

## SHEFFIELD CITY COUNCIL

### INDIVIDUAL CABINET MEMBER DECISION RECORD

The following decision was taken on 18 May 2018 by the Cabinet Member for Transport and Development.

Date notified to all members: Friday 18 May 2018

The end of the call-in period is 4:00 pm on Thursday 24 May 2018

Unless called-in, the decision can be implemented from Friday 25 May 2018

#### 1. **TITLE**

School Keep Clear Review - Newfield Secondary School

#### 2. **DECISION TAKEN**

(i) That the proposal is implemented as advertised;

(ii) both of the residents, who participated in the consultation, are notified of the decision; and

(iii) the physical work to be undertaken in financial year 2018/9 subject to the overall funding for the programme not being exceeded.

#### 3. **Reasons For Decision**

Officers recommend that the parking restrictions are implemented as advertised. The opportunity to make these types of improvements through a TRO process is propitious while the School Keep Clear review is being progressed. However the programme is in its last phases so it is unlikely that, in terms of provision of parking restrictions, Lees Hall Road would be a priority for the Authority's scrutiny in the short or medium terms.

The Double Yellow Lines effectively replace two school keep clear markings that were in place, on the school side of the road, before fading. The proposed restriction would cover a crossing point within a raised plateau provided at the time Newfield Schools rebuild (part of the BSF programme). A condition of development, the crossing point would lose pertinence if not accompanied by parking restrictions.

The majority of Talbot students are transported to and from site by minibus. Clearing parking at the access would be of benefit to drivers when leaving the school site.

#### 4. **Alternatives Considered And Rejected**

There is the possibility of not providing parking restrictions outside the Newfield School gate. As a consequence the situation at Lees Hall Road would remain as it

is now. Subsequently Newfield/Talbot would then number among the few schools without parking restrictions outside a main entrance. Although the road safety risks, at this location, are judged to be low (Lees Hall Road - Woodland Road do not comprise a through route) parking which blocks sight lines at such a well used egress cannot be judged to be ideal. Pavement parking also occurs at this access and this can prove oppressive for pedestrians. Leaving the site as it is would run contrary to the objectives of the School Keep Clear programme.

Double Yellow Lines are judged to be a more appropriate restriction, in comparison with a school keep clear marking, at a shared vehicle pedestrian access at a school. The double yellow restriction applies to both footway and carriageway. At this location there has been experience of taxis parked on the footways near the school gate.

The primary objective of the School Keep Clear review is to ensure appropriate enforceable markings outside school entrances. Provision of a resident parking scheme is beyond the scope of the project.

At base the double yellow lines would replace the SKC markings which used to be in place on Lees Hall Road.

5. **Any Interest Declared or Dispensation Granted**

None

6. **Respective Director Responsible for Implementation**

Executive Director, Place

7. **Relevant Scrutiny Committee If Decision Called In**

Economic and Environmental Wellbeing Scrutiny Committee