

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

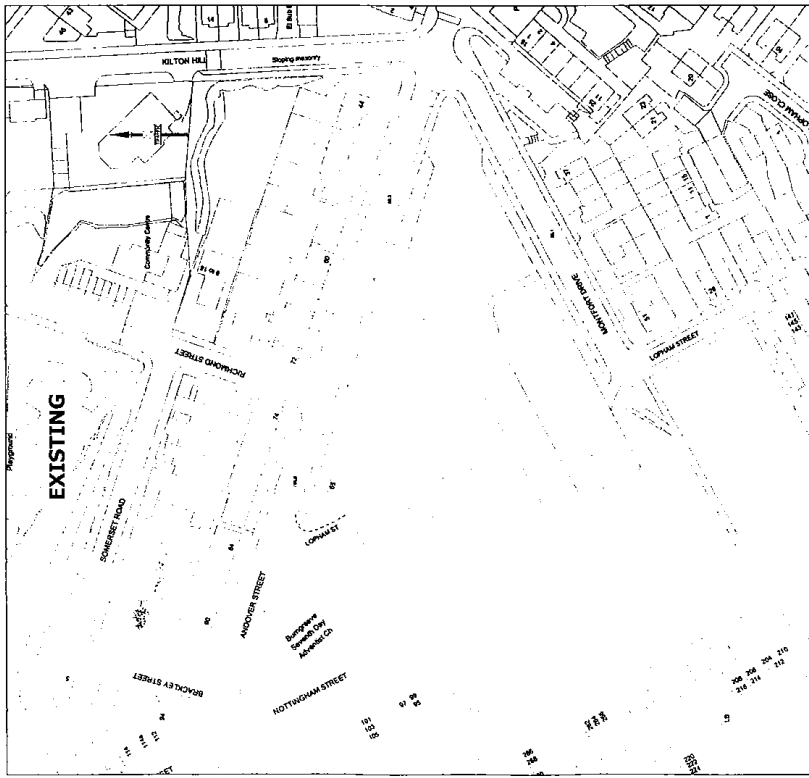
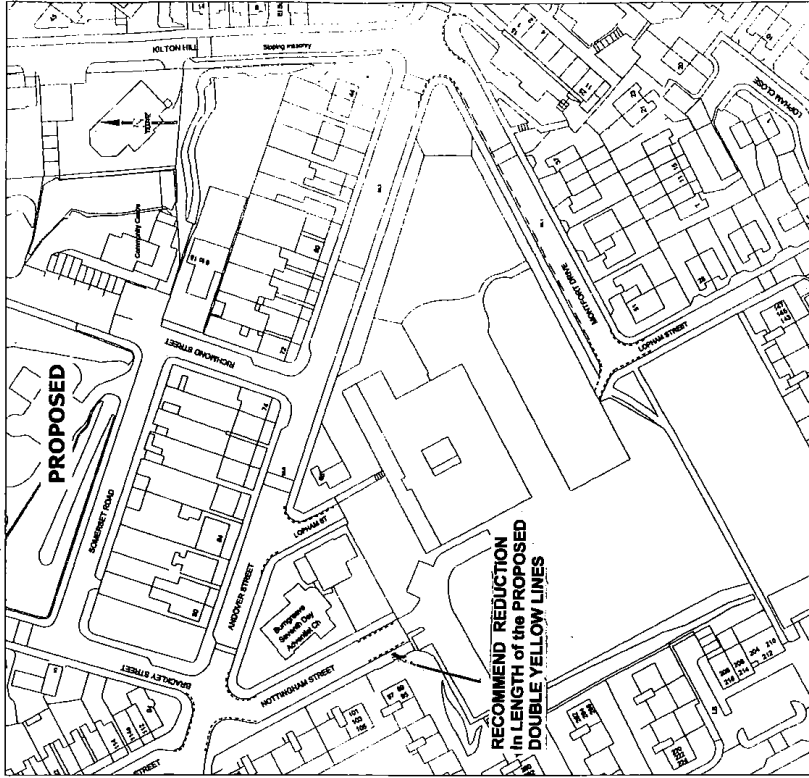
6. REASONS FOR RECOMMENDATIONS

- 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.
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- 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

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

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