



SHEFFIELD CITY COUNCIL South West Community Assembly Report

Report of: Director of Development Services

Date: January 2013

Subject: Petition requesting signs for the existing School Keep Clear markings on Pingle Road on the approach to and at the access into Dobcroft Junior and Infant School.

Author of Report: Steven Ashton
Highways Co-ordinator
steve.ashton@sheffield.gov.uk
Tel. 0114 273

Summary: The purpose of the report is to assist the Assembly in order to provide a reply to the petitioners

Reasons for Recommendations:

The provision of a Traffic Regulation Order for the School Keep Clear marking in the turning head at the school entrance and the proposed waiting restrictions on Pingle Road adjacent to the houses will aid better enforcement and discourage school related parking hence improving road safety;

The school keep clear markings adjacent to the houses are not justified under Department of Transport criteria since few people cross there. Therefore, it is proposed to introduce waiting restrictions which will be in operation during school starting and finishing times;

The provision of bollards in the footway in the turning head area will help reduce conflict between vehicles and pedestrians especially at school opening and closing times;

Recommendations:

Thank the petitioners for bringing their concerns to the attention of the Council.

Introduce a Traffic Regulation Order on the existing school keep clear markings in the turning head outside the vehicular access with appropriate signage;

Replace the existing school keep clear markings on both sides of Pingle Road adjacent to the houses by a single yellow line and appropriate signage stating no waiting Monday to Friday 8.00 to 9.30am, 2.30 to 4.00pm;

Provide bollards in the footway at the turning head to reduce conflict between vehicles and pedestrians.

Background Papers: No

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES
Legal Implications
NO
Equality of Opportunity Implications
NO
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
YES
Economic impact
NO
Community safety implications
YES
Human resources implications
NO
Property implications
NO
Area(s) affected
South West Community Assembly
Relevant Cabinet Portfolio Leader
Cllr Leigh Bramall
Relevant Scrutiny Committee if decision called in
Cabinet Highways Committee
Is the item a matter which is reserved for approval by the City Council?
Yes
Press release
NO

REPORT TO THE SOUTH WEST COMMUNITY ASSEMBLY

1.0 SUMMARY

- 1.1 To respond to petitioners requesting signs for existing school keep clear markings on Pringle Road on the approach to and at the vehicular access into Dobcroft Junior and Infants School.

2.0 WHAT DOES THIS MEAN FOR PEOPLE WITHIN THE SOUTH WEST COMMUNITY ASSEMBLY AREA

- 2.1 If an option to promote measures is adopted by the Community Assembly, the local highway scheme now proposed will assist local people in using pedestrian routes in their area, crossing roads or in the control of vehicles (moving or stationary) in and around their area, adding to improved community safety.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The funding and construction of local highways schemes contributes to meeting the 'Increase mobility and provide safer routes for pedestrians' priority in the South West Community Assembly Plan. It also contributes to the Council's Corporate Plan "Standing Up for Sheffield", particularly the "Great Place to Live" and "Safe and Secure Communities" outcomes.
- 3.2 If the Community Assembly decides to take no action there will be no outcomes to report.

4.0 REPORT

- 4.1 A petition, containing 231 signatures was received by the Cabinet Highways Committee in July 2012. Subsequently the petition was referred to the South West Community Assembly.

The petition has the heading :

"Petition to request official signage to top part of Pingle Road adjoining zig zag lines and alteration to road signage on turning area leading to pedestrian and only vehicular access to Dobcroft Junior and Infant Schools ."

- 4.2 Officers met with the petition organiser to clarify the details of the request. The issue is focussed around the section of Pingle Road leading up to the School entrance from the junction with Whirlowdale Crescent and the turning head where the school vehicular access is located. There are also pedestrian accesses at this location. The petition organiser was concerned about vehicles parking on the school keep clear markings during school

opening and closing times and also about the conflict between vehicles and pedestrians in the turning head area at the school entrance.

- 4.3 Dobcroft Junior and Infants School is located at the end of the Pingle Road from its junction with Whirlowdale Crescent. The School entrance which has both vehicular and pedestrian accesses is situated at the end of Pingle Road at the turning head. Pingle Road is a narrow residential road where residents have off street parking facilities.
- 4.4 There are footways on both side of Pingle Road from the pedestrian accesses/entrances at the turning head to the junction with Whirlowdale Crescent. At the junction there is a raised platform feature with pedestrian crossings which is protected from obstruction by waiting restrictions and bollards. This provides a safe crossing point across Pingle Road for pedestrians.

Photograph showing the Pingle Road / Whirlowdale Crescent junction



- 4.5 The crossing point and the radius are protected from parking by 'No Waiting At Any Time' restrictions which continue approximately 9 metres along Pingle Road from the junction with Whirlowdale Road. The remainder of Pingle Road from the double yellow lines onwards including the turning head is covered by School Keep Clear line markings. The School Keep Clears are not currently supported up a Traffic Regulation Order.

Looking towards the turning head on Pingle Road



- 4.6 There have been no recorded injury accidents in the past five years along this section of Pingle Road.
- 4.7 Vehicle/pedestrian conflict is restricted to the turning head where vehicles turning around can overrun the footway and hence come into conflict with pedestrians on the footways. This can be a particular problem at school opening and closing times.
- 4.8 In order to try to limit conflict between pedestrians and vehicles in the turning area and also to keep the road clear of parked vehicles at School starting and finishing times a number of measures could be considered.
- 4.9 Bollards could be provided to stop vehicles overrunning the footways when manoeuvring in the turning head, although it should be noted that the footway is fairly narrow being 1.8 metres wide in some places.

- 4.10 It is considered that the provision of bollards in the footway at the turning head will be effective in separating vehicles from pedestrians. The bollards would also discourage drivers from parking on Pingle Road which would then result in fewer vehicles having to make turning manoeuvres and therefore result in less conflict between vehicles and pedestrians.
- 4.11 The current school keep clear markings outside the majority of schools within Sheffield and Pingle Road were first introduced in 1975 as advisory. Drivers are advised not to wait on such markings in the Highway Code. A parked vehicle can be considered to be causing obstruction. In practise, evidence of obstruction would need to be collected and clearly demonstrated by the Police before prosecution could be considered.
- 4.12 Following a series of trials a new regulatory sign was introduced in 1994 to supplement the road markings. The signs are backed up by a Traffic Regulation Order (TRO), which make the school keep clear markings mandatory and enforceable in the same way as a waiting restriction.
- 4.13 The advent of decriminalised parking in Sheffield has provided the opportunity to enforce all waiting restrictions more robustly as well as to introduce more parking management schemes such as mandatory school keep clear markings. Such measures act as a great deterrent to parents parking.
- 4.14 The length of school keep clear markings is determined by the Traffic Signs and General Directions, which states that the total length of the words and zig zag markings should be between 25.56 metres and 43.56 metres.
- 4.15 The Department of Transport guidelines generally suggest that School Keep Clear Markings (SKC) are provided to secure an area free of parking, to create a range of visibility for all road users at a location where large numbers are crossing this road. This is intended to maintain motorists respect for SKC markings.
- 4.16 In this instance the vast majority of children do not need to cross Pingle Road along the length covered by the SKC markings since there is a continuous footway on both sides of the road. It can be argued therefore that the SKC markings are not required and that waiting restrictions would be more appropriate and effective.
- 4.17 Stopping parking along Pingle Road near the School entrance during school opening and finishing times would reduce the number of vehicles needing to turn round and overrunning the footway area. Parking on both sides of Pingle Road leads to conflict between vehicles travelling in opposite directions due to the narrowness of the carriageway. Parking can also obstruct

residential driveways.

A plan showing the proposals is attached as appendix A

4.18 **ALTERNATIVE OPTIONS CONSIDERED**

- 4.19 The possibility of providing a Traffic Regulation Order for the existing layout of school keep clear markings was investigated. However, Department of Transport advice is that to maintain motorists respect for the concept of School Keep Clear markings they should only be provided at locations where there are large amounts of people crossing and therefore it is essential to provide an area clear of parking to create a full range of visibility for all road users. This is not the case with the SKC markings adjacent to the houses since few people cross along this length and therefore School Keep Clear markings could not be justified in this instant.

5.0 Financial Implications

- 5.1 The estimated cost of the scheme is £4,000. The Ecclesall Ward Councillors have made this their top priority small scheme for the Ward allocation of the Highways budget for the SWCA.

5.2 Legal Implications

The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all road users. In reaching decisions of this nature must clearly take into account any road safety issues that may arise and follow the relevant legislation and guidance. Providing that it does so, it is acting lawfully, as it is doing in this case.

5.3 Equality of Opportunity Implications

The waiting restrictions to keep the area clear of parked vehicles would benefit vulnerable pedestrians such as the young, elderly, disabled and also carers.

5.4 Human Resource implications

No significant implications are identified

5.5 Environmental and Sustainability Implications

Implementation of waiting restrictions would have only a very minimal detrimental visual effect at this residential location. The

cost of the signs and lines would include a commuted sum to cover the maintenance of them for the 25 year life of the Streets Ahead Highways Maintenance project.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The provision of a Traffic Regulation Order for the School Keep Clear marking in the turning head at the school entrance and the proposed waiting restrictions on Pingle Road adjacent to the houses will aid better enforcement and discourage school related parking hence improving road safety;
- 6.2 The school keep clear markings adjacent to the houses are not justified under Department of Transport criteria since few people cross there. Therefore, it is proposed to introduce waiting restrictions which will be in operation during school starting and finishing times;
- 6.3 The provision of bollards in the footway in the turning head area will help reduce conflict between vehicles and pedestrians especially at school opening and closing times;

7.0 RECOMMENDATIONS

- 7.1 Thank the petitioners for bringing their concerns to the attention of the Council.
- 7.2 Introduce a Traffic Regulation Order on the existing school keep clear markings in the turning head outside the vehicular access with appropriate signage;
- 7.3 Replace the existing school keep clear markings on both sides of Pingle Road adjacent to the houses by a single yellow line and appropriate signage stating no waiting Monday to Friday 8.00 to 9.30am, 2.30 to 4.00pm;
- 7.4 Provide bollards in the footway at the turning head to reduce conflict between vehicles and pedestrians.

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