



Agenda Item 9

SHEFFIELD CITY COUNCIL

Cabinet Highways Committee

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 14 March 2013

Subject: To report on objections to proposed Traffic Regulation Orders (TROs) associated with School Keep Clear markings and waiting restrictions outside Carfield, Meersbrook Bank and Hunters Bar Schools

Author of Report: David Sowter - Tel: 0114 2736208

Summary: The purpose of this report is to inform Members of the results of the consultation on the Traffic Regulation Orders.

Reasons for Recommendations:

- The following recommendations and reasons are still being discussed by the South Community Assembly Members with residents and at a briefing meeting. An update on any changes to the recommendations will be made verbally at the Cabinet Highways Committee meeting.
- A resident has made comment about the advertised time when School Keep Clear markings would operate outside Meersbrook School on Binfield Road. Reference was made to loss of parking for residents if the marking operates at all times. Officers therefore recommend that the times of the no parking restrictions are reduced to Mon to Fri 8.00 to 9.30am and 2.30 to 4.00pm, so that outside those hours, parking would be available for residents.
- Residents of Argyle Road raised objections to the proposal to introduce limited waiting opposite their homes. Officers recommend that the times are reduced to Mon to Fri between 8.30 and 9.30am and 2.45 and 3.45 pm with a maximum stay of 15 mins, so that outside those times, parking would be available for residents. In addition, the length of the proposed limited waiting will be reduced so that there is more all day parking available for residents.
- A resident of Cowlshaw Road objected to the introduction of waiting restrictions on Cowlshaw Road at Hunters Bar School, as it would cause acute parking problems. Cowlshaw Road currently forms part of the Sharrowvale Residents Parking Scheme and as such, is already subject to parking restrictions along most of its length. This current scheme aims to introduce a TRO at an existing keep clear marking. It will also change existing markings at the junction with Kirkstall Road, where the combined keep clear and double yellow lines will be replaced with double yellow lines with a loading ban. Both of these proposals will make the markings more enforceable and help to reduce congestion and increase visibility at the busy T junction.
- Having considered the objections to the introduction of TROs at the three schools in the South Community Assembly area. Officers consider that the reasons set out in this report outweigh the objections but accept that the hours of operation should be reduced for Meersbrook School and Carfield School.

Recommendations:

- Implement the TRO for Binfield Road with the amended times.
- Implement the TRO for Argyle Road with the amended times and reduced length of restriction.
- Implement the TRO for Cowlshaw Road as advertised.
- Inform the objectors accordingly.

Background Papers: NONE

Category of Report: OPEN **Page 15**

Statutory and Council Policy Checklist

Financial Implications
YES/NO Cleared by: Matthew Bullock (CEX)
Legal Implications
YES/NO Cleared by: Deborah Eaton (CEX)
Equality of Opportunity Implications
YES/NO Cleared by: an Oldershaw
Tackling Health Inequalities Implications
YES/NO
Human rights Implications
YES/NO:
Environmental and Sustainability implications
YES/NO
Economic impact
YES/NO
Community safety implications
YES/NO Improved safety outside schools
Human resources implications
YES/NO
Property implications
YES/NO
Area(s) affected
Schools in South Community Assembly
Relevant Cabinet Portfolio Leader
Councillor Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
YES/NO
Press release
YES/NO

14th MARCH 2013

OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDERS (TROS)
ASSOCIATED WITH SCHOOL KEEP CLEAR MARKINGS AND WAITING
RESTRICTIONS OUTSIDE CARFIELD, MEERSBROOK BANK AND HUNTERS
BAR SCHOOLS

1.0 SUMMARY

1.1 To report objections received to proposed Traffic Regulation Orders (TROs) associated with the School Keep Clear markings outside Meersbrook Bank, Carfield and Hunters Bar Schools.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

2.1 The overall intention of the proposals is to increase enforcement of School Keep Clear markings and improve road safety for school children.

2.2 The response to the consultation contributes to the 'working better together' value of the Council Plan "Standing up for Sheffield", with proposals that respond to customer comments about travel and parking conditions in the area.

3.0 OUTCOME AND SUSTAINABILITY

3.1 It is expected that enforcing the Traffic Regulation Orders will have a significant effect in reducing parking on school keep clear markings and that this will be road safety benefit for pedestrians.

4.0 REPORT

4.1 Many schools have advisory keep clear markings (yellow zig zags etc.) outside their entrances to encourage motorists from not parking and causing danger to pupils and parents / carers. The Council receives numerous requests from residents, parents and headteachers who are concerned with the problems caused by inconsiderate parking outside schools generally and on Keep Clear Markings specifically.

4.2 School Keep Clear Markings can be enforced by the Police as an obstruction offence. The Council's Parking Services officers can only enforce the markings if a Traffic Regulation Order (TRO) and signing is in place.

4.3 The purpose of the advertised Traffic Regulation Order is to enable the enforcement of the school keep clear markings 17 at schools within the South Community Assembly area. At only three schools – Meersbrook Bank, Carfield and Hunters Bar schools – there have been objections to the Orders. The proposed school keep clear marking(s) and other restrictions at the three schools are shown in plans included as Appendices B, C and D. A summary of the objections are included in Appendix A to this report.

4.4 South Yorkshire Police have been working with the schools within the South Community Assembly area and have secured funding from the South Yorkshire Safer Roads Partnership. The scheme is being referred to as the “It’s Your Child Initiative” and publicity of the proposals have been carried out by the Police at schools and in the local media.

5.0 RELEVANT IMPLICATIONS

5.1 Fundamentally these proposals are equality neutral, affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, the road safety improvement aspect of the proposal should prove particularly positive for vulnerable people including young children, the elderly, disabled people and carers. No negative equality impacts have been identified.

5.2 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 users. In making decisions of this nature the Council must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Providing that the Council is so satisfied then it is acting lawfully and within its powers.

5.3 The proposed value of the project is approximately £45,000 for the work at 18 schools. SY Police is providing £24,000 with the balance from the Local Transport Plan.

6.0 ALTERNATIVE OPTIONS CONSIDERED

6.1 In this circumstance, the proposed TRO is the best solution to congestion and parking problems which have existed for a number of years. Until the TRO is in place, the markings cannot be easily enforced by Parking Services officers. No alternatives have therefore been considered.

7.0 REASONS FOR RECOMMENDATIONS

7.1 **The following recommendations and reasons are still being discussed by the South Community Assembly Members with residents and at a briefing meeting. An update on any changes to the recommendations will be made verbally at the Cabinet Highways Committee meeting.**

7.2 A resident has made comment about the advertised time when School Keep Clear markings would operate outside Meersbrook School on Binfield Road. Reference was made to loss of parking for residents if the marking operates at all times. Officers therefore recommend that the times of the no parking restrictions are reduced to Mon to Fri 8 to 9.30am and 2.30 to 4.00pm, so that outside those hours, parking would be available for residents.

7.3 Several residents of Argyle Road raised objections to the proposal to introduce limited waiting opposite their homes. A meeting was held with residents on site on 27 February. Following this and discussion with Ward Members officers proposed that the times are reduced to Mon to Fri between 8.30 and 9.30am and 2.45 and 3.45 pm with a maximum stay of 15 mins, so that outside those times, parking would be available for residents. In addition,

the length of the proposed limited waiting be reduced so that there is more unrestricted parking available for residents.

- 7.4 A resident of Cowlshaw Road objected to the introduction of waiting restrictions on Cowlshaw Road at Hunters Bar School, as it would cause acute parking problems. Cowlshaw Road currently forms part of the Sharrowvale Residents Parking Scheme and as such, is already subject to parking restrictions along most of its length. This current scheme aims to introduce a TRO at an existing keep clear marking. It will also change existing markings at the junction with Kirkstall Road, where the combined keep clear and double yellow lines will be replaced with double yellow lines with a loading ban. Both of these proposals will make the markings more enforceable and help to reduce congestion and increase visibility at the busy T junction.
- 7.5 Having considered the objections to the introduction of TROs at the three schools in the South Community Assembly area. Officers consider that the reasons set out in this report outweigh the objections but accept that the hours of operation should be reduced for Meersbrook School and Carfield School.
- 8.0 RECOMMENDATIONS
- 8.1 Implement the TRO for Binfield Road with the amended times.
- 8.2 Implement the TRO for Argyle Road with the amended times and length of restriction.
- 8.3 Implement the TRO at Cowlshaw Road as advertised.
- 8.4 Inform the objectors accordingly.

Simon Green
Executive Director – Place

14th March 2013

APPENDIX A

CONSULTATION

Local residents

The proposals were advertised for 3 weeks, ending on February 15th 2013. On street notices were erected and a number of letters were sent to individual residences

Wider consultation

The consultation included all the affected schools, statutory consultees, relevant local councillors and Community Assembly members.

SUMMARY OF RESIDENTS COMMENTS

Meersbrook Bank School – 1 objection from a resident of Binfield Road

Although aware of difficulties and obstruction caused by parent's vehicles at the school, the resident is also aware of difficulties for parking by residents, visitors, visitors to doctor's surgery, and school staff and visitors. The objection is to further parking restrictions which would be in force when the school is closed and at out of peak times during the morning and afternoon. Has suggested that reducing the times would be more appropriate.

Carfield School – Objections from residents of Argyle Road.

24 houses were leafleted where resident's properties were immediately opposite the proposal. 8 replies by email/letter were received. 2 phone calls were received from residents who did not ultimately write with an official objection.

Objection 1

- Objection to the proposal to implement waiting time restrictions.
- Does not have any impact on safety and it will only impact on residents' ability to park. Residents may be forced to leave cars on alternative streets.
- Inconvenient times for leaving or returning from work.
- Argyle Road is only congested at school times.

Objection 2

- Objection to the proposal to implement waiting time restrictions.
- Does not have any impact on safety and it will only impact on residents' ability to park.
- Resident fronts Upper Albert Road which has little or no opportunity to park there so parks on Argyle Road instead. This would now be taken away.
- Inconvenient times for leaving or returning from work.
- Argyle Road is only congested at school times.

Objection 3

- Objection to the proposal to implement waiting time restrictions.
- Inconvenient times for leaving or returning from work.
- Argyle Road is only congested at school times.
- Anger and frustration caused for residents, when the one's causing the problems are parents.

Objection 4

- Objection to the proposal to implement waiting time restrictions.
- Councillors have failed to consult with residents.
- Inconvenient times for leaving or returning from work.

Objection 5

- Objection to the proposal to implement waiting time restrictions.
- Impacts on residents' ability to park. Residents may be forced to leave cars on alternative streets.
- Times suggested are inconvenient.
- A School car park has been created.
- Suggests a permit zone on Argyle Road and Close.
- Better education of parents is needed.

Objection 6

- Objection to the proposal to implement waiting time restrictions.
- Argyle Road is only congested at school times.
- Argyle Close is the main problem and should be a permit zone.

Objection 7

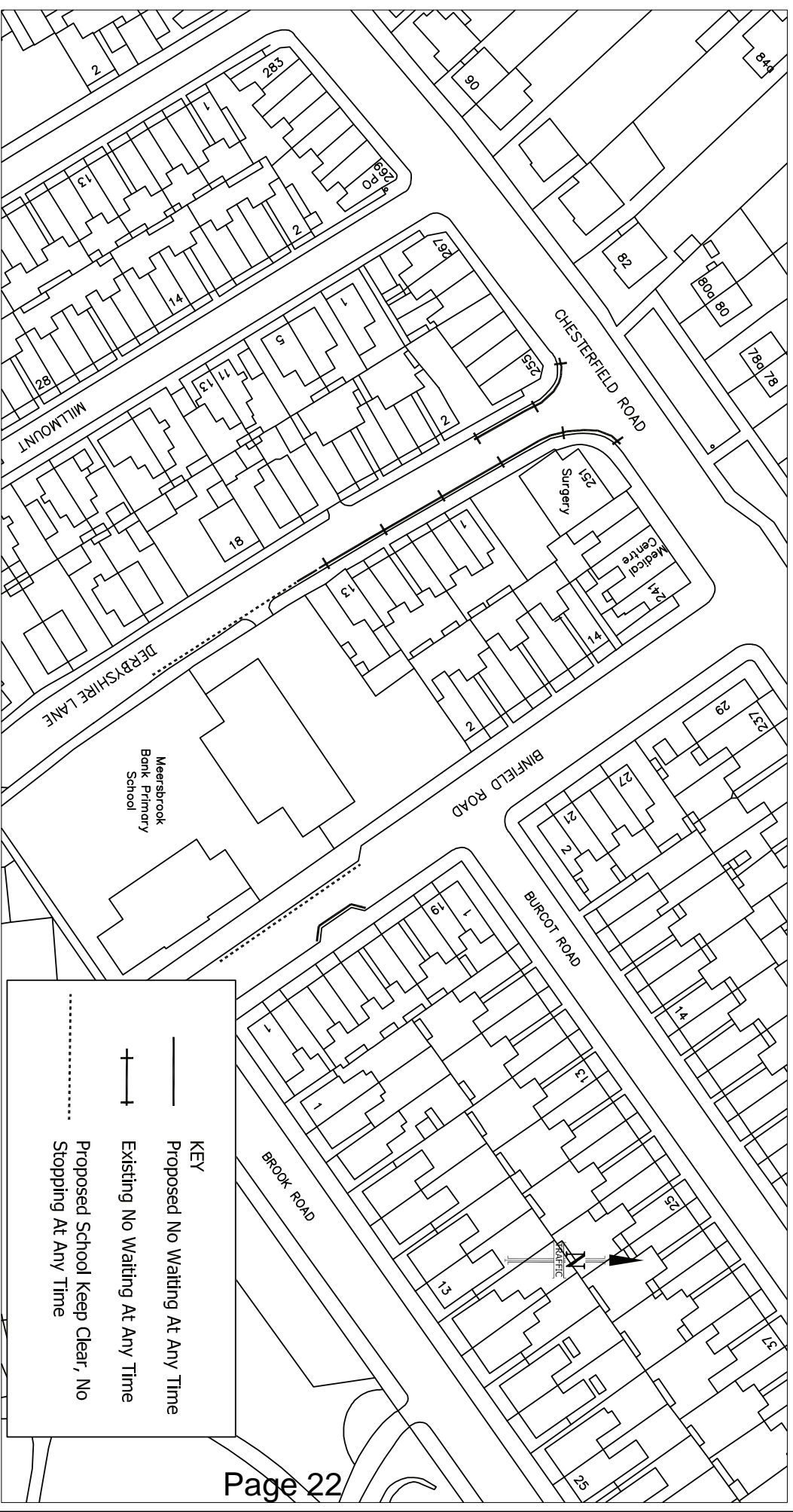
- Objection to the proposal to implement waiting time restrictions.
- Times suggested are inconvenient.
- Teachers park on street and take spaces
- School contractors park on street and take spaces
- Suggests a permit zone on Argyle Road and Close.

Objection 8

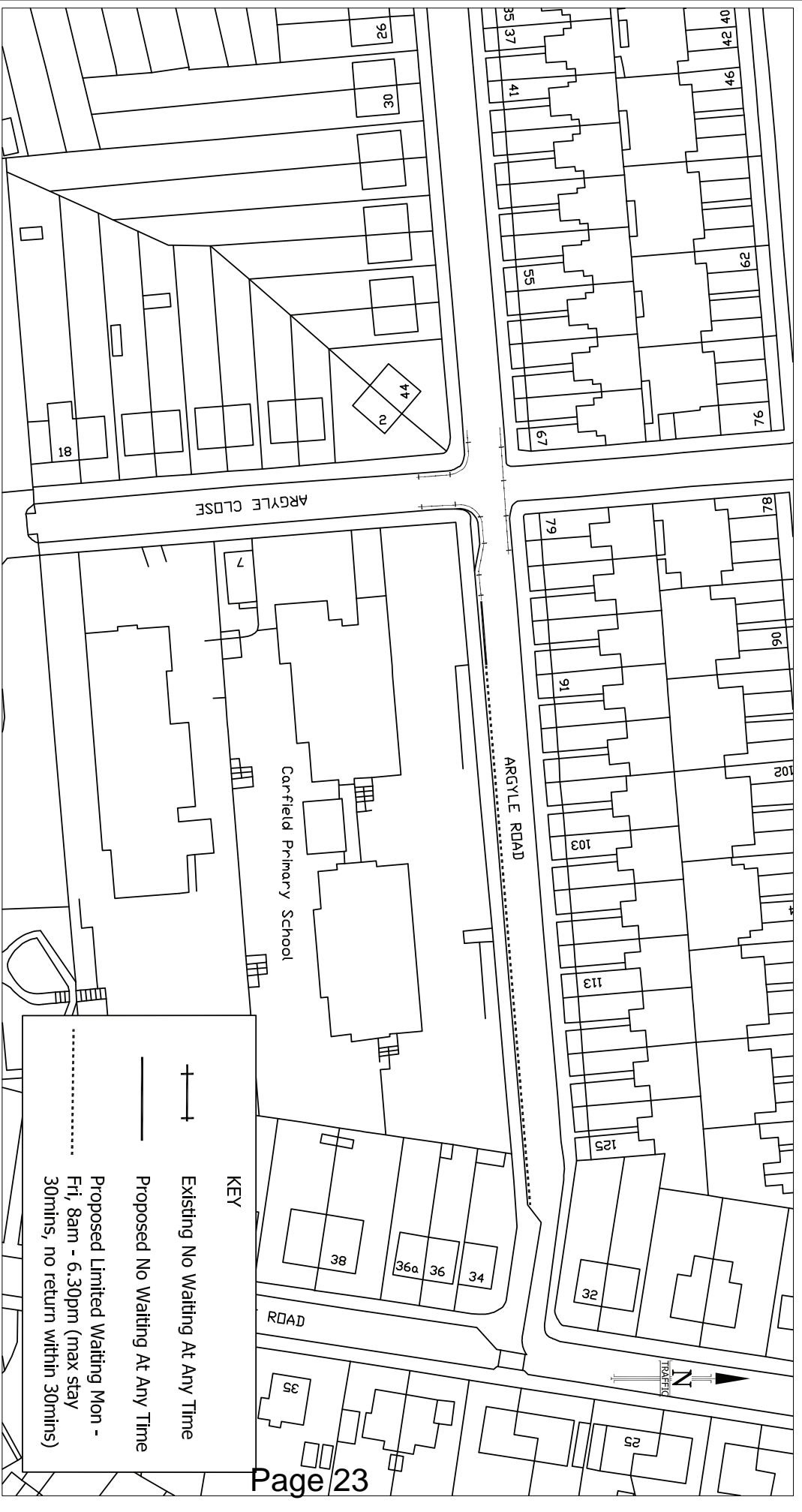
- Objection to the proposal to implement waiting time restrictions.
- Does not have any impact on safety and it will only impact on residents' ability to park.
- Argyle Road is only congested at school times.
- Better enforcement is needed.

Hunters Bar School – 1 objection from resident of Cowlshaw Road

A resident objects to the introduction of parking restrictions on Cowlshaw Road. The road already forms part of the Sharrowvale Residents Permit Zone, and as such, it already has restrictions, parking bays etc. for almost all of its length. Nothing new is being introduced, but parts of the Traffic Regulation Order around the junction with Kirkstall Road is being changed to permit enforcement of the school keep clear markings and to improve congestion and poor visibility. The resident has been contacted and the situation explained more clearly. **I have asked that the objection is withdrawn and I am awaiting a reply.**



<p>TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION</p> <p>SCHEME DESIGN</p> <p>2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel: 0114-273-6208, Fax: 0114-273-6182 E-mail: TrafficManagement@Sheffield.gov.uk Director: L Surch, M.R.T.P.I. Development Services</p>		<p>• Do not scale from this drawing • Any errors/omissions to be reported immediately • If in doubt, ask • This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018916, 2012</p>	
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<p>CHECKED</p>		<p>CHECKED</p>	
<p>Client</p> <p>SHEFFIELD CITY COUNCIL</p>		<p>Scheme</p> <p>SCHOOLS POLICE INITIATIVE SCHOOL KEEP CLEARS</p>	
<p>Drawing Title</p> <p>MEERSBROOK BANK SCHOOL DERBYSHIRE LANE/BINFIELD ROAD</p>		<p>Drawing No.</p> <p>TR/18/01/MBS1</p>	
<p>Scale</p> <p>1/1000</p>		<p>Millimetres</p> <p>0 30</p> <p>A4</p>	
<p>Date</p> <p>NOV 2012</p>		<p>Sheffield City Council</p> <p>SCHEME DESIGN</p>	



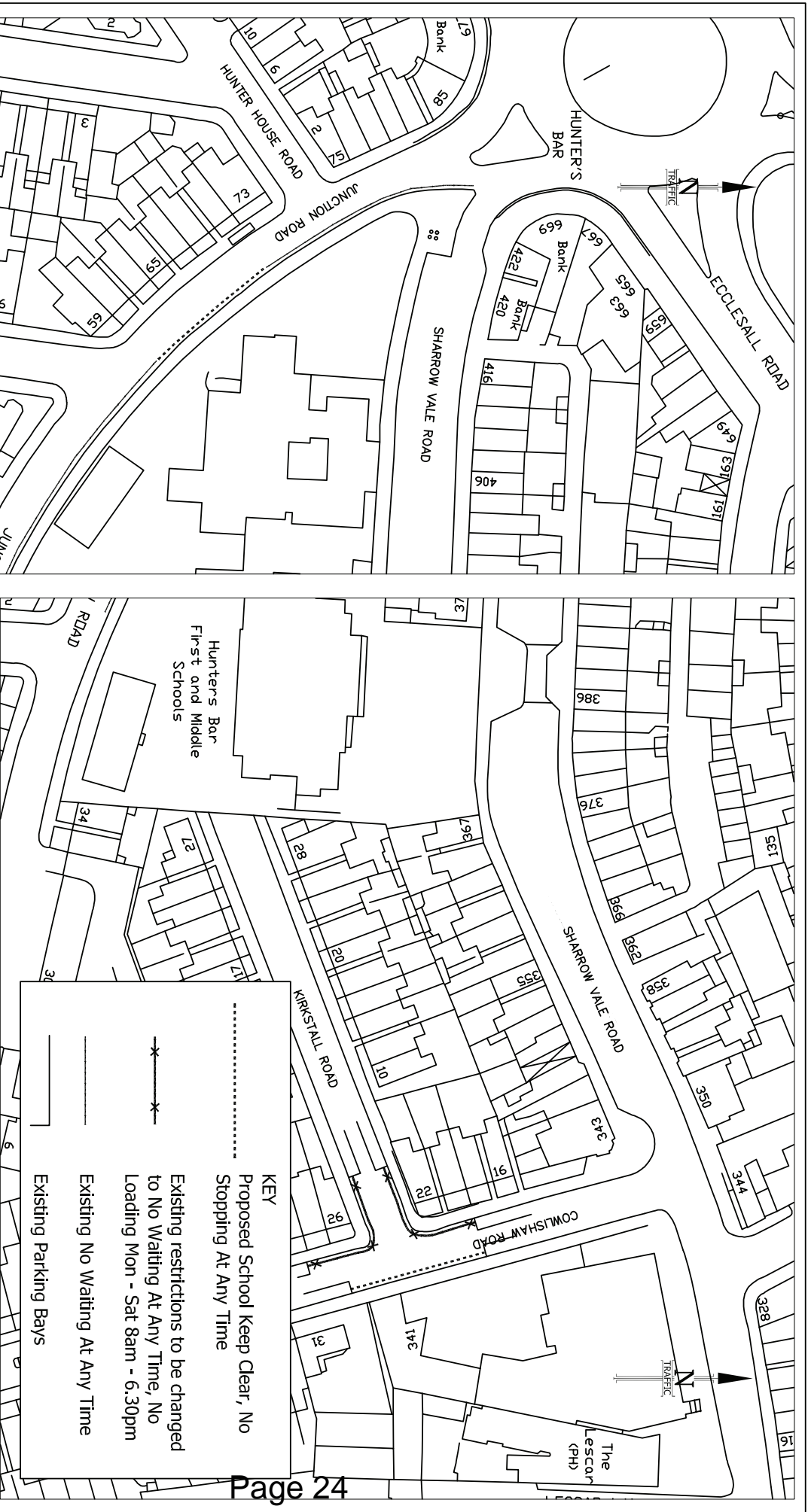
TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION
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AUTHOR: CHECKED:

Client: SHEFFIELD CITY COUNCIL
 Scheme: SCHOOLS POLICE INITIATIVE
 Drawing Title: CARFIELD PRIMARY SCHOOL ARGYLE CLOSE

Drawing No. TR/18/01/CP1
 Scale: 1/1000
 Date: NOV 2012
 SHEFFIELD City Council
 SCHEME DESIGN



KEY

- Proposed School Keep Clear, No Stopping At Any Time
- Existing restrictions to be changed to No Waiting At Any Time, No Loading Mon - Sat 8am - 6.30pm
- Existing No Waiting At Any Time
- Existing Parking Bays

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<p>Client</p> <p>SHEFFIELD CITY COUNCIL</p>		<p>Scheme</p> <p>SCHOOLS POLICE INITIATIVE SCHOOL KEEP CLEARS</p>	
<p>Drawing Title</p> <p>HUNTERS BAR SCHOOL JUNCTION ROAD/COWLISHAW ROAD</p>		<p>Drawing No.</p> <p>TR/18/01/HB1</p>	
<p>Scale</p> <p>1/1000</p>		<p>Millimetres</p> <p>0 30</p> <p>A4</p>	
<p>Date</p> <p>NOV 2012</p>		<p>SHEFFIELD City Council</p> <p>SCHEME DESIGN</p>	

Sheffield City Council Equality Impact Assessment



[Guidance for completing this form is available on the intranet](#)

Help is also available by selecting the grey area and pressing the F1 key

Name of policy/project/decision: South Yorkshire Police/South Community Assembly
School Keep Clear Initiative

Status of policy/project/decision: New

Name of person(s) writing EIA: David Sowter

Date: 21 February 2013

Service: Transport, Traffic and Parking

Services (TTPS)

Portfolio: Place

What are the brief aims of the policy/project/decision? The overall intention of the proposals is to introduce Traffic Regulation Orders to enable enforcement of School Keep Clear markings and improve road safety for school children and other pedestrians at 17 schools within the area. Only 3 of the 17 have received any objections.

Are there any potential Council staffing implications, include workforce diversity?

None identified

Under the [Public Sector Equality Duty](#), we have to pay due regard to: "Eliminate discrimination, harassment and victimisation, advance equality of opportunity and foster good relations." [More information is available on the council website](#)

Areas of possible impact	Impact	Impact level	Explanation and evidence (Details of data, reports, feedback or consultations. This should be proportionate to the impact.)
Age	Positive	High	It is expected that enforcing the proposed Traffic Regulation Orders will have a significant effect in reducing parking on School Keep Clear markings and that this will be a road safety benefit for pedestrians - particularly for young children at the schools and for other vulnerable pedestrians such as the elderly, disabled and carers
Disability	Positive	Medium	See above re disabled pedestrians
Pregnancy/maternity	Neutral	-Select-	
Race	Neutral	-Select-	
Religion/belief	Neutral	-Select-	
Sex	Neutral	-Select-	
Sexual orientation	Neutral	-Select-	
Transgender	Neutral	-Select-	
Financial inclusion, poverty, social justice cohesion or carers	Positive	Medium	See above re carers

Areas of possible impact	Impact	Impact level	Explanation and evidence (Details of data, reports, feedback or consultations. This should be proportionate to the impact.)
Voluntary, community and faith sector	Neutral	-Select-	
Other/additional:	-Select-	-Select-	
Other/additional:	-Select-	-Select-	

Overall summary of possible impact (to be used on EMT, cabinet reports etc):

Fundamentally these proposals are equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, the road safety improvement aspect of the proposal should prove particularly positive for vulnerable people including young children, the elderly, disabled people and carers. No negative equality impacts have been identified.

If you have identified significant change, med or high negative outcomes or for example the impact is on specialist provision relating to the groups above, or there is cumulative impact you **must** complete the action plan.

Review date: Ongoing throughout implementation **Q Tier Ref** - **Reference**

number: -

Entered on Qtier: No

Action plan needed: No

Approved (Lead Manager): David Sowter **Date:** 21/03/2013

Approved (EIA Lead person for Portfolio): Ian Oldershaw **Date:** 26/02/13

Does the proposal/ decision impact on or relate to specialist provision: no

Risk rating: None

Action plan

Area of impact	Action and mitigation	Lead, timescale and how it will be monitored/reviewed
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		

Area of impact	Action and mitigation	Lead, timescale and how it will be monitored/reviewed
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		

Approved (Lead Manager): Date:

Approved (EIA Lead Officer for Portfolio): Date:

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