

MEETING OF THE CABINET HIGHWAYS COMMITTEE

held 12 January 2012

PRESENT: Councillors Leigh Bramall (Chair), Bryan Lodge and Helen Mirfin-Boukouris

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1. APOLOGIES FOR ABSENCE

1.1	<u>Apology</u> Councillor Harry Harpham	<u>Substitute</u> None
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2. DECLARATIONS OF INTEREST

2.1 There were no declarations of interest.

3. MINUTES OF LAST MEETING

3.1 The minutes of the meeting of the Committee held on 8 December 2011 were approved as a correct record.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 Roz Wollen, representing the Residents Against Station Closure (RASC), attended the meeting and asked the Committee the latest position in respect of the Council pursuing a Right of Way agreement to enable the public to continue to use the footbridge at the train station.

4.2 She stated that in September 2009 it had been agreed by the Council that the possibility of a Right of Way agreement being established to allow the public to use the footbridge would be pursued. At the Full Council Meeting on 5 October 2011 Members had asked the Council's officers to speed up work regarding a public rights of way application for the Station footbridge. She therefore asked when a report would be submitted to this Committee.

4.3 Councillor Leigh Bramall responded that officers, in consultation with Members, were currently establishing the full costs of pursuing such an agreement. The Department for Transport had indicated that they would pursue the Council for costs for any losses incurred. The validity of this claim was disputed by the Council but this needed to be clarified to avoid any potential for incurring large costs at a later date.

4.4 He further commented that there was no clear timescale at this stage for a report to be submitted to the Committee. It was important to ensure that, due to the budget restrictions faced by the Council, everything was clarified in terms of potential costs to the Council of taking forward a Rights of Way creation before any decision was made on the next stage.

4.5 Councillor Bryan Lodge further commented that Members across all parties at the Council were committed to ensuring the footbridge remained open to the public. Although the time delay was frustrating, this was understandable given the circumstances. He welcomed the work that RASC had done in keeping the issue on the local and national agenda and requested that they continue to do this with the support of the Council.

5. **ITEMS CALLED-IN FOR SCRUTINY/REFERRED TO CABINET HIGHWAYS COMMITTEE**

5.1 There were no items called in for Scrutiny or referred to this Committee.

6. **PETITIONS**

6.1 New Petitions

The Committee noted for information the receipt of petitions (a) containing 7 signatures objecting to the construction of loading bays and implementation of revised waiting restrictions at Stannington Road/Stanwood Avenue and that discussions would be held with the Northern Community Assembly as to how they wished to take this forward and (b) containing 21 signatures regarding school out of hours car parking issues on Button Hill in connection with planning application 11/01623/FUL and that this would be referred to the City Centre, South and East Planning and Highways Committee for consideration in conjunction with the planning application.

6.2 Outstanding Petitions List

The Committee received and noted a report of the Executive Director, Place setting out the position on outstanding petitions that were being investigated.

7. **PARKING ENFORCEMENT USING MOBILE CAMERAS**

7.1 The Executive Director, Place submitted a report proposing the introduction of parking enforcement using vehicles equipped with cameras for certain types of contravention. It also recommended introducing a more effective form of camera enforcement at existing bus and tram gates and bus lanes by using cameras that could be relocated.

7.2 Hafeaz Rahman attended the meeting and made representations to the Committee on behalf of a number of taxi drivers in the City. He thanked the Transport and Highways Service for their work with taxi drivers in the City and hoped that this would continue. He further commented that taxi drivers were not deliberately causing obstructions. There was an oversupply of taxis in the City which sometimes caused obstructions. He and his colleagues had worked hard to educate drivers in the City about the problems of causing obstructions. He recognised why the mobile enforcement was being used but hoped that taxi drivers would not be unduly punished in what was currently a harsh economic climate.

7.3 Councillor Leigh Bramall thanked Mr Rahman for attending the meeting and making representations to the Committee. He commented that he appreciated their concerns. However, it was vital to keep the City moving, particularly given the pressure on the capacity of the roads with the upcoming work around the Highways Private Finance Initiative. He was particularly concerned about safety around schools and believed that this scheme would help with improving that.

7.4 He welcomed the partnership working between the City Council and taxi drivers. The Council were trying to support taxi drivers and the cap on the number of taxis in the City had been reintroduced and the number of taxi ranks doubled. He requested that work be undertaken to identify more taxi ranks where possible.

7.5 **RESOLVED:** That the Committee:-

- (a) approves the introduction of camera enforcement in Sheffield as detailed in the report and in respect of the restrictions specified;
- (b) approves the associated implementation costs from prudential borrowing and repay over the following two years;
- (c) approves the implementation of a fully automated (rather than observed) re-locatable camera enforcement system when new enforcement starts at most existing bus and tram gates and bus lanes;
- (d) requests that warning notices be given as opposed to Penalty Charge Notices for an interim period following the introduction of the mobile camera scheme;
- (e) requests that the mobile camera scheme target particular areas of concern e.g. illegal parking around schools, illegal parking in bus lanes etc. and on traffic sensitive routes;
- (f) requests that the camera equipment and associated I.T Support Systems be procured by Capita on behalf of the Council; and
- (g) notes the partnership working between the City Council and Taxi Drivers in the City and requests that this be continued and new sites for taxi ranks be identified, where possible.

7.6 **Reasons For The Decision**

7.6.1 The difficulties experienced in attempting to effectively enforce the types of parking contravention detailed in the report meant that only the introduction of enforcement using camera equipped vehicles was likely to deter drivers from parking illegally. This consistent illegal parking created dangerous conditions, congestion and often significant inconvenience for other road users, residents and local businesses.

7.6.2 The practical and financial difficulties experienced in expanding the camera enforcement detailed in the report, meant that the introduction of mobile camera enforcement was an effective and efficient way of ensuring existing restrictions were adhered to at tram and bus gates and bus lanes.

7.7 **Alternative Options Considered And Rejected**

7.7.1 Traditional methods of parking enforcement had been used over the last six years, but the difficulties in areas around schools, bus routes and other areas meant that camera enforcement was necessary in order to change some drivers' habits of parking illegally.

7.7.2 The Police could enforce bus and tram gates and bus lane abuse, but there was often difficulty in resourcing this role. Doing nothing was an option, as was continuing to use the existing 'observed' method of enforcement. However, this will limit the implementation of camera enforcement, which had already proven effective in helping to improve public transport reliability.

8. **FORGE VALLEY COMMUNITY SCHOOL AND ASSOCIATED HIGHWAY WORKS UPDATE**

8.1 The Executive Director, Place submitted a report informing Members of further investigations into the need for waiting restrictions on Stannington Road following the opening of Forge Valley Community School. It also provided a response to a petition asking for changes for the current layout on Malin Bridge. The report also provided a progress report on implementation of the measures approved by the Cabinet Highways Committee on 10 March 2011.

8.4. **RESOLVED:** That the Committee:-

- (a) resolves that waiting restrictions are not introduced on Stannington Road near to Malin Road at this time;
- (b) requests that no changes be made to waiting restrictions at Malin Bridge and that the lead petitioner be informed of this decision; and
- (c) notes the progress of the highway works related to Forge Valley Community School, as set out in Appendix B to the report;

8.5 **Reasons for the Decision**

8.5.1 It was considered that the current layout provided the most appropriate balance for users of Malin Bridge, regardless of mode of transport used.

8.6 **Alternative Options Considered and Rejected**

8.6.1 Officers had looked at all available options to assist the petitioner, as

discussed in paragraphs 4.10 to 4.18 of the report, but considered that the layout of Malin Bridge should remain.

Signed _____
(Chair)

Date _____