



SHEFFIELD CITY COUNCIL Northern Community Assembly Report



Report of: Director of Development Services

Date: October 17 2012

Subject: **Petition requesting parking restrictions on Ash View, Chestnut Drive and Holly Close**

Author of Report: **Andrew Kay**

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

Reasons for Recommendations: In summary, the location is judged to be low risk from a Road Safety point of view and implementation of parking restrictions, at the junctions, is not viewed as essential. However, at discretion the assembly may decide to investigate a more extensive lining scheme taking in a revision of existing school keep clear markings.

Recommendations:

That the requests to provide parking restrictions and a resident parking scheme, near Windmill Hill School, are declined

The petitioners are thanked for bringing this matter to the attention of the Council.

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
NO
Economic impact
NO
Community safety implications
YES
Human resources implications
NO
Property implications
NO
Area(s) affected
North Community Assembly
Relevant Cabinet Portfolio Leader
Cllr Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
Yes
Press release
NO

REPORT TO THE NORTHERN COMMUNITY ASSEMBLY

1.0 SUMMARY

- 1.1 To respond to petitioners requesting parking restrictions on Ash View, Chestnut Drive and Holly Close.

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

- 2.1 If an option to promote measures is adopted by the Community Assembly the process involved in consulting on the proposal supports the 'A Great Place to Live' objectives of communities having a greater voice and more control over services which are focussed on the needs of individual customers. Our open, honest and transparent way of working with local residents has increased confidence in the consultation processes.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 Provision of any lining will have an implication for future maintenance costs.
- 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 25 signatures was received by the Cabinet Highways Committee on February 9 2012.. Subsequently the petition was referred to the Northern Community Assembly

The body of the petition has no heading but a covering letter, written by the petition organiser, includes the following requests;

- *To have double yellow lines placed wherever they are needed (the petitioner suggests all road junctions near Windmill Hill School- Ash View//Holly Close, Ash View/Chestnut Drive, Ash View/Bevan Way)).*
- *Bollards placed on corner pavements.*
- *Residents only parking, particularly on Holly Close.*
- *Any other form of restricted parking which you can suggest*

The breakdown of the petitioners addresses is as follows.

Holly Close – 10 residents

Chestnut Drive – 9

Ash View -5

Chapel Road -1

- 4.2 Ash View, Bevan Way, Chestnut Drive and Holly Close are unclassified roads with a speed limit of 30 mph. Windmill Hill School is situated on Ash View and the usual school gate parking occurs at school start and finish times.
- 4.3 According to the School Travel Plan, Windmill Hill Primary School has 357 pupils. Approximately half of these students are brought, to and from site, by adults in cars. The school has made periodic appeals to parents to consider alternative modes of transport and for considerate parking.
- 4.4 In the five years up to September 30th 2011 no injury incidents are recorded, in police accident records, for the roads Ash View, Chestnut Drive and Holly Close.
- 4.5 The length of Ash View is part of the number 72 bus route. The frequency of the bus is one an hour.
- 4.6 Officers have made a number of visits to this location and an officer has been in conversation, with the petition organiser, on location.
- 4.7 The mass parking, outside Windmill Hill Primary School is typical of the vast majority of schools sites. Customarily such parking is transitory. The morning period is characterised by parents making short term “drop offs “ on the school run. At school closing time some parents wait, in vehicles, for periods of approximately twenty minutes.
- 4.8 On Ash View there are three entrances to Windmill Hill School. Two of the accesses are for pedestrians the other is for vehicles. These entrances are covered by a single length of school keep clear line with a length of 110 metres. The length of this marking appears to be excessive bearing in mind a vehicle access lies between the two pedestrian entrances. A school keep clear marking is pertinent to pedestrian movements and not vehicle access issues.

- 4.9 On September 6th 2011 Ash View (outside the school gates) was formally assessed for suitability as a school crossing patrol site. The location did not meet the criteria set by national guidelines.

The assessor recorded the following comments:

“During the busiest half hour period (08.25 – 08.55) 93 children crossed near this location and 116 children used this route

The vast majority of children, crossing near the site were accompanied. During the busiest period the majority of vehicles, using this route, were parents dropping off children. Most people did not appear to have much difficulty crossing as there were lots of gaps in the traffic

It would also be very difficult to site a warden as the school has two entrances quite a distance apart and it would be anticipated that pedestrians would continue to cross on their desired route.

Details of the count taken, at the time of this site visit, are included as Appendix B

- 4.10 The petitioners have requested a residents parking scheme be implemented on Holly Close. School gate parking adds to on street resident parking and inconvenience is experienced. The photograph below gives an illustration of the scene shortly after school home time.



5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The cost of raising a Traffic Regulation Order is £3,500. The order would be required if the Authority was to enter into public consultation on any proposal to implement double yellow lines at the Ash View/Chestnut Drive, Ash View/Holly Close and Bevan Way/Ash View junctions. Any lining work would be an additional cost.
- It should be noted that parking restrictions, when in force, apply to both footway and carriageway parking.
- 5.2 Rule 243 of the Highway Code advises that drivers should not park within ten metres of a junction but, at school opening and closing times, vehicles are parked on the radii of the junctions near Windmill Hill School (see photograph below). Provision of lines at these locations would not be detrimental in road safety terms. However, from a road safety viewpoint, priority, for implementing parking restrictions, would be given to junctions with a high level of collision incidents and where a lack visibility was a contributory factor. As stated, no injury incidents are recorded in the area surrounding Windmill Hill School.
- Bus drivers would be assisted by implementation of parking restrictions at the Ash View/Bevan Way junction. There are occasions when school related parking inhibits the right turn (from Bevan Way into Ash View).
- 5.3 The Assembly may elect to engage in a more expansive lining scheme which would include a revision of the existing school keep clear marking. The existing marking would be obliterated and two new school keep clear markings (with enhanced enforcement status) could be provided outside the current pedestrian entrances. Representatives of the school have expressed approval for the basic idea). The school vehicle access and the caretaker access could be covered with, more appropriate, white "H" markings. The cost of this scheme (including double yellow lines at the junctions) would be approximately £7,500 -£10,000. Alternatively the Streets Ahead initiative could offer the prospect of revising the School Keep Clear markings. Provisionally this area is scheduled for treatment in year three of the programme. This may prove to be the optimum opportunity to revise these inappropriate markings.
- 5.4 Wholesale or more widespread parking restrictions outside schools are, in general, not recommended by officers. Reasons include the probability of creating conditions whereby vehicle speeds are likely to increase past the school and the prospect of merely moving parking to other locations where a new set of residents will express dissatisfaction. However if the Assembly

chose to pursue this option the cost would be £3,500 (the TRO) plus the lining costs.

- 5.5 The petition organiser has suggested provision of bollards in order to prevent full and partial footway parking at the junctions of Ash View/Holly Close and Ash View/Chestnut Drive. In isolation such obstacles would not prevent parking in the carriageway near junctions. The cost of an appropriate bollard, at *Street Force* prices is £250.
- 5.6 The Authority could choose to do nothing. The situation will remain as it is.
- 5.7 Implementation of a resident parking scheme, at a location, where mass parking is transitory may be viewed as a disproportionate response. The Northern Assembly area has many schools where residents may experience similar inconveniences. Residents parking schemes usually cover areas (rather than a single road). An approximate estimate of the cost of such a scheme would be in excess of £10,000. As usual, a proposal for a residents parking scheme would require consultation. Residents views cannot be predicted. Some find the cost of £30 per vehicle (per annum) a deterrent.

Financial Implications

Any scheme would be funded from the Northern Community Assembly's financial allocation. The cost of the discretionary scheme (described in 6.3) is estimated at £7,500 to £10,000 at *Street Force* prices.

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.

Equality of Opportunity Implications

No significant implications are envisaged in relation to any of the lining schemes suggested.

Human Resource implications

No significant implications are identified

Environmental and Sustainability Implications

The lining schemes described will increase future maintenance burdens – but only on a small scale. Implementation of parking restrictions, in the school situation, is likely to lead to a migration of parking elsewhere. This is why extensive parking restrictions are not recommended.

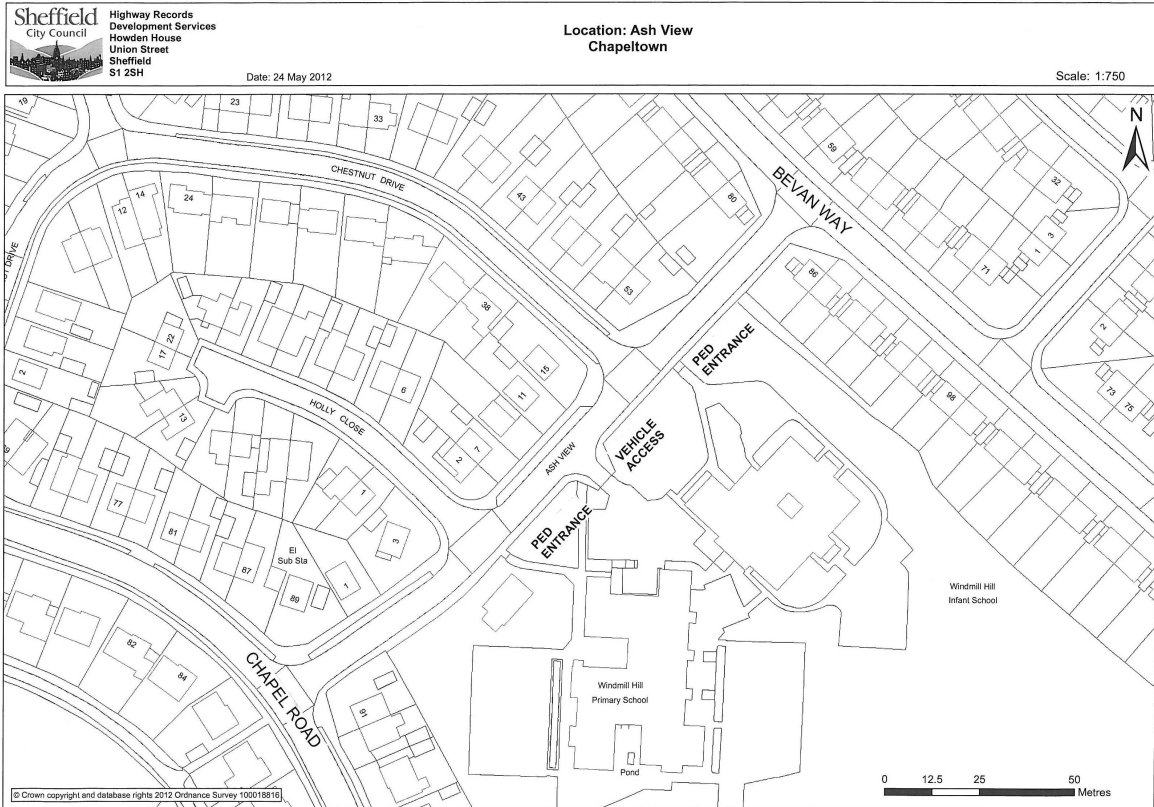
6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The parking patterns have been long established in the area under examination and, overall, the road safety risks are judged to be low. The lead petitioner has described the situation as dangerous, but the police incident data is testament to the low risks associated with the site. At school opening and closing times vehicle speeds tend to be low (this is acknowledged by the petition organiser who states that, “the road is so congested at peak times that cars cannot even reach 20mph”) Other contributory factors to the safety of the location include that Ash View is not a particular through route and traffic volumes are relatively small. As is normally the case in modern times, the vast majority of students are escorted to and from school by an adult. The adult accompaniment is a significant factor in child pedestrian safety. Vehicle/pedestrian collisions outside schools and incidents involving accompanied children are rare.
- 6.2 There are many junctions throughout the city where drivers park within 10 metres of a junction. From a Road Safety standpoint, junctions with an incident history (where visibility was acknowledged as a causation factor) would be prioritised for parking restrictions. The recommendation (7.1) has been given taking into account a view of overall road safety priorities.
- 6.3 At the Assembly’s discretion a proposal for parking restrictions, at the junctions, could be worked up. The opportunity could be taken to revise the existing school keep clear markings along with implementing parking restrictions at the junctions. Other things being equal no negative road safety implications would arise from such proposals. It is possible that an alteration of the School Keep Clear markings could be deferred until the arrival, in the area, of the *Streets Ahead* initiative.

7.0 RECOMMENDATIONS

- 7.1 That the requests to provide parking restrictions and a resident’s parking scheme, near Windmill Hill School, are declined.
- 7.2 The petitioners are thanked for bringing this matter to the attention of the Council.

APPENDIX A



APPENDIX B - Counts taken as part of assessment for provision of crossing warden – 6 September 2011

Time	Car/Van	Hgv/Pcv	Unaccompanied child under eleven years old	Accompanied child under eleven years old
08.06-08.10	16	-	-	-
08.11-08.15	18	-	-	-
08.16-08.20	14	-	-	3
08.21-08.25	12	-	-	-
08.26-08.30	15	-	2	5
08.31-08.35	18	-	1	13
08.36-08.40	23	-	4	27
08.41-08.45	22	2	-	33
08.46-08.50	23	-	-	7
08.51-08.55	11	-	-	1
08.56-09.00	8	1	-	-

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