

## 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 - Rivelin Primary School

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

(i) That the proposal is implemented as advertised;

(ii) the objectors are informed accordingly; 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, Morley Street would be a priority for the Authority to revisit in the short or medium terms.

It is proposed that 36m metres of double yellow lines will replace a similar length of single yellow line. The rest of the considerable length of single yellow line is not affected. Any potential migration of parking, as a result of the proposal, is not judged to be significant.

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

There is the possibility of not providing parking restrictions outside Rivelin Primary School. As a consequence the situation at Morley Street would remain as it is now. Subsequently Rivelin 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 parking which blocks sight lines at such a well used egresses cannot be judged to be ideal. The main purpose of the School Keep clear review is to provide enforceable markings outside school gates.

A “no stopping at any time” restriction was considered for *both* existing school keep

clear markings outside the school. However the SKC marking at the secondary entrance covers the give way lines near the build out. A *no stopping* restriction may have compromised enforcement efforts if a motorist could claim that they were stopping in order to “give way.”

Provision of a resident parking scheme is beyond the scope of the School Keep Clear review programme.

The suggestion has been made that a “drop off” zone could be created outside the school. There are a number of practical issues which militate against consideration of such an idea. However the notion of the creation of a parking facility that would merely encourage vehicular use for the school journey runs contrary to Council policy. In any case the Authority would still seek to use parking restrictions to clear areas of visibility at the obvious *pedestrian* routes.

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