



Author/Lead Officer of Report: *Andrew Kay*

Tel: 273 6205

Report of: Executive Director Place

Report to: Individual Cabinet Member Decision

Date of Decision: March 2017

Subject: School Keep Clear Review – Newfield Secondary 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? (139)		
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) Lees Hall Road (Newfield Secondary School).

Recommendations:

- 7.1 That the proposal is implemented as advertised.
- 7.2 Both of the residents, who participated in the consultation, are notified of the decision
- 7.3 The physical work to be undertaken in financial year 2018/9 subject to the overall funding for the programme not being exceeded.

Background Papers:

Appendix A TRO Consultation Drawing

Appendix B Photographs of Lees Hall Road

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>Richard Cannon</i>
	Equalities: <i>Anne Marie Johnston</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>Lorraine Manley</i>
3	Cabinet Member consulted: <i>Councillor Jack Scott</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:	

1. PROPOSAL

- 1.1 Lees Hall Road (Newfield Secondary School and Talbot Specialist School) has been assessed in phase nine of the School Keep Clear review programme.
- 1.2 At base the proposal is to cover the shared vehicle/pedestrian access, of Newfield/Talbot Schools with double yellow lines (No Waiting at Any Time). Effectively these restrictions will replace the faded School Keep Clear markings. The SKC markings faded and were barely visible at the time of advertising the TRO proposal. Appendix A contains the consultation drawing.
- 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 an appropriate 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 where a change to the on street situation is being proposed.

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 on street notices were provided on September 1 2017. The consultation period ended on September 22 2017. The usual statutory consultees were contacted. In addition the schools and nearby residential properties were leafleted. The TRO was also advertised on the Authority's website.
- 3.2 Two responses were received during the consultation period. One resident approved of the proposal and also made reference to the long faded school keep clear lines that were visible at the school access some years ago. Another resident made the following comments:

I write with reference to a letter received a few days ago, regarding double yellow lines at the top of Lees Hall Road. Firstly there is very little space as it is for residents to park cars. We rarely as it is manage to park in front of our own homes. The only way this could be acceptable is to allow each household a permit (along with the neccessary boxes) to park near or outside their homes.

With the school being so close we often struggle to park as it is without imposing more problems with a no parking zone. I trust these comments will be taken into consideration when taking things into account. This would cause a very lot of disruption.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

- 4.1.1 No significant implications are identified. The prospective double yellow lines would merely replace the School Keep Clear markings that were in place at the vehicle/pedestrian access to the school. The proposal will render the school scene less oppressive for pedestrians of all abilities. Equality impact assessment number is 139 .

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 in relation to the Lees Hall Road proposal is estimated at less than £1000.

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 or for preventing the likelihood of such danger arising.. 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 newspaper. These requirements have been met.

The Council should consider any objections received and which have not been withdrawn. The Council must also be satisfied that the proposed restriction will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) according to section 122 of the 1984 Act. Provided 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, then by degree, the situation outside the Newfield Secondary School gate will be rendered safer and more pleasant for pedestrians.

4.4.2 As part of the Building Schools for the Future programme a raised plateau feature was provided at the junction of the school access and Lees Hall Road. An informal lowered kerb crossing point was also created. The proposed double yellow lines would cover this crossing point in the same way the School Keep Clear restriction did before the marking faded.



The raised plateau at Lees Hall Road outside Newfield / Talbot Schools. Intended as a feature to help pedestrians. If the proposal is progressed the lowered kerb crossing point would be covered by double yellow lines. Photo taken after school gate traffic leaves site.

4.4.3 As the vast majority of Talbot students are transported to and from the site by minibus the new restrictions will assist the drivers in clearing a range of visibility for drivers when leaving the school premises.

4.4.4. It is clear that some residents of Lees Hall Road rely on on-street parking but the proposal, if progressed, would make little difference to the current situation in relation to a “dispersal” effect. Newfield is a secondary school and therefore, in comparison with the primary school experience, very few pupils travel to school in cars. Furthermore a number of drivers, making the school journey, choose to park vehicles on school grounds. The vehicles include Talbot minibuses and taxis along with private vehicles. On street parking is minimal and transient in nature. The double yellow lines proposed are modest in length. At school home time on September 26 2017 three vehicles were parked in the area of

proposed restriction. Ten minutes later only one vehicle (a workman's van) remained in place.

Appendix B contains relevant photographs of the location when the school's home time bell has sounded. As can be seen a number of residents cars are parked before the bell sounds. The amount of parental parking, near the school gate, is minimal in comparison with many other school locations. Taking into account the short term nature of school gate parking the proposal is judged to have little negative consequence.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 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.
- 5.2 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.
- 5.3 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.
- 5.4 At base the double yellow lines would replace the SKC markings which used to be in place on Lees Hall Road.

6. REASONS FOR RECOMMENDATIONS

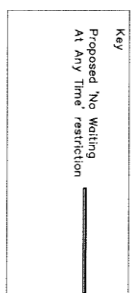
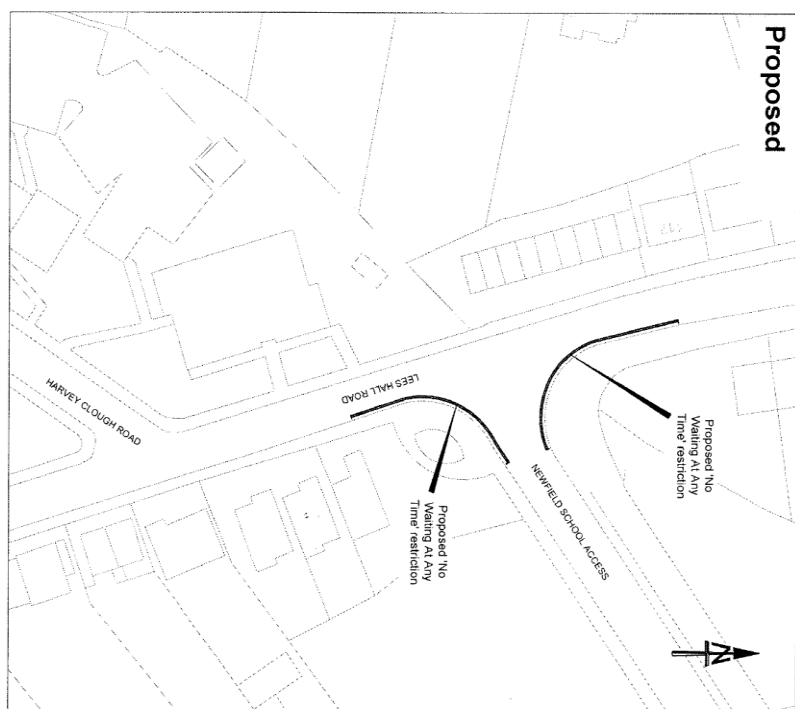
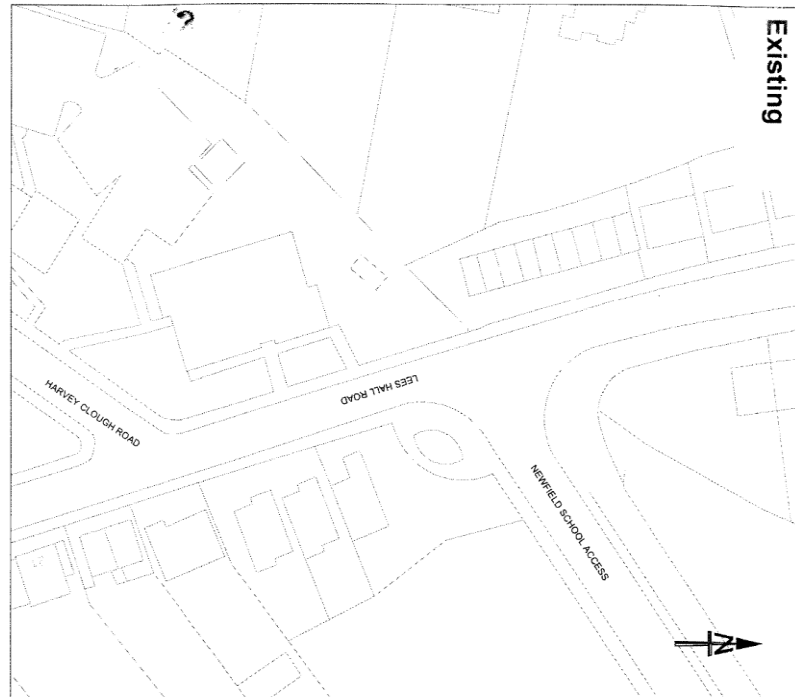
- 6.1 Officers recommend that the parking restrictions are implemented as advertised. The opportunity to make these types of improvements through a TRO process is propitious while the School Keep Clear review is being progressed. However the programme is in its last phases so It is unlikely that, in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

- 6.2 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.
- 6.3 The majority of Talbot students are transported to and from site by minibus. Clearing parking at the access would of benefit to drivers when leaving the school site.

7. RECOMMENDATIONS

- 7.1 That the proposal is implemented as advertised.
- 7.2 Both of the residents, who participated in the consultation, are notified of the decision.
- 7.3 The physical work to be undertaken in financial year 2018/9 subject to the overall funding for the programme not being exceeded.

Newfield Secondary School: School Keep Clear review Proposed waiting restrictions Double yellow lines are proposed at the entrance to the school.



This drawing is a proposed plan. It is not intended to be used as a legal document. It is the responsibility of the user to ensure that the plan is used in accordance with the relevant legislation and standards. The user should consult the relevant legislation and standards for more information.

Not to Scale
Drawing number: SD/LT/179/SKC/NEW/P01

D Ramdani, Scheme Design
Transport, Traffic & Parking Services,
June 2017

File of: Q001/Transport Capital
Programme/Transport, Low SIC development/development
SD/LT/179/SKC/NEW/P01

Sheffield
City Council

APPENDIX B



Lees Hall Road BEFORE school gate parking arrives. Note residents on street parking in place.



Lees Hall Road just before school gate parking arrives in earnest



A few minutes after the school bell has sounded.



Two vehicles parked in the area of double yellow lines north of the vehicle access.
A few minutes later the two vehicles will have left the site.



A workmans vehicle parked in the area of proposed double yellow lines south of the vehicle access. The van had been in situ for most of the day.



Lees Hall Road AFTER school related parking has left the site



Lees Hall Road AFTER school related parking has left the site