

Agenda Item 6



Author/Lead Officer of Report: *Andrew Kay*

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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 checked="" type="checkbox"/>	No
- Affects 2 or more Wards			<input checked="" type="checkbox"/>	No
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.

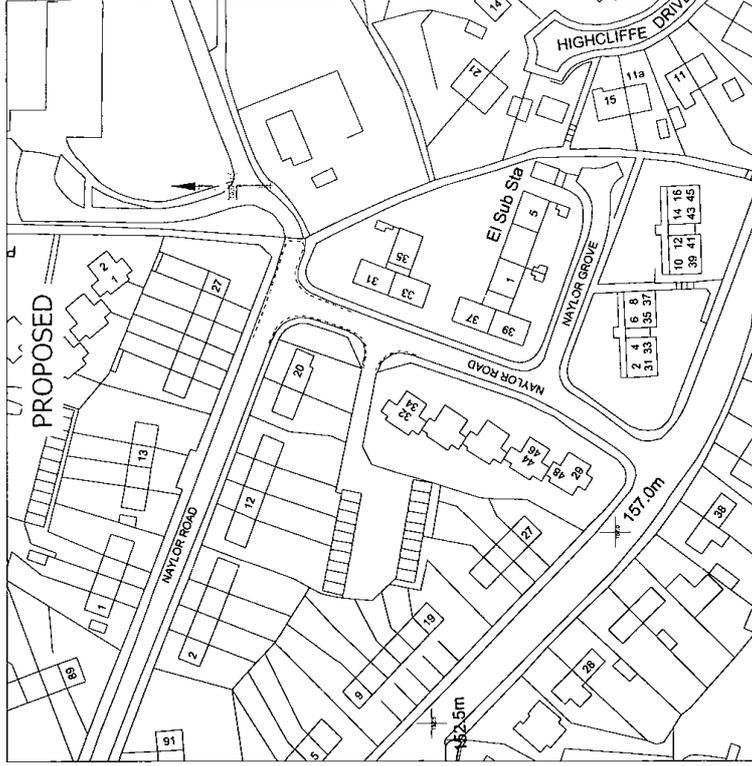
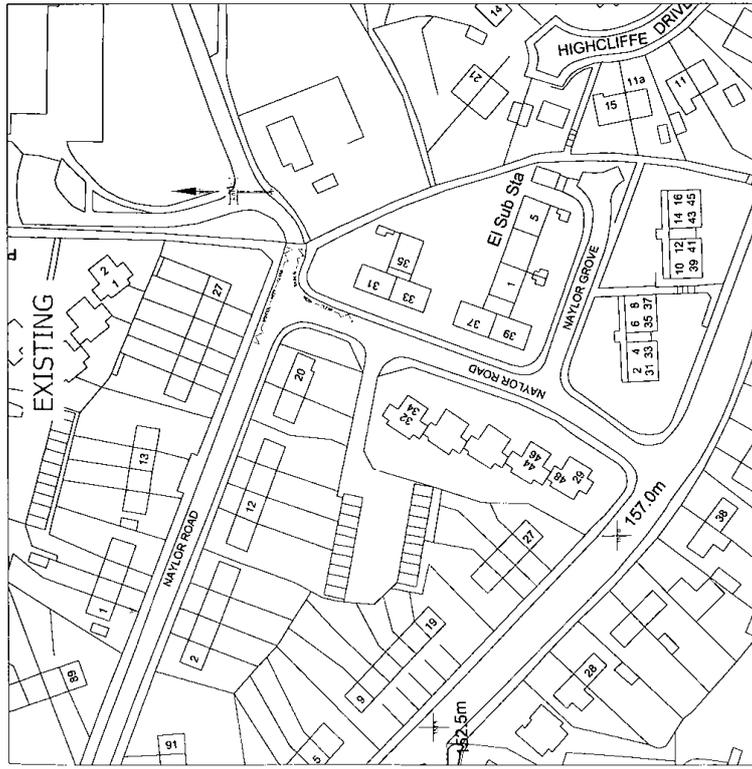
6. REASONS FOR RECOMMENDATIONS

- 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

This drawing is based upon Ordnance Survey
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