



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: March 2017

Subject: School Keep Clear Review Rivelin Primary School

Is this a Key Decision? If Yes, reason Key Decision:-

Yes ☐ No ☒

- Expenditure and/or savings over £500,000

☒

- Affects 2 or more Wards

☒

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 ☒ No ☐

If YES, what EIA reference number has it been given? (134)

Does the report contain confidential or exempt information?

Yes ☐ No ☒

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) Morley Street (Rivelin Primary School)

Recommendations:

- 7.1 That the proposal is implemented as advertised.
- 7.2 The objectors are informed accordingly.
- 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 Morley Street

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: Richard Cannon
	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 Morley Street (Rivelin Primary School) has been assessed in phase seven of the School Keep Clear review programme.
- 1.2 At base the proposal is to provide a “no stopping at any time” restriction for the school keep clear marking at the main entrance to the Rivelin Primary School. The other existing school keep clear marking would be replaced by double yellow lines (no waiting at any time). A length of double yellow line is proposed to cover the exit of the gennel opposite the schools main entrance. These double yellow lines (36 metres in length) would replace a similar length of existing single yellow line (no waiting 08.00 to 18.00 Monday to Saturday).
- 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 put in place on August 31 2017. The consultation ended on September 22 2017. Contact was made with the usual statutory consultees. In addition two nearby dwellings were leafletted and the proposal was posted on the Council website.
- 3.2 A representative of Rivelin Primary School expressed support for the proposal.

3.3 Two local residents registered objections. Relevant comments are quoted below:

I understand that there has to be some school keep clear markings for safety reasons but my main concern is for the residents.

This (the proposal) will mean that there will be even more issues with parking our own vehicles in the evening and at weekends due to lack of spacewe rely on using the single yellow lines, when times allow, to park vehicles as space is limited on street at times when residents come home and at weekends due to school hours, football matches etc.

It can be frustrating when you are governed by when you can come home to park and what time ! the new regulations just make things more difficult for people like our selves who live on the street) and it would be appreciated if we could have more of a say in what can be done to help our situation living on the street as the school seems to always have the priority which is always an issue as parents still abuse the parking system and still take no notice

The new regulations just make things more difficult for people who live on the street

You have to live on Morley street to appreciate the constant frustration that we have 7 days a week to park the 5 days that the school is open is one big nightmare , the single yellows that we have at the present are a big help as we can use the extra space after 6pm to park not just in the week but at the weekends, the school is so busy now with after school club, parents evening and then there is Christmas with all that goes on at the school.

So if you are planning to introduce double yellow lines this would make the matter worse, we not only have to tolerate Morley street residents parking but the adjacent road (Kirkstone road) also use Morley to park.

The parents also take no due care when they drop the children off and then pick them up later.

I can only speak for myself but I do think that we as residents should be allowed parking permits.

Could we not have a zone that parents could just drop their children off and then go like that have in some American schools with a couple of petrol people every day to make sure this is done properly, that way I think it would be safe all-round or something very similar in place.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

- 4.1.1 Overall there are no significant differential, positive or negative, equality impacts. However the slight improvement to the highway environment near school will bring some benefit to young pedestrians by means of danger reduction and less fear of collision.

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 Morley Street, proposal is estimated at £4000.

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, by degree, the situation outside Rivelin Primary School gate will be rendered safer and more pleasant for pedestrians.
- 4.4.2 The new restrictions merely cover existing crossing points used by students and parents of Rivelin Primary School. The aim is to secure a range of visibility for pedestrians, crossing Morley Street, at positions near the school gates and at the gennel opposite the main entrance. In addition it should be noted that the proposed double yellow lines cover the existing give way markings at both of the build outs near the school. Parking at or on the approaches to these give way markings cannot be condoned. This pattern of parking effectively creates a long "chicane"

near the build outs and, consequently traffic management and road safety problems ensue.

- 4.4.3 The issues residents have with on street parking have been articulated in the objections. However any dispersal effect that may result after provision of the new restrictions is judged to be minimal. Parking linked to the occurrence of after school clubs and football matches at Hillsborough have been mentioned. Bearing this in mind officers have visited site and taken photographs at relevant times. At the time of the Sheffield “derby” game (Sunday 24 September 2017) no vehicles were parked in the areas proposed for change. On the day both sides of the carriageway, within the residential section of Morley Street, were almost fully parked up. The Sheffield derby will generate one of Hillsborough’s biggest crowds of the season. Photographs, of Morley Street, on the day of the Sheffield Derby are included in Appendix B. As can be seen the prospect of parking dispersing to the residential section of Morley Street, if the parking restrictions are introduced, is not realistic. This takes into account the experience of one of Hillsborough’s higher attendances.
- 4.4.4 The amount of parked vehicles generated by after school clubs is relatively small and such parking is transient. The residents expressing objections have stated that they utilise the space covered by the single yellow line restriction in order to park vehicles at times when space on the residential side of the road is taken. This single yellow line restriction (no waiting Mon –Sat 8-6.30pm) will still be available if the TRO proposal is progressed.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 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.
- 5.2 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.”
- 5.3 Provision of a resident parking scheme is beyond the scope of the School Keep Clear review programme.

- 5.4 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.

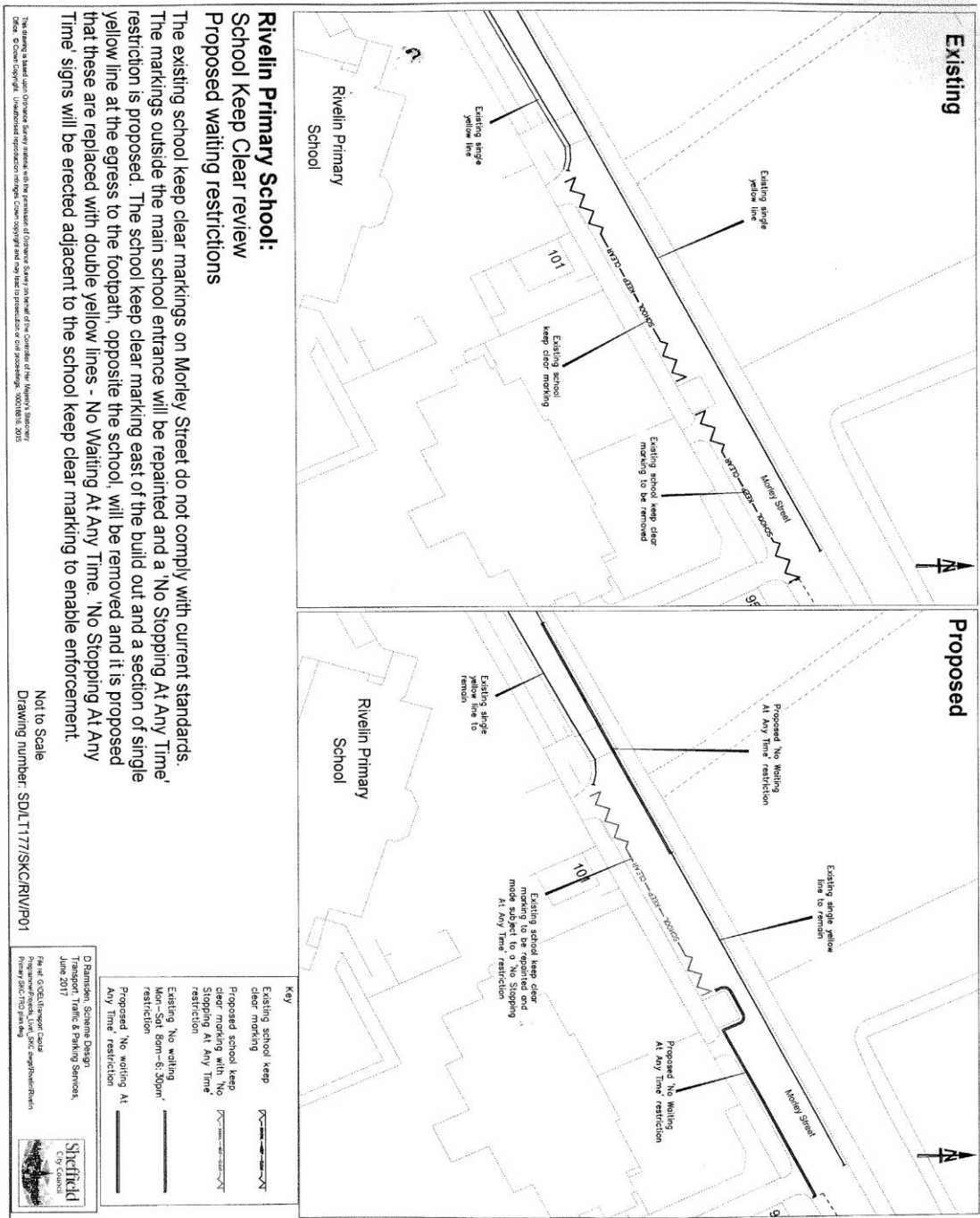
6. REASONS FOR RECOMMENDATIONS

- 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, Morley Street would be a priority for the Authority to revisit in the short or medium terms.
- 6.2 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.

7. RECOMMENDATIONS

- 7.1 That the proposal is implemented as advertised.
- 7.2 The objectors are informed accordingly.
- 7.3 The physical work to be undertaken in financial year 2018/9 subject to the overall funding for the programme not being exceeded.

APPENDIX A



APPENDIX B

Parking on the day of the Sheffield derby football match 24 September



Looking east down Morley Street No parking on the SKC markings



Looking east down Morley Street from the gennel exit



Looking west from a position opposite the school main entrance.



No parking on SKC marking at school main entrance nor at the area of proposed double yellow lines at the genrel exit



An indication of parking in the residential section of Morley Street

