

Public Questions and Statements – Waste and Street Scene Policy Committee

Meeting Date: 08/11/2024

Questions (Committee Remit)

From: Marion Gerson

Question:

The pavements along Sheldon Road have long been notorious in the area for their shocking and dangerous state of repair. As the result of a petition to this Committee in 2022, a detailed design was produced by Amey's engineers for alterations to the pavements and carriageway in order for repair work to proceed.

That design involved losing some of our already over-subscribed parking and building the pavement outside the tree line in some places so that the most vulnerable pavement users would be more at risk from speeding traffic on this heavily used road where 30mph in both directions is the norm for heavy vehicles as well as cars and vans. The engineers were asked to come up with an alternative design that didn't have these problems.

Last month - more than 2 years later - I and other residents were sent a letter from the Director of Street Scene and Regulation. It said that, while Amey have produced designs and are about to start work in other streets, there is still no design for Sheldon Road 'given the complexities of resurfacing work alongside existing trees'.

Does this mean that there is still an instruction to Amey's engineers that they mustn't consider removing any of the discriminatory trees on our street? And is this in order to placate the Sheffield Street Tree Partnership's demands against the urgent and very real needs of local residents for safe and accessible pavements? Also, why have the minutes of the STTP meetings not been published on line since February 2023 as required in their initial remit?

Response:

All designs for all tree-impacted streets were completed by 31 March 2024, achieving the milestone outlined in the Council's response to the Lowcock Report. Those designs have been shared with the Sheffield Street Tree Partnership (SSTP) and all relevant elected and Committee Members. This includes an outline design for Sheldon Road.

Earlier this year the council's officers completed consultations for three streets where feedback was received from the public on the proposed approach to tree retention works.

Following this consultation, council officers consider it to be prudent to address comments received during this process and from officers engagement with the Sheffield Street Tree Partnership, to ensure the optimal outcomes are achieved across all streets before moving into the consultation, detailed design and build phases for the remaining streets such as Sheldon Road.

The council is committed to maintaining its aspiration of retaining all highway trees on the affected streets whilst allowing much needed resurfacing to take place. Solutions will be devised in a way which meets all relevant road safety standards, safeguards tree roots from damage during construction and also improves the life of the footway and carriageway surfaces.

Councils officers approach has been to undertake observations of current parking levels to ensure that any solutions are not disproportionate, and that supply of on-street parking should meet typical demand. This balanced approach has proven particularly difficult to achieve for Sheldon Road.

The council plans to communicate to all residents by Spring 2025 following the conclusion of its assessments.

In February 2023, the publication of Street Tree Partnership meeting minutes transitioned over from the Wildlife Trust's website to a stand-alone SSTP website. All minutes of meetings can be accessed via this link: [Our Meetings - Sheffield Street Tree Partnership](#)

The council's construction partner, Amey undertake routine safety inspections on Sheldon Road for highway defects. Members of the public can also report any defects via the Council website, by email to streetsahead@sheffield.gov.uk, calling 0114 2734567, or by using the FixMyStreet app to request urgent repairs to potholes or other highway defects.

Supplementary Question:

Response:

From: Joel Gilbert

A year ago I wrote to the Waste and Street Scene committee about the lack of parking enforcement where I live in Burngreave. Whilst polite, the response was effectively: your comments are being considered and there is a police operation around pavement parking in north-west Sheffield, but please report obstructions to the police and write to the transport committee instead.

I was happy to see Sheffield City Council extending the powers of parking enforcement officers. However, the problems I wrote about previously are worsening. I have not seen one enforcement officer in Burngreave despite the route I cycle on Spital Hill always having cars parked with all four wheels on the pavement; on double yellow lines; and/or parked across the cycle lane. Similarly, one of the dropped kerbs on Scott Road has become a resident's personal parking space, with cars also frequently parked in front of the bus stops. These are two major routes in and out of Burngreave (and to the Northern General Hospital), so I don't understand how there can be such little enforcement.

Therefore, my questions are: what level of enforcement exists in Burngreave? How does this compare to other parts of Sheffield? And what plans do you have to increase the level in this area?

Response:

This location is covered under our arterial route which means enforcing during peak times twice daily. We also work with police on joint operations, the last one took place this summer in Spital Hill which was very effective, and these will continue to take place. We have received one request so far for dropped kerb parking on Scott Rd but when officers attended there were no vehicles parked in contravention.

Each area does differ across Sheffield, so it is difficult to compare due to the types of restrictions in place, some areas are built up with just residential whereas some are shopping districts. We recently published an enforcement policy on the parking pages of the council website that identifies how we'll prioritise enforcement activity.

That said, we do share your concerns, particularly regarding parking at bus stops. Members and officers do want to take a more robust approach on this, including towing vehicles that pose a threat to passenger safety. We will be setting up a cross-committee working group on Parking over the coming weeks.

Parking Enforcement is a key element of the council's road safety action plan, which is the city's commitment to making our streets safer. You are right to raise many of these issues. We want to reassure you that they are something that we are seeking to address.

Supplementary Question:

Response:

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From: Rosa Vince

Question:

I am enquiring about what the council considers an appropriate SEV. My question comes in three parts:

- 1) Does the council believe there is nowhere in the world an SEV could exist? Is there something special about the whole city that makes Sheffield uniquely inappropriate for an SEV? None of the documents evidence Sheffield's uniqueness. If, instead, the council believes SEVs should be abolished everywhere, then this violates the policy that council decisions shouldn't be based on "moral grounds".
- 2) Would the council oppose an entirely worker-run venue? A Nil-Limit would prevent a collective of strippers from owning their own venue. If the council would not oppose this, then we should reject a Nil-Limit, and base future licensing decisions of specific venues on what SEV workers indicate is best for them.
- 3) Can the council articulate any risk that is greater in licensed venues? Risks of SEVs cited in the equality assessment refer to unlicensed venues. E.g.: the assessment notes health risks associated with SEVs, citing evidence of risk in unregulated venues; and notes risks for disabled people in SEVs, when venues break health and safety laws. The evidence provided, therefore, suggests licensing venues is a good thing.

Response:

1) Sheffield City Council conducted a public consultation on a draft Sex Establishment Policy in 2019/2020. The overwhelming majority of contributors to that consultation stated a 'nil' limit on SEV's was preferred. Work on this draft was subsequently delayed due the Covid-19 pandemic.

The starting point for the most recent draft consulted on earlier this summer was therefore a 'nil' limit. We were interested to see whether opinion remained the same as 2019/2020 or whether there had been a shift.

This round of consultation showed a different opinion and therefore, we are currently considering our next steps.

A decision has not been made on this policy.

2) All applications made under Schedule 3 of the Local Government (Miscellaneous Provisions) Act 1982 are considered on their own merits.

3) The licensing regime is principally about the safety of the public. All licensed venues pose a potential risk and therefore conditions are attached to licences and inspections are carried out to mitigate risks.

Supplementary Question:

Response:

From: Christina Rhys

Question:

What is our council proposing to put in place to manage the ongoing pavement-parking crisis? Chaotic car parking is constantly contravening many articles of the Highway Code. It is creating unacceptably dangerous conditions for anyone using many of the city's pavements but especially for our most vulnerable: wheelchair-users, blind and partially-sighted individuals, older people and school children, who are all being subjected to serious risks on many different routes across the city. This free-for-all isn't just Sheffield's problem of course, but something has to be put in place to stop what feels like the current 'grab a spot' mentality of many of our drivers. In Nether Edge and Sharrow we have collected a huge number of photos which show just how serious a problem it is.

Response:

Outside of London, footway parking can only be enforced by the Council's Civil Enforcement Officers (CEOs) if:

1. there are signs on the footway / verge which prohibit waiting or stopping; or
2. a signed footway parking ban zone has been set up; or

3. there is a waiting restriction (yellow lines) on the section of the carriageway parallel to where the vehicle is parked. In such circumstances a Penalty Charge Notice (PCN) may only be issued during times when the waiting applies; or
4. there is a no stopping restriction indicated by red lines on the section of the carriageway parallel to where the vehicle is parked. In such circumstances, a PCN may only be issued during times when the red route no stopping restriction applies.

In Nether Edge and Sharrow there will be some sections of roads with yellow lines in place; if vehicles are parking on the adjacent footway when these restrictions are in force, we can issue a PCN and may consider towing the vehicle too (if there is limited clearance for footway access, including for wheelchair users for example). Requests to enforce where restrictions are in place can be made online:

[Report an incorrectly parked vehicle | Sheffield City Council](#)

Alternatively calls can be made to 0114 273 6255 to report vehicles contravening a restriction.

Vehicles parked on the footway where there is not any signage (as listed above) may be issued a Fixed Penalty Notice (FPN) by the police if they consider there is deliberate obstruction. The police can be called on 101 to report such matters.

The Department of Transport launched consultation on 31 August 2020 which included an option for local authorities to enforce obstruction. The last update on 29 June 2023 stated that the DoT was evaluating the feedback they received and would provide further information in due course.

Supplementary Question:

Response:

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