report: *John Priestley,
Senior Transport Planner*

Tel: 2734479

Report of: *Mr Tom Finnegan-Smith*

Report to: *Councillor Mazher Iqbal*

Date of Decision: *9 February 2017*

Subject: *Goddard Hall Road and Crabtree Close:
Objection to proposed waiting restrictions*

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? <i>Infrastructure and Transport</i>		
Which Scrutiny and Policy Development Committee does this relate to? <i>Culture, Economy and Sustainability</i>		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? 1126		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		
<i>"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."</i>		

Purpose of Report:

This report describes the measures to restrict parking on Goddard Hall Road and Crabtree Close through the introduction of double yellow line waiting restrictions.

It sets out officers' responses to one objection and seeks a decision from the Cabinet Member for Infrastructure and Transport.

Recommendations:

Having considered the responses to the consultation it is recommended that the reasons set out in this 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;

Introduce associated traffic signing;

Inform the objector accordingly.

Background Papers:

Traffic Regulation Order proposals plan

Lead Officer to complete:-	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: Julie Currey
	Legal: Paul Bellingham
	Equalities: Annemarie Johnston
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	EMT member who approved submission: Simon Green
3	Cabinet Member consulted: Mazher Iqbal
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	Lead Officer Name: John Priestley
	Job Title: Senior Transport Planner
Date: 01/12/16	

1. PROPOSAL

- 1.1 In December 2014 the Council received a letter from Mr Shoukat Ali, 14 Goddard Hall Road, Sheffield, S5 7AP. Mr Ali has four severely disabled children. He needs to maintain access to his property for between two and three mini-buses, twice a day during the week, that take his children to and from school and for ambulances that take them to and from hospital for treatment. Mr Ali has a thermoplastic 'H' marking on the carriageway at his drive but claims that, in spite of this, his drive is constantly blocked, either partly or fully, by parked vehicles. He therefore requested its replacement with double yellow lines.
- 1.2 Transport Planning are also in receipt of a request for the provision of double yellow lines at the junction of Crabtree Close and Goddard Hall Road. This is to prevent parking at the junction that blocks sight lines and obstructs the traffic flow, particularly large vehicles such as those that collect refuse.
- 1.3 These two requests were, therefore, combined into a proposal to introduce 55 linear metres of double yellow line waiting restrictions at this junction (see attached plan).
- 1.4 This is not something that the Council is legally required to do but it does come within the Council's duty of care.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The proposed waiting restrictions should improve safety at a junction through the removal of parking that blocks sight lines both for pedestrians and vehicles and also obstructs traffic trying to pass through the junction. There is no impact on climate change and there is no economic impact. Those motorists who previously parked, illegally, at this junction will clearly not agree with the introduction of parking restrictions. The situation will, however, be improved for all the pedestrians and motorists seeking to pass through the junction. On balance, therefore, this proposal is considered to improve the customer experience.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The Traffic Regulations Section has conducted the standard consultation that is legally required for a Traffic Regulation Order. A letter and plan of the proposals was delivered to 10 properties on Crabtree Close and Goddard Hall Road in the vicinity of the proposals and three notices were put up on-street. An advertisement was also placed in the local press.
- 3.2 There were two written responses to the consultation, a letter of support from Mr Ali (the requestor) and a letter of objection from a resident of

Goddard Hall Road, who objected on the following grounds:

- 3.3 *Objection:* he (i.e. the objector) sometimes hires a car.
Response: no parking restrictions are proposed outside the objector's property so he is not directly affected.
- 3.4 *Objection:* he works from home and has never seen Mr Ali's drive blocked.
Response: this would be disputed by Mr Ali.
- 3.5 *Objection:* the roads are clear at the weekends, so the restrictions are unnecessary.
Response: in addition to the mini-buses for school, Mr Ali claims that he needs to have access available "24 hours a day and for 7 days a week for ambulance and doctors services as and when required."
- 3.6 *Objection:* no-one else has requested any parking restrictions.
Response: on 1 June 2015 former Councillor Mr Ibrar Hussain submitted a request, *on behalf of local residents*, for double yellow line parking restrictions at a number of locations in this area, including the junction of Crabtree Close and Goddard Hall Road.
- 3.7 *Objection:* the measures are not justified; they will reduce the existing parking provision.
Response: as can be seen from the attached plan, the total length of the proposed restrictions is 55m. Rule 217 of the Highway Code states that motorists should not park "opposite or within 10 metres (32 feet) of a junction". Consequently 40m of the proposed restrictions are serving to formalise a rule that motorists should already be observing. Mr Ali has a 6.5m 'H' bar marking at his drive that motorists should be observing. The total nett loss of available parking space is, therefore, only 8.5m which provides sufficient space for school mini-buses and ambulances to be able to park parallel to the kerb.
- 3.8 Mr Ali claimed that parking at the junction sometimes prevents Veolia refuse vehicles from being able to access Goddard Hall Road. Transport Planning therefore wrote to Mr Steven Taylor, Contract Supervisor, Veolia ES Sheffield Limited, in order to verify this information. In his reply, Mr Taylor stated that "We encounter difficulties there [i.e. the junction of Crabtree Close and Goddard Hall Road] most collection days."

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

- 4.1.1 Overall the proposed measures will have a positive impact. By addressing inconsiderate parking practices they will assist in the delivery of education and health services to four disabled children.

4.2 Financial and Commercial Implications

- 4.2.1 The total cost of the road markings is estimated to be £220. This includes the commuted sum payment for ongoing maintenance costs. It is to be funded from the allocated capital budget for 'loading and waiting schemes' within the Local Transport Plan. In line with the Council's capital approval process the initial business case was approved by the Thriving Neighbourhoods and Communities Board on 13th July 2016 and the CAF for the capital budget was endorsed by the Capital Programme Group (CPG) on 25th July 2016. The final business case, which had no changes to the costs was then approved by the Thriving Neighbourhoods and Communities Board in September 2016. The contract award is expected to go to CPG in January 2017.

4.3 Legal Implications

- 4.3.1 The Council has the power under the Road Traffic Regulation Act 1984 to make a Traffic Regulation Order (TRO) where it appears to the Council that it would be expedient to make it for, inter alia, avoiding danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. Where objections are received Regulation 13 places a duty on the Council to ensure that these objections are duly considered. These requirements have been complied with. In making its decision the Council must also be satisfied that the approved scheme will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied it is acting lawfully and within its powers.

Other Implications

- 4.3.2 The measures will be delivered using existing staff resources. There are no other implications.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 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.

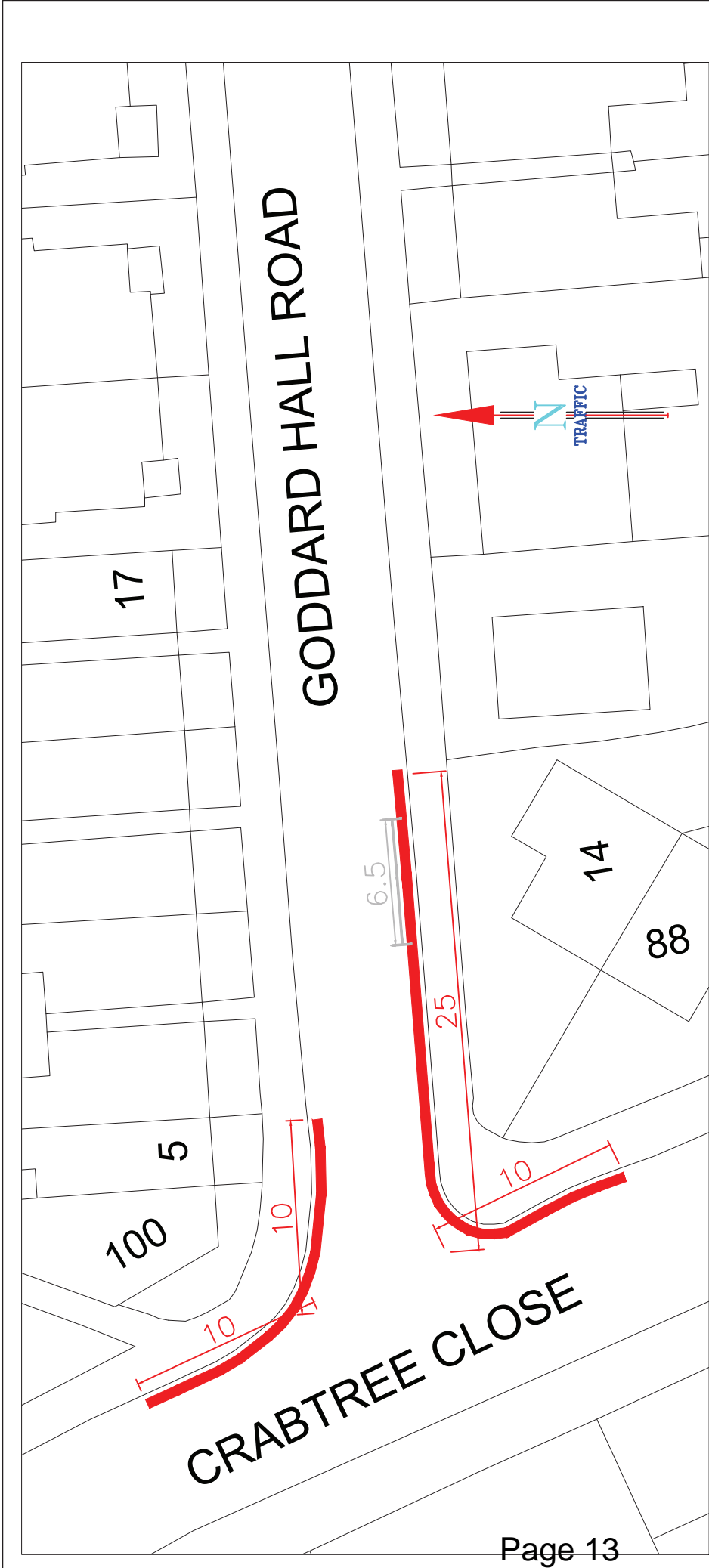
6. REASONS FOR RECOMMENDATIONS

- 6.1 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.


7. RECOMMENDATIONS

- 7.1 Having considered the responses to the consultation it is recommended that the reasons set out in this 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;
- 7.2 Introduce associated traffic signing;
- 7.3 Inform the objector accordingly.



Key

 Proposed Double Yellow Lines
(No Waiting At Any Time)

 Existing 'H' bar
white road markings to be removed

Note:
Other road markings have been omitted for clarity

<p>This drawing is based upon Ordnance Survey material with the permission of the controller of H.M. Stationery Office. © Crown copyright reserved. Licence no. 100018816. 2015</p>	<p>Drawing No TR-20-10 GHR</p>	<p>Scheme Goddard Hall Road junction with Crabtree Close</p>	<p>Transport, Traffic & Parking Services Traffic Regulations</p>
	<p>Drawing Date March 2015</p>	<p>Proposed Waiting Restrictions Traffic Regulation Drawing</p>	<p>Scale Not to Scale</p>
	<p>Drawn by CHO</p>	<p>Drawing Title</p>	<p>Scale Not to Scale</p>



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Agenda Item 5



Author/Lead Officer of Report: *Andrew Kay*

Tel: 273 6205

Report of: Executive Director, Place
Report to: Individual Cabinet Member Decision
Date of Decision: 9 February 2017
Subject: School Keep Clear Review – Pye Bank CE Nursery, Infant and Junior School

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? Infrastructure and Transport		
Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? <i>(Insert reference number)</i>		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		

Purpose of Report:

Decision required on Traffic Regulation Order Nottingham Street (Pye Bank NIJ School) in respect of an objection received.

Recommendations:

- 7.1 Having considered the responses to the TRO consultation it is recommended that the reasons set out in this 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.
- 7.2 Inform the objectors accordingly.
- 7.3 The physical work to be undertaken in financial year 2017/8 subject to the overall funding for the programme not being exceeded.

Background Papers:

Appendix A TRO Consultation Drawing

Lead Officer to complete:-	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: <i>Damian Watkinson</i>
	Legal: <i>Deborah Eaton</i>
	Equalities: <i>Beth Storm</i>
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	EMT member who approved submission: <i>Simon Green</i>
3	Cabinet Member consulted: <i>Councillor Mazher Iqbal</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	Lead Officer Name: Andrew Kay
	Job Title: Senior Technician, Streetsahead Opportunities Team
Date: October 24 2016	

1. PROPOSAL

- 1.1 Andover Street, Lopham Street, Montford Drive and Nottingham Street (Pye Bank NiJ School) has been assessed in phase six of the School Keep Clear review programme.
- 1.2 At base the proposal aims to provide parking restrictions at the school entrances and nearby junctions.in order to improve traffic management and road safety. If implemented the changes will make the environment near the school entrances more pleasant for parents and children.
- 1.3 The School Keep Clear (SKC) review programme is not a mandatory process. The programme aims to upgrade all relevant parking restrictions, outside schools, to full enforcement status. This may entail an upgrade of an existing school keep clear marking or, alternatively or additionally, more orthodox parking restrictions may be recommended. In a number of instances a Traffic Regulation Order (TRO) is required in order to meet this objective. The usual consultation process takes place in relation to each location subject to a proposal.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The SKC review contributes to the delivery of the Council's *Vision for Excellent Transport in Sheffield* (a better environment, a healthier population and a safer Sheffield).
- 2.2 If the provisions of the SKC review have a significant effect in reducing driver abuse of parking restrictions then, by degree, road safety benefits will accrue. Furthermore absence of parked vehicles, directly in front of school gates, will render the school environment less oppressive for pedestrians.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The proposals have been subject to the standard legal process associated with Traffic Regulation Orders. In this case the proposal was advertised in the early months of 2015.
- 3.2 One Nottingham Street resident replied to the consultation and related a concern that, "*there will be a smaller area available for residents on street parking..School staff parkon Nottingham Street and fill it up so residents can't get back in*".

A residents' only parking scheme was also requested.

Officer comment on objection/resident representation

Subsequent review of the proposal havs led officers to recommend a revision to the proposal. Officers advise that the length of double yellow line, outside block 95, 97 and 99 Nottingham Street, is reduced in length from 16.6 metres to 5.6

metres

The topography of Nottingham Street has changed in recent years. Outside the Pye Bank School entrance, on the western side, a pedestrian build out has been created. Officers propose that the length of the build out is covered with double yellow lines (5.6 metres long). The provision of the build out has effectively created a recessed parking area on the western side of Nottingham Street. As footway parking does not occur on this side of the road, near the school gate, there is no strategic safety issue to address. Therefore the length of restriction illustrated in the original proposal can be reduced to the 5.6 metre length. All of the western footway space is available to pedestrians when entering or leaving school.



The build out outside the school entrance on the western side of Nottingham Street. Taking this new feature into account, it is proposed that double yellow lines cover the build out area only (a 5.6 metre length)

Footway parking does occur on the eastern footway near the school entrance. This practise proves oppressive to crowds of pedestrians leaving the school site *en masse*. Therefore officers recommend that the proposal for 16.6 metres of double yellow lines, on the eastern side of the carriageway, is approved



Parking on the eastern footway near the school gate (Nottingham Street)

Implementation of double yellow lines at the Nottingham Street - Andover Street junction is in line with guidance contained in the Highway Code. This area is often covered by parked vehicles which block sight lines for all road users and obstruct access to the in line tactile crossings. Parking with four wheels on the footway also occurs. Parking in these areas cannot be condoned or encouraged.



Parking at the Andover Street junction Nottingham Street. Photograph taken at 10.30 on a school day

A residents' only parking scheme is beyond the scope of the School Keep Clear review.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

4.1.1 If areas of tactile paving, at the Nottingham Street/Andover Street junction, are cleared of parking this will improve conditions for less able pedestrians. In general the proposals will render the school scene less oppressive for pedestrians of all abilities. Equality Impact Assessment number is 1129.

4.2 Financial and Commercial Implications

4.2.1 Any work would be financed through funding allocated from the Local Transport Plan. Members have decided that £100,000 will be allocated to the School Keep Clear programme in financial year 2017/18. The implementation cost is estimated at £3,500.

4.3 Legal Implications

4.3.1 The Council has the power to create a traffic regulation order (TRO) under Section One of the Road Traffic Regulation Act (1984) for reasons that include the avoidance of danger to people or traffic. Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local consultation. These requirements have been met, alongside the local consultation. The Council should consider and respond to any public objections received. In making decisions of this nature the Council must be satisfied that the measures are necessary to avoid danger to road users or for preserving or improving the amenities of the area through which the road runs. Providing the Council is so satisfied then it is acting lawfully and within its powers.

4.4 Other Implications

4.4.1 If implemented and the restrictions respected, by degree, the situation outside the Pye Bank School gate will be rendered safer and more pleasant for pedestrians.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 There is the possibility of not implementing parking restrictions at all for the roads surrounding the Pye Bank (NIJ) School.

5.2 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

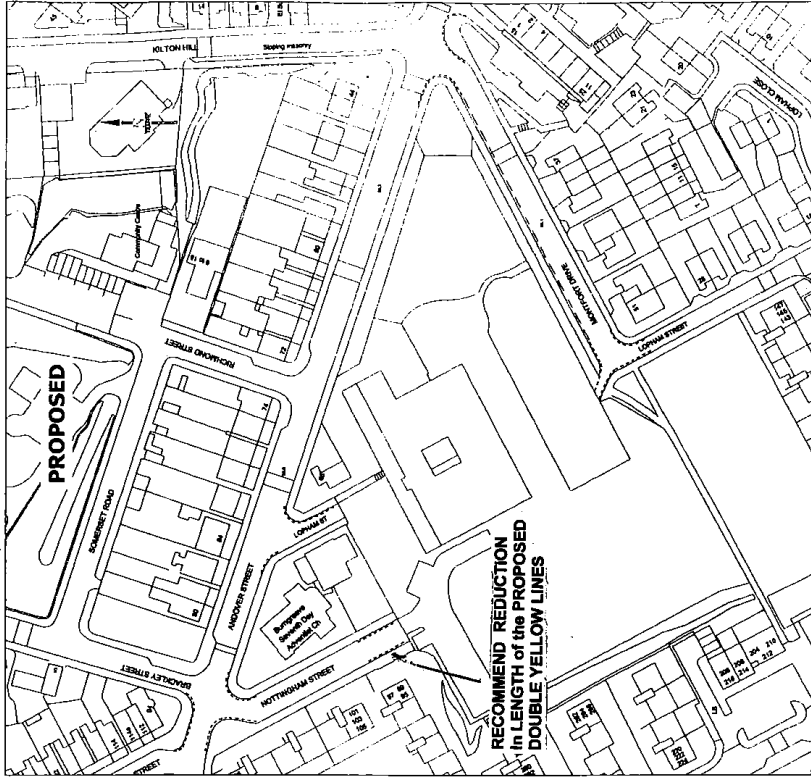
6. REASONS FOR RECOMMENDATIONS

- 6.1 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.
- 6.2 If the new parking restrictions are observed, by degree, the immediate environment outside the school will be made safer and more pleasant.
- 6.3 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.
- 6.4 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.

7. RECOMMENDATIONS

- 7.1 Having considered the responses to the TRO consultation it is recommended that the reasons set out in this 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.
- 7.2 Inform the objector accordingly.
- 7.3 The physical work to be undertaken in financial year 2017/8 subject to the overall funding for the programme not being exceeded.

APPENDIX A



**Pye Bank CE Nursery, Infant and Junior School
School Keep Clear Review
Proposed Waiting Restrictions**

It is proposed to introduce Double Yellow Lines - No Waiting At Any Time or Single Yellow Lines - No Waiting Mon-Fri 8am to 6.30pm to prevent parking at junctions, crossing points and at the end of culs de sac as shown. This will help to keep school entrances clear, and help pedestrians to cross the roads and help to reduce congestion.

Traffic Regulations
January 2015



Drawing No TR-LT073-1339-C1
Scale 1:1250

The drawing is made upon Ordnance Survey
1:25,000 Topographic Sheet No. 45
140018 (M16) 2015

KEY	
-----	Existing Double Yellow Lines - No Waiting At Any Time to remain
- - - - -	Proposed Double Yellow Lines - No Waiting At Any Time
- . - . - .	Proposed Single Yellow Line - No Waiting Mon-Fri 8am-6:30pm

Agenda Item 6



Author/Lead Officer of Report: Andrew Kay

Tel: 273 6205

Report of: Executive Director Place
Report to: Individual Cabinet Member Decision
Date of Decision: 9 February 2017
Subject: School Keep Clear Review – Oughtibridge School

Is this a Key Decision? If Yes, reason Key Decision:-	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000		<input type="checkbox"/>	No	<input type="checkbox"/>
- Affects 2 or more Wards		<input type="checkbox"/>	No	<input type="checkbox"/>
Which Cabinet Member Portfolio does this relate to? Infrastructure and Transport				
Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing				
Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? <i>(Insert reference number)</i>				
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				

Purpose of Report:

Decision required on Traffic Regulation Order (TRO) Naylor Road (Oughtibridge School) in respect of objections received.

Recommendations:

- 7.1 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).
- 7.2 Inform the objectors accordingly.
- 7.3 The physical work to be undertaken in financial year 2017/8 subject to the overall funding for the programme not being exceeded.

Background Papers:

Appendix A TRO Consultation Drawing

Lead Officer to complete:-	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: <i>Damian Watkinson</i>
	Legal: <i>Deborah Eaton</i>
	Equalities: <i>Beth Storm</i>
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	EMT member who approved submission: <i>Simon Green</i>
3	Cabinet Member consulted: <i>Councillor Mazher Iqbal</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	Lead Officer Name: Andrew Kay
	Job Title: Senior Technician, Streetsahead Opportunities Team
Date: October 24 2016	

1. PROPOSAL

- 1.1 Naylor Road (Oughtibridge School) has been assessed in phase six of the School Keep Clear review programme.
- 1.2 At base the proposal aims to replace the existing two school keep clear markings with more appropriate double yellow lines. In addition an extra 35 metres of double yellow line are proposed opposite the school entrance.
- 1.3 The School Keep Clear review programme is not a mandatory process. The programme aims to upgrade all relevant parking restrictions, outside schools, to full enforcement status. This may entail an upgrade of an existing school keep clear marking or, alternatively or additionally, more orthodox parking restrictions may be recommended. In a number of instances a Traffic Regulation Order (TRO) is required in order to meet this objective. The usual consultation process takes place in relation to each location subject to a proposal.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The SKC review contributes to the delivery of the Council's *Vision for Excellent Transport in Sheffield* (a better environment, a healthier population and a safer Sheffield).
- 2.2 If the provisions of the SKC review have a significant effect in reducing driver abuse of parking restrictions then, by degree, road safety benefits will accrue. Furthermore absence of parked vehicles, directly in front of school gates, will render the school environment less oppressive for pedestrians.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The proposals have been subject to the standard legal process associated with Traffic Regulation Orders. In this case the proposal was advertised in the early months of 2015.
- 3.2 The two objections received are summarised below:

A concern that the proposed restrictions will increase the propensity for drivers to park vehicles across the resident's vehicle access

Mrs J

A general objection to the proposal. Currently parking by school staff and parents fill Naylor Road. Subsequently it is difficult for residents to find an on street parking space at school start and finish times. Difficult for less able road user.

Mrs S

3.3 Officer comment on objections/resident representations.

At school start and finish times most available carriageway space is taken by school gate parking. At these times the proposals will make little difference to the availability of on street parking. The proposal merely covers the existing range of long established school keep clear markings while adding 35 metres of double yellow lines to cover the tight bend. Parking at the bend causes traffic management problems for drivers of large vehicles. Clearing the area at the bend will also assist pedestrians on the school journey in that an area of clear visibility will be created for those crossing the road.

Blue badge holders are allowed to park on double yellow line restrictions provided no obstruction is caused. Therefore short term parking options could be available at times when Naylor Road experiences the greatest amount of parking.

There is a disabled bay marking on Naylor Road. This is a parking space reserved for use by drivers holding blue badges. As can be seen in the photograph parked vehicles surround the disabled bay marking for most of the day.



Photograph taken at 10.30 am on a school day. The disabled bay marking (on the left of the photograph) is surrounded by parked vehicles. Note that there is no parking evidenced at the bend (where double yellow lines are proposed). At school times the bend area will be full of parked vehicles all with two wheels on the footway..

In absolute terms the authority cannot be held responsible for the anti-social behaviour of some drivers. Parking that obstructs vehicle access, when use is

required by the householder, is an obstruction offence which can be enforced by the Police. Residents have the option of paying to acquire white H markings to cover areas of vehicle access.

At school start and finish times very little, if any, on street parking space is available on Naylor Road. The proposed parking restrictions will make little difference to the situation. At these times most of the area of the "tight bend" is full of school related parking.

The Council has not received any comment from residents with proposed parking restrictions located directly outside their properties. The proposed parking restriction on the tight bend is adjacent to one property (with a vehicle access).

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

4.1.1 No significant implications are identified. The proposal will render the school scene less oppressive for pedestrians of all abilities. Equality impact assessment number is 1128.

4.2 Financial and Commercial Implications

4.2.1 Any work would be financed through funding allocated from the Local transport Plan. Members have decided that £100,000 will be allocated to the School Keep Clear programme in financial year 2017/18. The implementation cost is estimated at £3,500.

4.3 Legal Implications

4.3.1 The Council has the power to create a traffic regulation order (TRO) under Section One of the Road Traffic Regulation Act (1984) for reasons that include the avoidance of danger to people or traffic. Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local consultation. These requirements have been met, alongside the local consultation. The Council should consider and respond to any public objections received. In making decisions of this nature the Council must be satisfied that the measures are necessary to avoid danger to road users or for preserving or improving the amenities of the area through which the road runs. Providing the Council is so satisfied then it is acting lawfully and within its powers.

4.4 Other Implications

4.4.1 If implemented and the restrictions respected, by degree, the situation outside the Oughtibridge School gate will be rendered safer and more pleasant for pedestrians.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 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.

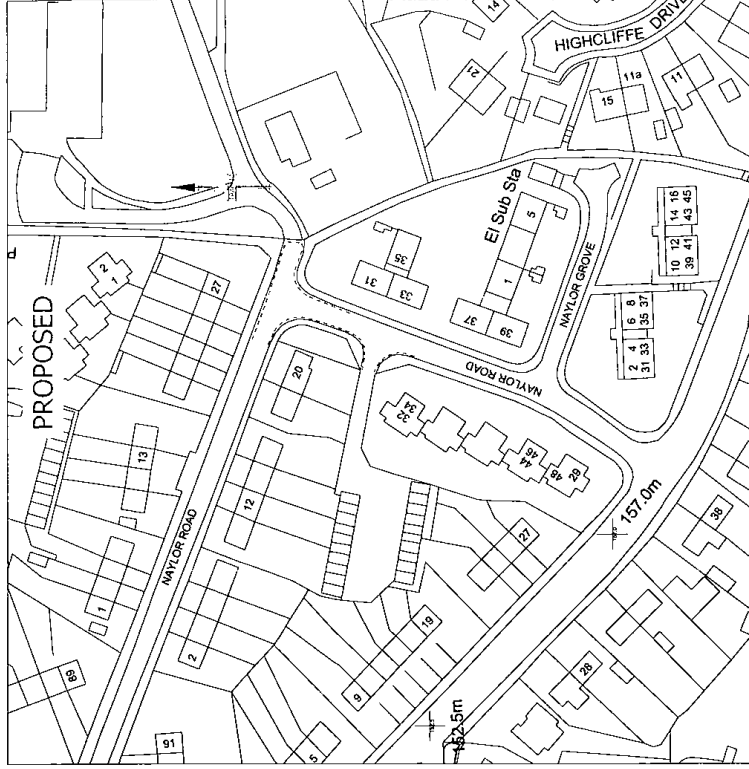
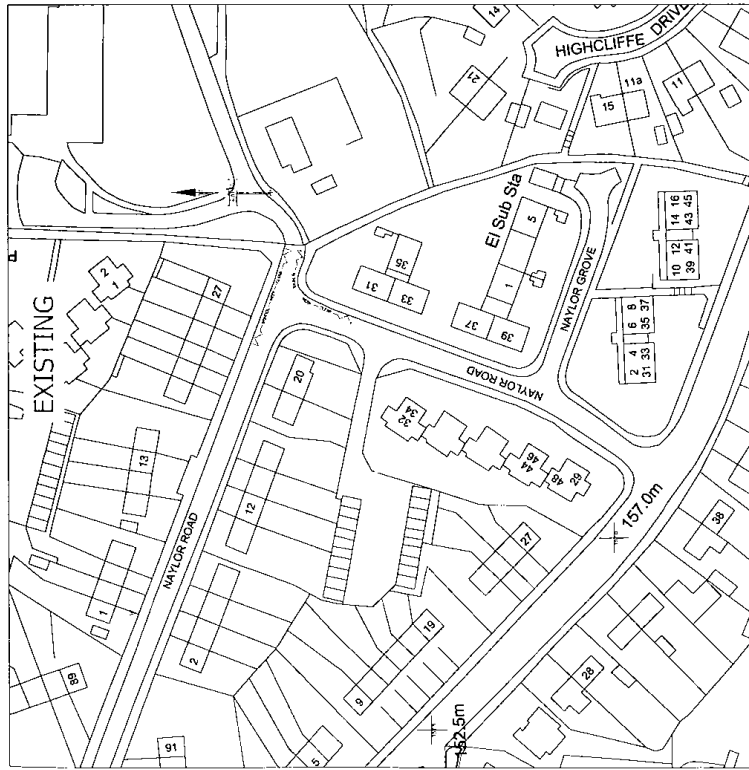
6. REASONS FOR RECOMMENDATIONS

- 6.1 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.
- 6.2 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 No objections or comments have been made by residents with properties adjacent to the proposed markings.

7. RECOMMENDATIONS

- 7.1 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).
- 7.2 Inform the objectors accordingly.
- 7.3 The physical work to be undertaken in financial year 2017/8 subject to the overall funding for the programme not being exceeded.

APPENDIX A



**Oughtibridge Primary School
School Keep Clear Review
Proposed Waiting Restrictions**

The existing School Keep Clear markings do not currently comply with the standards for use. They will be removed and replaced with Double yellow lines with a No Waiting At Any Time restriction imposed on them. Additional restrictions will also be provided to prevent parking around the tight bend in the road and around the junction of the access to garages.

Traffic Regulations
February 2015



Drawing No TR-LT073-1362-C2
Scale 1:1000

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