

Economic and Environmental Wellbeing Scrutiny and Policy Development Committee

Thursday 17 January 2013 at 2.00 pm

**To be held at the Town Hall, Pinstone
Street, Sheffield, S1 2HH**

The Press and Public are Welcome to Attend

Membership

Councillors Helen Mirfin-Boukouris (Chair), Ian Auckland (Deputy Chair), Roger Davison, Terry Fox, Neale Gibson, Bob Johnson, Steve Jones, Alf Meade, Robert Murphy, Joe Otten, Sioned-Mair Richards, Steve Wilson and Vacancy

Substitute Members

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

PUBLIC ACCESS TO THE MEETING

The Economic and Environmental Wellbeing Committee exercises an overview and scrutiny function in respect of the planning, development and monitoring of service performance and other issues in respect of the area of Council activity relating to planning and economic development, wider environmental issues, culture, leisure, skills and training, and the quality of life in the City.

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk. You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday, or you can ring on telephone no. 2734552. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

Members of the public have the right to ask questions or submit petitions to Scrutiny Committee meetings. Please see the Council's website or contact Democratic Services for further information.

Scrutiny Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last. If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room.

If you require any further information about this Scrutiny Committee, please contact Emily Standbrook-Shaw, Scrutiny Policy Officer on 0114 27 35065 or email emily.standbrook-shaw@sheffield.gov.uk.

FACILITIES

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

**ECONOMIC AND ENVIRONMENTAL WELLBEING SCRUTINY AND POLICY
DEVELOPMENT COMMITTEE AGENDA
17 JANUARY 2013**

Order of Business

- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest**
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of the Previous Meetings**
To approve the minutes of the meetings of the Committee held on 15 and 28 November 2012
- 6. Public Questions and Petitions**
To receive any questions or petitions from members of the public
- 7. City Centre Vibrancy**
Report of the Executive Director, Place
- 8. Parking on Dropped Kerbs and Pavements**
Report of the Head of Transport, Traffic and Parking Services
- 9. Work Programme and Forward Plan**
Report of the Policy Officer (Scrutiny)
- 10. Date of Next Meeting**
The next meeting of the Committee will be held on Thursday 21 March 2013 at 2.00 pm

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

New standards arrangements were introduced by the Localism Act 2011. The new regime made changes to the way that members' interests are registered and declared.

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest** (DPI) relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.
- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) -
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

Under the Council's Code of Conduct, members must act in accordance with the Seven Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership), including the principle of honesty, which says that 'holders of public office have a duty to declare any private interests relating to their public duties and to take steps to resolve any conflicts arising in a way that protects the public interest'.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life.

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously, and has been published on the Council's website as a downloadable document at [-http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests](http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests)

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Lynne Bird, Director of Legal Services on 0114 2734018 or email lynne.bird@sheffield.gov.uk

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Economic and Environmental Wellbeing Scrutiny and Policy Development Committee

Meeting held 15 November 2012

PRESENT: Councillors Helen Mirfin-Boukouris (Chair), Neale Gibson, Bob Johnson, Steve Jones, Alf Meade, Robert Murphy, Joe Otten, Sioned-Mair Richards, Steve Wilson, Keith Hill (Substitute Member) and Clive Skelton (Substitute Member)

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1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received and substitutes attended the meeting as follows:-

<u>Apology</u>	<u>Substitute</u>
Councillor Ian Auckland	Councillor Keith Hill
Councillor Terry Fox	Councillor Clive Skelton
Councillor Roger Davison	No substitute nominated

2. EXCLUSION OF PUBLIC AND PRESS

2.1 No items were identified where a resolution may be moved to exclude the public and press.

3. DECLARATIONS OF INTEREST

3.1 There were no declarations of interest.

4. MINUTES OF THE PREVIOUS MEETINGS

4.1 The minutes of the Special Meeting of the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee held on 17th September 2012, were approved as a correct record.

4.2 The minutes of the meeting of the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee held on 20th September 2012, were approved as a correct record. Arising from their consideration, it was noted that clarification would be obtained regarding the Declaration of Interests issue, relating to item 8 (Review of Household Waste Recycling Centres), raised by Councillor Joe Otten.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 There were no petitions submitted or public questions asked.

6. OLYMPICS DEBRIEF

6.1 Gary Clifton, Major Sports Events and 2012 Programme Manager, gave a presentation on the benefits of the 2012 Olympic Games for Sheffield and the 2013 Major Events Programme. The presentation highlighted the benefits which would not have accrued to the City without the Games, the 2012 successes, high performance success and events such as the Torch Relay. Specific reference was also made to the legacy for the City and the crucial role played by the City's partners in achieving these successes. The Committee was also informed of the highlights of the 2013 Major Events Programme.

6.2 Members made various comments and asked a number of questions in relation to the presentation, to which responses were provided as follows:-

- The issue raised regarding the installation of table tennis tables will be referred to the Cabinet Member for Culture, Sport and Leisure.
- The £30 million economic benefit to the City was measured in terms of the number of training camps and additional sporting events, the presence of GB high performance sports being based in the City and the selection of Sheffield as a National Centre for Sport and Exercise Medicine, over the past four years of the Lighting the Flame project.
- The various GB Sports Associations were presently going through a funding dialogue with UK Sport, with the outcome of these discussions deciding what each of them could do. The funding cycles lasted four years and were determined by medal success and those teams which had most funding would be targeted in relation to them using the City's facilities.
- With regard to specific issues raised regarding imposing a charge for the Park Run in Graves Park and the provision of indoor bowls facilities, these could be considered for discussion at a future Committee meeting.

6.3 **RESOLVED:** That the Committee:-

- (a) notes the contents of the presentation; and
- (b) thanks Gary Clifton, Major Sports Events and 2012 Programme Manager, and his team for their work in making the most of the 2012 Olympic and Paralympic Games for the City.

7. CABINET MEMBER UPDATE

7.1 Councillor Jack Scott, Cabinet Member for Environment, Recycling and Streetscene, gave a presentation which provided an overview of the key issues and priorities within his Portfolio. He made particular reference to climate change and sustainability, the Streets Ahead contract, heat and energy and recycling and waste, together with a number of other areas of responsibility including emergency planning, drainage, food hygiene, pest control and rivers and reservoirs.

7.2 Members made various comments and asked a number of questions in relation to the presentation, to which responses were provided as follows:-

- In the light of reduced amounts of waste going to landfill, a conversation was required with the operators of the Parkwood Landfill site with regard to an end date for operations there.
- It was anticipated that approximately half of the City's 35,000 trees would be replaced over the life of the Streets Ahead contract and it was a challenge for the Council as to how the timber could be used.
- It was acknowledged that there had been a mismatch with the work of Sheffield Homes in relation to the provision of waste collections from blocks of flats and any black bins being stockpiled by households would be recovered and returned to the rightful property.
- In relation to the Streets Ahead contract, the Council would receive reports on the work undertaken on items such as gully cleaning and would also run independent checks in order to monitor performance.
- The Community Assembly Stewards would be able to assist in co-ordinating the implementation of small schemes within the works being undertaken on the Streets Ahead contract. In addition, the client team would check on progress in this respect and keep Members informed and co-ordination would also be facilitated through the Streets Ahead Opportunities Team.
- As a result of the introduction of the Alternate Weekly Collection of waste, the Energy Recovery Facility would be receiving less waste and this fall off would continue when Barnsley, Doncaster and Rotherham had their own facilities operating in 2014. Cabinet Members across the region were to meet in an attempt to co-ordinate this process and join up any opportunities which could be identified.
- It was acknowledged there was an issue with the fitness for purpose and user friendliness of the blue recycling boxes.

- Where roads were unadopted, their resurfacing was not included in the Streets Ahead contract, but the Council could make available its standing list of contractors for residents or road owners to make their own arrangements to repair their roads.
- Councillor Scott was aware of the ratings system being used by Sheffield Homes to indicate whether properties had recycling facilities and it had been found that more flats now had recycling facilities. There was an issue around building bin sites, but it was hoped that all properties designated as red under the system would be amber within six months. A green rating indicated that properties had access to appropriate recycling facilities.
- There were 96 Snow Wardens in total and this mirrored the levels of volunteering in different parts of the City. It was necessary to involve more people, but it was important to do this in a fair way.
- The Blackburn Meadows plant was presently under construction and there would be sufficient demand for the energy generated from organisations and works in the Lower Don Valley. If the decision to use the plant as a heat source in that area proved to be the wrong one, there would still be a pipeline through the valley connected to the Energy Recovery Facility to which businesses could connect in the future.

7.3 **RESOLVED:** That the Committee:-

- (a) thanks Councillor Jack Scott, Cabinet Member for Environment, Recycling and Streetscene, for his presentation; and
- (b) notes the contents of the presentation.

8. **STREETS AHEAD UPDATE**

8.1 The Committee received a report of the Head of Highway Maintenance which gave a brief update about the Streets Ahead contract and how it had progressed in its first few months of operation. The report was supplemented by a presentation given by Steve Robinson, Head of Highway Maintenance, Sheffield City Council, and Graeme Symonds, Network Director, Amey. This provided information on what was included in the contract, with particular reference being made to street lighting, the levels of highway works being undertaken, the way in which Amey would work in carrying out the contract, the way in which the works were categorised, communication with stakeholders and also gave contact information for requesting service.

8.2 Members made various comments and asked a number of questions in relation to the report and presentation, to which responses were provided as follows:-

- Following the completion of Amey's works in any particular area, the utilities were only allowed to undertake emergency works for a period of between three and five years and inspectors would monitor such works to ensure that they had been properly designated.
- A profile of expenditure had been agreed with Amey to cover the 25 year period of the contract.
- Trees would not be removed simply due to the cost of maintenance and decisions would be made on merit for each tree. Over 100 dead, dying or dangerous trees had already been removed.
- Street lighting would be operated from a control centre and, at the moment, only the Police or emergency services could request lights being turned up. A policy as to who could make such requests was presently being worked on and this would ultimately be presented to Members for consideration.
- Shiregreen had been one of the first areas where works had been undertaken and this had gone well with only four cars having to be moved to allow the works to proceed. It was proposed to carry out some vox pops, on camera, with residents of areas where works had been undertaken, to get some idea of their experiences.
- Roads being treated at this stage in the process were likely to receive a further treatment later in the life of the contract.
- The operation of the contract would be overseen by a joint strategic board, a management board, a service operations board and an internal contract board.
- The Council's Procurement Section had a profile of new LED lighting installation and the decreasing use of the existing lighting system and electricity consumption. Monthly figures on lighting electricity consumption could be provided.
- Consideration may be given to turning the power of the street lighting down to save carbon and money, whilst maintaining safety standards. Police and Members would be consulted with regard to this.
- Works would be undertaken on the main highways up to the

Sheffield City boundary.

- The ability to incorporate change was built into the contract.
- The costings in the contract were fixed for its 25 year duration.
- Traffic lights were computer controlled and their timings could be adjusted to reflect any changes in speed limits at a particular location.
- The peak period of works would be from March 2013 to the end of 2017.

RESOLVED: That the Committee:-

- (a) thanks Steve Robinson and Graeme Symonds for their joint presentation;
- (b) notes the contents of the presentation and report; and
- (c) requests a further update on the Streets Ahead project in approximately six months' time.

9. WORK PROGRAMME AND FORWARD PLAN

- 9.1 The Policy Officer (Scrutiny) submitted the Committee's Work Programme for 2012/13 and the Forward Plan for the period 12th December 2012 to 14th February 2013, for consideration.

RESOLVED: That:-

- (a) the contents of the Committee's Work Programme 2012/13, be approved; and
- (b) the Forward Plan for the period 12th December 2012 to 14th February 2013,
 - (i) be received and noted; and
 - (ii) in view of its non-inclusion, the Policy Officer (Scrutiny) be requested to investigate progress on the Air Quality Action Plan.

10. DATE OF NEXT MEETING

- 10.1 The next meeting of the Committee will be held on Wednesday, 28th November 2012, at 2.30 pm in the Town Hall.

SHEFFIELD CITY COUNCIL

**Economic and Environmental Wellbeing Scrutiny and Policy Development
Committee**

Meeting held 28 November 2012

PRESENT: Councillors Helen Mirfin-Boukouris (Chair), Ian Auckland (Deputy Chair), Roger Davison, Terry Fox, Bob Johnson, Steve Jones, Joe Otten, Sioned-Mair Richards, Clive Skelton (Substitute Member) and Geoff Smith (Substitute Member)

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1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received and substitutes attended the meeting as follows:

<u>Apology</u>	<u>Substitute</u>
Councillor Neale Gibson	Councillor Clive Skelton
Councillor Steve Wilson	Councillor Geoff Smith
Councillor Robert Murphy	No substitute nominated

2. EXCLUSION OF PUBLIC AND PRESS

2.1 No items were identified where a resolution may be moved to exclude the public and press.

3. DECLARATIONS OF INTEREST

3.1 There were no declarations of interest.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 There were no petitions submitted or public questions asked.

5. THE FOUR MAJOR CULTURE/SPORTS TRUSTS

5.1 The Committee received a report of the Director of Culture which outlined the performance of each of the City's four major culture/sports trusts, those being the Sheffield City Trust Group, Sheffield Museums' and Galleries' Trust (trading as Museums Sheffield), Sheffield Industrial Museums' Trust and Sheffield Theatres' Trust.

5.2 Attending for this item were Councillor Isobel Bowler, Cabinet Member for Culture, Sport and Leisure; David MacPherson, Place Portfolio; Dan Bates, Sheffield Theatres' Trust; Kim Streets and Gordon Bridges, Sheffield Museums' and Galleries' Trust; John Hamshere and Alex Pettifer, Sheffield Industrial Museums' Trust; and Steve Brailey, Sheffield City Trust and Sheffield International Venues.

- 5.3 David MacPherson introduced the report and representatives of each of the four Trusts gave a presentation in support of the report.
- 5.4 Following each of the presentations, Members made comments and asked questions, to which responses were provided as follows:

Sheffield Theatres' Trust

- It was important to consider the audiences of the future and officers were working in the community to find out just what people wanted. £150,000 was spent each year on creative development and Council funding was directed towards producing work in the Crucible. In relation to ticket prices, the cheapest price in the Crucible was £1 for certain performances. It should be noted that officers were now working in different communities in order to engage a wider audience.
- Volunteers were involved, however paid staff were involved in the public safety aspects of the operation, and consideration was being given to the creation of apprenticeships.
- Sheffield Theatres' Trust self-generated 87% of its income, whilst the Yorkshire average for corresponding theatre organisations was 47% (Arts Council figures).
- A recent fundraising event held by the Lyceum Theatre Trust had raised between £7,000 and £8,000.
- The Lyceum could be seen as an opportunity as it was in need of some refurbishment.
- The average ticket yield of £18 shown in the presentation was an average over the whole Trust area.
- Records showed that people did re-attend performances.
- The aim was to provide quality, but it was important to offer a broad church of activity and always have something that someone might like.
- The £1 ticket offer applied to the opening show of a run and there were 900 tickets available. This was publicised on the Sheffield Theatres' website and in its brochure.
- The next project for the Sheffield People's Theatre was 'Twenty Tiny Plays About Sheffield' and was to be presented in the Crucible Studio. The Trust was looking to develop local writers and, if someone came forward with a good idea, it would be read by the theatre's team and, if it was felt worthy of pursuing, would

be discussed with the writer.

Sheffield Museums' and Galleries' Trust

- Consideration was being given as to how to develop the V&A (Victoria and Albert Museum) brand, further product development and how to make better use of the visual art collection.
- There were some issues with the Millennium Gallery building and attempts were being made to tackle leaks, particularly on the balcony facing Arundel Gate.
- Suppliers were now being paid within the 60 day terms.
- Although the Bishop's House was not managed by Museums Sheffield, liaison was taking place with the friends of Bishop's House in relation to their provision of a learning offer. An offer to deliver Tudor sessions for the Friends of Bishop's House had not been taken up, but advice and support had been provided.
- The Trust had appointed a new Finance Manager and the future was about financial control and good governance. A recent audit had been successful and the financial controls were working well. Officers were much more comfortable with the Trust's financial management and the Trust's Board were now paying more attention to this.
- Representatives of the Council's Corporate Finance Service had met with all of the Trusts and had no major concerns about their financial management.
- Whilst the Sheffield Industrial Museums' Trust had set itself up to create income, if the Council reduced its budget faster than it could generate income, there could be a problem, so it could not be foreseen what the situation would be like in 5 years' time.
- The Council were working with all of the Trusts to manage the reduction in public support, by engaging in a dialogue with them on their business plans.
- The challenge was to become more business like and it should be noted that people were demonstrating a commitment to the work of the Trusts.

Sheffield City Trust Group

- Business was holding up well at the Sheffield Arena with two out of the last three years showing its highest levels of income. Next year's bookings were looking good, but next Autumn was not so

good. This was felt to be a reflection of the nationwide situation.

- In relation to the impact of the impending opening of the Leeds Arena, consideration was being given to improving the customer experience at the Sheffield Arena, but it was unlikely that funds would be available for a full refurbishment. It was accepted that Leeds was a stronger marketplace and promoters would go where they would sell most tickets. The Sheffield Arena though had better access than the Leeds Arena and the benefits to the local economy should be recognised. There was, however, a need to spend on the Arena's roof and lighting.
- The Dovercourt Surgery Health Scheme was a pilot project and the Trust had appointed a Head of Health to build on its relationship with the Health Service. Hopefully the Dovercourt Scheme would be rolled out to other surgeries.
- There had been no discernable dip in enthusiasm following the Olympics and there had been an increase in the numbers attending sports clubs, but the lack of coaching staff at the clubs was an issue.
- Trust representatives were constantly in contact with concert promoters to attract performers to the Don Valley Stadium, but there were no major bookings at the moment. Forthcoming events at the Stadium included the UK School Games, the British Transplant Games and the University Championships. The Stadium was also strong on Paralympic sport and it was hoped to develop this further.

Sheffield Industrial Museums' Trust

- In making bids for funding, it was important to appreciate that the funder was the one with the power in the relationship and to listen to what they had to say. It was also important to have a good interpretation of the funding guidelines in relation to any bid.
- Whilst it was important to try and recreate historical conditions as accurately as possible, it was only possible to give an impression of conditions in, for instance, back to back houses. It was fair to say that the Abbeydale Industrial Hamlet was cold and wet on occasions, but it was possible for visitors to get dry. Experience had shown that the Somali and Asian community were readily able to engage with an understanding of 19th century industrial heritage.
- In view of the parking issues around Kelham Island, visitors to the Christmas Market were advised to use the Supertram to get there.

- The Brooklyn Bridge project had been abandoned this year but the £½ million allocated for this had been redirected to Kelham Island.

5.5 In response to a comment from the Chair, Councillor Helen Mirfin-Boukouris, John Hamshere indicated that he and Kim Streets would work more closely together and wished to extend this co-operation and Steve Brailey added that he already worked closely with the Theatres' Trust and was also discussing shared services and expertise with Kim Streets.

5.6 **RESOLVED:** That the Committee:

- (a) notes the contents of the presentations and the report and the comments of the Trust representatives; and
- (b) thanks the Trust representatives for their contribution to the meeting and David MacPherson for his work in connection with the Trusts.

6. DATE OF NEXT MEETING

6.1 The next meeting of the Committee will be held on Thursday, 17th January 2013, at 2.00 pm in the Town Hall.

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Report to Economic and Environmental Well-being Scrutiny Committee 17 January 2013

Report of: Simon Green, Executive Director of Place

Subject: City Centre Vibrancy

Author of Report: Brendan Moffett, Director of Marketing Sheffield

Summary:

Sheffield has a clear ambition, to maintain and grow a vibrant city centre, a key element of the Council’s Competitive City strategic outcome.

When we talk about vibrancy we recognise this includes culture and leisure including events and night-time offer, retail, hospitality, public realm and city centre management, and accessibility into and throughout the city centre.

We have a very real opportunity to address these significant challenges but cannot be wholly reliant on specific interventions, either large scale development projects or major events. We also need to look at the incremental changes we can make or influence with others to make Sheffield City Centre a more vibrant place.

A presentation on the levels of vibrancy in the city centre and our plans for the future will be shared at the Scrutiny Committee meeting.

Type of item: The report author should tick the appropriate box

Reviewing of existing policy	
Informing the development of new policy	
Statutory consultation	
Performance / budget monitoring report	
Cabinet request for scrutiny	
Full Council request for scrutiny	
Community Assembly request for scrutiny	
Call-in of Cabinet decision	
Briefing paper for the Scrutiny Committee	✓
Other	

The Scrutiny Committee is being asked to:

Background Papers: None

Category of Report: OPEN

Report of the Executive Director of Place

City Centre Vibrancy Report

1. Introduction/Context

- 1.1 Sheffield has a **clear ambition**, to maintain and grow a **vibrant city centre**, a key element of the **Competitive City** strategic outcome.
- 1.2 The last few years have been about withstanding recession and making progress in tough economic conditions. Many of the realities remain challenging – a struggling global economy as well as less public and private money available. Yet **major opportunities exist** and the city must position itself to take full advantage of them.
- 1.3 A vibrant City Centre is integral to achieving our ambitions to be a Competitive City. Our vision for Competitive City is:
‘Sheffield will be a sustainable city which stimulates and incentivises business opportunity in order to attract investment and growth, creating a competitive advantage that will provide more and better jobs, enhancing the quality of life and reputation to attract people to live, work and visit; a city of independence, authenticity and distinction.’
- 1.4 There are existing delivery plans that set out our aspirations and planned activity in detail. It is essential that these approaches and strategies work in a joined-up way to ensure maximum impact from our investment and efforts.

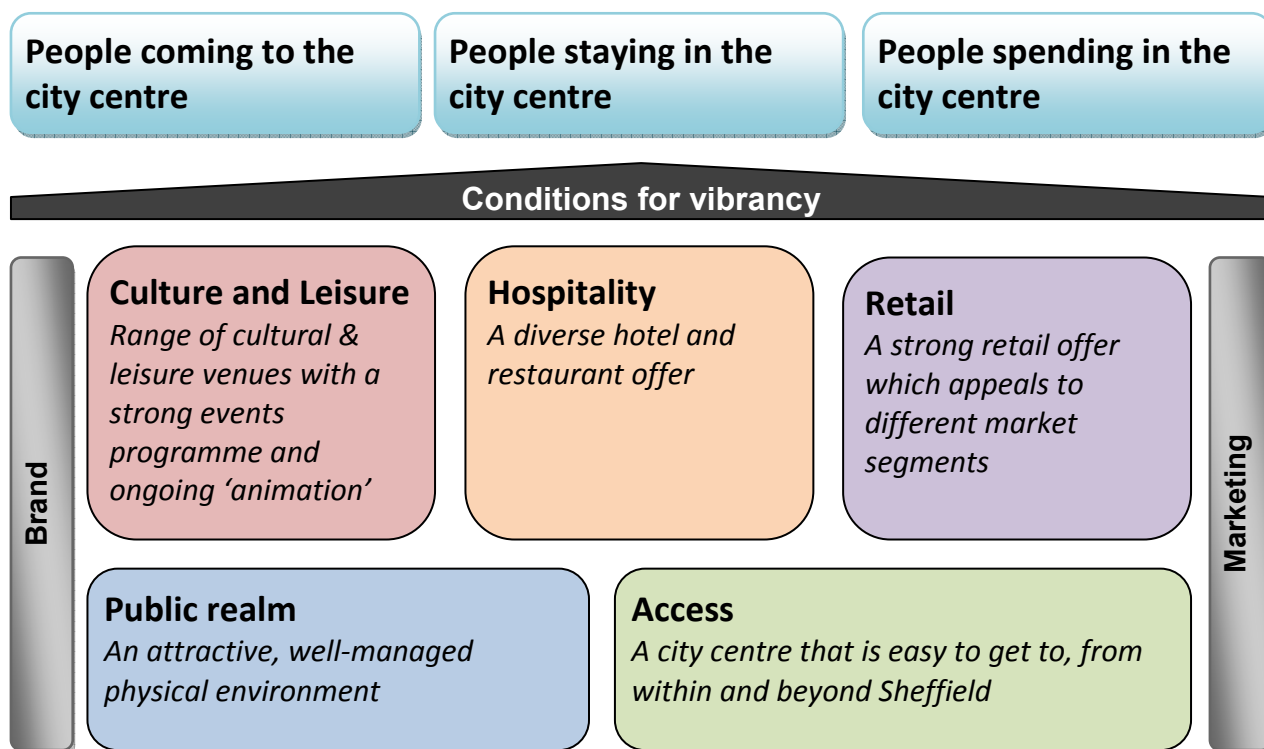
Figure 1 – Strategic Framework – Competitive City and City Centre Vibrancy



2. Main body of report, matters for consideration, etc

- 2.1 Over the last 15 years Sheffield's City Centre has experienced a dramatic transformation. However, the over-whelming impact of the recession has been to reduce the confidence and capacity for investment and regeneration, stalling a number of planned public realm developments. Whilst some are now progressing this has inevitably had an impact on the vibrancy in Sheffield City Centre.
- 2.2 As well as long-term mainstream projects we must be open to short term or experimental initiatives. Some may have only a short term impact, but others may turn out to be valuable seedbeds for the next generation of new ideas and talent.
- 2.3 The city centre population has increased significantly more than doubling in the last four years, and by 225% since 2004, changing the demand for city centre housing. As well as residents, city-centre based workers are also a key requirement to create a critical mass of people using the centre daily that will attract further investment, like bars and restaurants.
- 2.4 The City Centre remains a key driver of the City Region economy and we need to re-focus our vision for the future. Major development and public realm projects will continue to contribute to vibrancy, but we also need a more holistic approach and to take action to **make the City Centre a place with a well-rounded offer which people choose to come and enjoy using**. This includes visitors, businesses and local residents.
- 2.5 Vibrancy is about people using and enjoying the City Centre. This means:
- People are coming to the city centre,
 - People are staying in the city centre, and
 - People are spending money in the city centre.
- 2.6 A vibrant City Centre provides the services and facilities that businesses, customers, residents and visitors demand. It creates jobs, attracts investment, generates income and is a key contributor towards economic growth. Sheffield needs to be competitive with neighbouring towns and, importantly, other core cities.
- 2.7 We think this relies on:
- **Culture and leisure** – the scale and breadth of opportunities and things to do including events and animation and a quality evening / night-time offer.
 - **Hospitality** – quality hotels and great restaurants.
 - **Retail** – with a wide range of shopping opportunities from the big brands to small independent shops catering for niche markets.
 - **Public realm** – including venues that people travel to visit, a modern and well-connected urban landscape and a well maintained and safe place.
 - **Access** – people being able to get into and out of the city centre, including parking.

Figure 2 - Proposed framework for defining vibrancy:



- 2.8 As such, there is no single answer to increase vibrancy. Instead there are **a number of conditions that need to be right** for visitors, businesses & residents to use the city centre.
- 2.9 We need to be very clear about the actions we prioritise, given the current funding challenges, to ensure these are the ones that will have the **right impact** on multiple conditions and that some will need to be developed in the long-term, but the short-term actions we are taking are building a **solid foundation** for our overall aims and ambitions.
3. **Recommendation**
- 3.1 We are seeking views and comments from the Committee, to provide constructive challenge to our thinking to date. In the subsequent presentation we will discuss actions in more detail and seek guidance.



Report to Economic and Environmental Wellbeing Scrutiny & Policy Development Committee 17th January 2013

Report of: Head of Transport, Traffic and Parking Services

Subject: Parking on Dropped Kerbs and Pavements

Author of Report: Brian Hey, Engineer - Traffic Regulations.
Tel 0114 27 36086

Summary:

The Cabinet Member for Business, Growth and Skills in consultation with the Chair of this Scrutiny Committee has asked Members to look at the Council's approach to parking on dropped kerbs and pavements.

There are several separate issues that affect different parts of the city differently – and doing this work provides an opportunity to develop a consistent approach to regulation and enforcement.

This paper outlines the issue, and suggests an approach for the Scrutiny Committee to take in carrying out the work.

Type of item: The report author should tick the appropriate box

Reviewing of existing policy	<input checked="" type="checkbox"/>
Informing the development of new policy	<input checked="" type="checkbox"/>
Statutory consultation	<input type="checkbox"/>
Performance / budget monitoring report	<input type="checkbox"/>
Cabinet request for scrutiny	<input type="checkbox"/>
Full Council request for scrutiny	<input type="checkbox"/>
Community Assembly request for scrutiny	<input type="checkbox"/>
Call-in of Cabinet decision	<input type="checkbox"/>
Briefing paper for the Scrutiny Committee	<input type="checkbox"/>
Other	<input type="checkbox"/>

- a) The Scrutiny Committee is being asked to give guidance to officers in developing an approach to parking on pavements and its enforcement.
-

1. Introduction

1.1 The Cabinet Member for Business, Growth and Skills in consultation with the Chair of this Scrutiny Committee has asked Members to look at the Council's approach to parking on dropped kerbs and pavements.

There are several separate issues that affect different parts of the city differently – and doing this work provides an opportunity to develop a consistent approach to regulation and enforcement.

This paper outlines the issue, and suggests an approach for the Scrutiny Committee to take in carrying out the work.

2.0 Report

Background Dropped Kerbs

2.1 The Traffic Management Act 2004 makes it an offence to park a vehicle adjacent to dropped kerbs, with certain specified exemptions. The main exemption being that it is not an offence for a property owner to park in front of their own drive or access. The relevant section of the Act is reproduced as Appendix A.

2.2 The Act also makes the offence of obstructing a dropped kerb a civil offence i.e one that can be enforced by the City Council's Civil Enforcement Officers. To date the option to enforce this offence has not been taken up by the City Council.

Background – Pavement Parking

2.3 A number of years ago legislation was drafted which would have made it an offence to park a vehicle on a pavement. However this was dropped by Central Government at the last moment in response to Police concerns about enforcement. Consequently it is still not necessarily an offence to park a vehicle on a pavement. There are, however, offences associated with the practice. It is an offence:-

- To drive a vehicle on a pavement. This is dealt with by the Police. Clearly any vehicle parked on a pavement will have most likely been driven on and the Police can take action if they wish,
- To park on a pavement in such a manner as to obstruct pedestrians from moving along it. Again this offence is dealt with by the Police and the offence is only committed if there is actually a pedestrian wanting to pass and is being physically prevented from doing so.
- To damage a pavement by driving and/or parking on it. To successfully pursue a conviction it is necessary to prove that the pavement was undamaged before a vehicle was driven on it and that a specific vehicle has caused the damage. In reality this is not possible as most damage is likely to be caused over a period of time by repeated parking.

- To park on a pavement which is adjacent to a carriageway which has yellow lines on it - see below for further explanation in paragraph 3.2.

The Highway Code - section 244

2.4 The code states that a driver MUST NOT park partially or wholly on the pavement in London, and should not do so elsewhere unless signs permit it. Parking on the pavement can obstruct and seriously inconvenience pedestrians, people in wheelchairs or with visual impairments and people with prams or pushchairs.

3.0 What are we currently doing and what are the problems with this?

Dropped Kerbs

3.1 At present the City Council does not undertake routine enforcement action against the obstruction of dropped kerbs, unless there are waiting restrictions in which case the yellow line is enforced. The Council could declare that it does enforce across the City. It would have erect signs to warn motorists that this was the policy.

3.2 The Police can deal with obstructing dropped kerbs if a parked vehicle is preventing access to or from a property. The Police have to be called out, when they have other duties to perform, and in many cases the offending vehicle will have moved on by the time they arrive.

3.3 In many locations dropped kerbs have been provided to help pedestrians, particularly those with mobility problems cross a road safely and without hindrance. When the dropped kerbs are obstructed then this can cause difficulties and may lead to pedestrians crossing between parked vehicles or in less safe locations. Wheelchair and mobility scooter users are particularly affected.

3.4 The Council provides advisory road markings (H markings or Keep Clear markings) to deter parking adjacent to dropped kerbs. Usually these are placed across accesses to private properties at the property owner's expense. Occasionally they are provided at crossing points which have been provided to assist the general public in which case they are internally funded.

Pavement/Verge Parking

3.4 In Sheffield complaints about pavement parking are taken seriously. They are investigated and in some cases the Council can and do take action as described below:-

1. In Sheffield there is a by-law which prohibits all parking on pavements and verges. To be enforceable there must be signs in place. The Council has have erected signs in several locations in response to complaints. Enforcement is difficult as the offender has to be observed and approached by a Council enforcement officer. Prosecution is through the Magistrates Court. None has been undertaken to date.

2 Vehicles parked on a pavement adjacent to a carriageway which has yellow lines on it, as referred to above, can be issued with a Penalty Charge Notice. The yellow line restrictions cover the pavement as well as the carriageway. This offence is dealt with by the City Council's Civil Enforcement Officers who will routinely deal with the problem when out on their regular patrols and will also respond to complaints from the general public.

3 The Council can, and occasionally do, introduce Traffic Regulation Orders (TROs) aimed at dealing with pavement and/or verge parking problems. Each TRO is site specific and there are considerable legal costs associated with the process as well as the need to sign each location to allow enforcement. As a result we have only been able to deal with relatively few locations which had particular road safety or maintenance implications.

4 Occasionally bollards are installed to prevent vehicles from mounting a pavement. This is an expensive procedure and not appropriate for other than small, confined areas.

5 On a small number of occasions the Council have introduced TROs which specifically allow parking on a pavement. For example we may be introducing yellow lines to keep a section of carriageway clear of parking but there is a suitably wide pavement which could support vehicle parking. One example is on part of Derbyshire Lane, details attached at Appendix B

6 Attached for information, as Appendices D and E, are details of how some other authorities/interested parties view and deal with these issues.

4.0 What are the questions we are trying to answer through this work?

1 Should we allow any parking on pavements in the City?

2 If we should, under what conditions is it acceptable to do so?

3 If a vehicle parks on a pavement - how much space should be left for the pedestrian?

4 Should we introduce citywide enforcement of dropped kerbs?

5.0 What does this mean for the people of Sheffield?

5.1 If steps were taken to deal with pavement parking it would help improve matters for pedestrians, particularly those with mobility problems. It would also reduce the costs of maintaining pavements and reinstating damaged grass verges.

5.2 It would severely affect many residents who have become accustomed to parking partly or fully on the pavement or verge to be near to their homes. In a number of locations if cars did not park partially on the pavement traffic, particularly larger vehicles would not be able to drive along the street.

Why is this important?

5.3 We do get complaints from the public residents, pedestrians and motorists. A typical one is attached at Appendix C, which illustrates the problems pavement parking can cause.

6.0 How could Scrutiny approach this issue?

6.1 If the Scrutiny Committee wishes to put pavement parking on its work programme, there are two approaches that it could take.

6.2 Approach 1

To set up a task and finish group to meet outside of the normal schedule of meetings. This could be comprised of all Members of the Committee, or a smaller working group. This group would consider the issues in detail, undertake site visits and workshops with the aim of developing recommendations to put to Cabinet.

6.3 If the Committee chooses to use this approach, the Scrutiny Policy Officer, in conjunction with Officers from Transport, Traffic & Parking Services and Highways Maintenance, will put together a programme of extra meetings.

6.4 Approach 2

Request officers put together a more detailed paper outlining the key issues and available options further to the views expressed at this Committee to bring to a future meeting for further discussion.

7.0 Recommendation

7.1 The Scrutiny Committee is asked to give guidance to officers in developing an approach to parking on pavements and its enforcement.

Appendix A

DROPPED KERBS – TRAFFIC MANAGEMENT ACT 2004

Section 86 Prohibition of parking at dropped footways etc.

(1) In a special enforcement area a vehicle must not be parked on the carriageway adjacent to a footway, cycle track or verge where—

(a) the footway, cycle track or verge has been lowered to meet the level of the carriageway for the purpose of—

(i) assisting pedestrians crossing the carriageway,

(ii) assisting cyclists entering or leaving the carriageway, or

(iii) assisting vehicles entering or leaving the carriageway across the footway, cycle track or verge; or

(b) the carriageway has, for a purpose within paragraph (a)(i) to (iii), been raised to meet the level of the footway, cycle track or verge.

This is subject to the following exceptions.

(2) The first exception is where the vehicle is parked wholly within a designated parking place or any other part of the carriageway where parking is specifically authorised.

A “designated parking place” means a parking place designated by order under section 6, 9, 32(1)(b) or 45 of the Road Traffic Regulation Act 1984 (c. 27).

(3) The second exception is where the vehicle is parked outside residential premises by or with the consent (but not consent given for reward) of the occupier of the premises.

This exception does not apply in the case of a shared driveway.

(4) The third exception is where the vehicle is being used for fire brigade, ambulance or police purposes.

(5) The fourth exception is where—

(a) the vehicle is being used for the purposes of delivering goods to, or collecting goods from, any premises, or is being loaded from or unloaded to any premises,

(b) the delivery, collection, loading or unloading cannot reasonably be carried out in relation to those premises without the vehicle being parked as mentioned in subsection (1), and

(c) the vehicle is so parked for no longer than is necessary and for no more than 20 minutes.

(6) The fifth exception is where—

(a) the vehicle is being used in connection with any of the following—

(i) undertaking any building operation, demolition or excavation,

(ii) the collection of waste by a local authority,

(iii) removing an obstruction to traffic,

(iv)undertaking works in relation to a road, a traffic sign or road lighting, or

(v)undertaking works in relation to a sewer or water main or in relation to the supply of gas, electricity, water or communications services,

(b)it cannot be so used without being parked as mentioned in subsection (1), and

(c)it is so parked for no longer than is necessary.

(7)In this section “carriageway”, “cycle track” and “footway” have the meanings given by section 329(1) of the Highways Act 1980 (c. 66).

(8)References in this section to parking include waiting, but do not include stopping where—

(a)the driver is prevented from proceeding by circumstances beyond his control or it is necessary for him to stop to avoid an accident, or

(b)the vehicle is stopped, for no longer than is necessary, for the purpose of allowing people to board or alight from it.

(9)The prohibition in this section is enforceable as if imposed—

(a)in Greater London, by an order under section 6 of the Road Traffic Regulation Act 1984 (c. 27),

(b)elsewhere in England and Wales, by an order under section 1 of that Act.

DERBYSHIRE LANE PAVEMENT PARKING

~~DEVELOPMENT SERVICES~~

REPORT TO CITY CENTRE, SOUTH & EAST
PLANNING AND HIGHWAYS AREA BOARD
15th DECEMBER 2008

PARKING ISSUES RELATING TO THE FRONTAGES OF NOS. 260 - 282
DERBYSHIRE LANE (PETITION)

1.0 PURPOSE OF REPORT

- 1.1 To recommend a course of action to address parking issues along the frontages of nos. 260 to 282 Derbyshire Lane.

2.0 INTRODUCTION

- 2.1 A 20 - signature petition was reported to this Board on 18th August where Members resolved that the matters raised be investigated and the outcome reported to a future meeting.

2.2 The petitioners state:-

"We the undersigned are concerned about the double yellow lines outside 260 – 282 Derbyshire Lane. For as long as anyone can remember residents have parked on the pavement. This pavement is over 14 feet wide so does not cause any obstruction to pedestrians. The double yellow lines make this illegal so there is no parking outside our homes, this causes particular problems for elderly residents and those with young children. We are forced to park on other congested roads, which causes friction with other residents in the area. We call upon the Council to remove the double yellow lines and designate the area as residents' only parking. We also ask the Council to take action and deal with the problem of lorries parking on the road while delivering to the Co-op. This causes unnecessary disruption as there is a large empty car park which can be used".

- 2.3 A location plan is included as Appendix A.

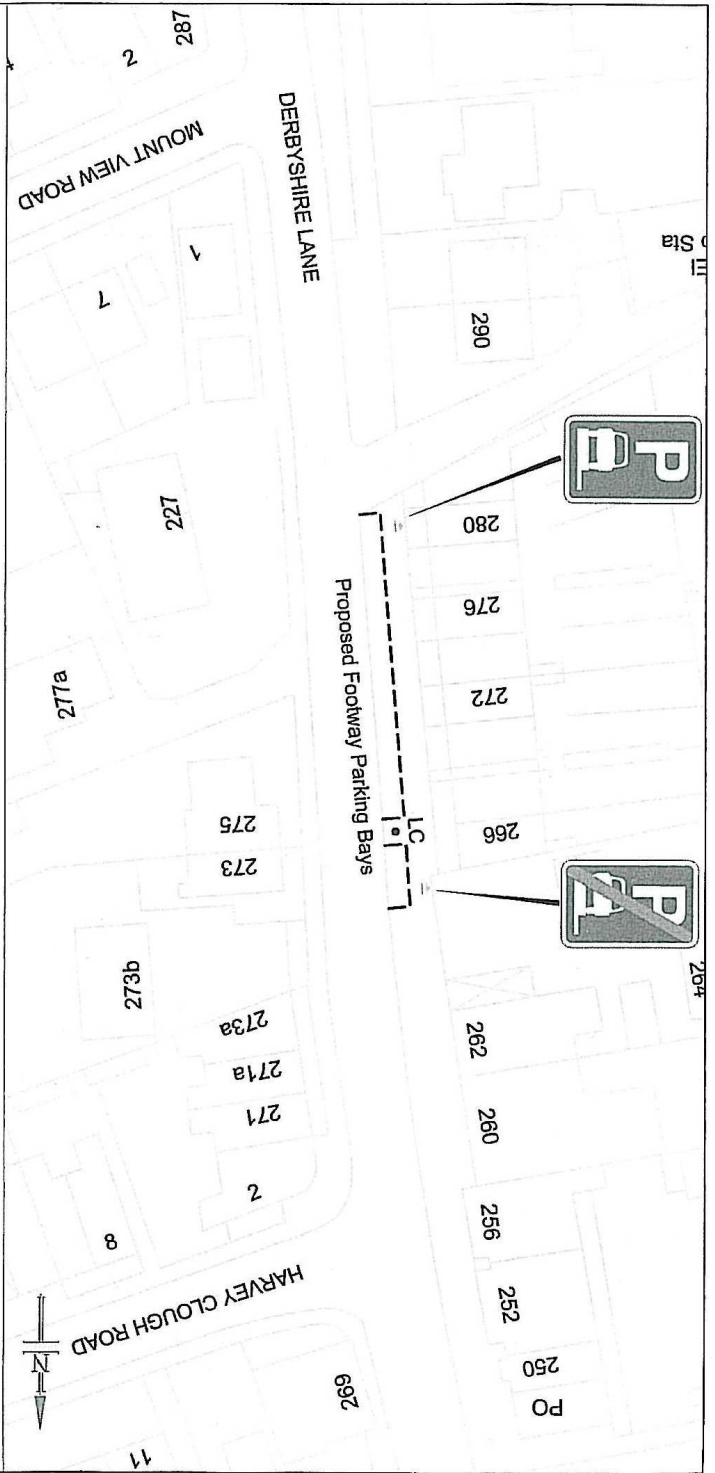
3.0 BACKGROUND

- 3.1 At its meeting of 15th January 2007, this Board approved the construction of an accident saving scheme on Derbyshire Lane.
- 3.2 The scheme was implemented in early 2007, comprising four groups of speed cushions, a raised plateau and a raised zebra crossing. These features are spaced equally along the length of Derbyshire Lane between its junctions with Mount View Road at its southern end and Norton Lees Close at the Northern end.
- 3.3 Waiting restrictions were introduced at each of the cushion groups to ensure emergency vehicles and buses are able to negotiate these features unimpeded by parked vehicles. At the time of advertising the Traffic Regulation Order, three objections to the waiting restrictions were received and over-ruled at the Board

meeting. However, none of the signatories to this subsequent petition objected to the Traffic Regulation Order.

4.0 RESPONSE TO THE PETITIONERS' REPRESENTATIONS IN RESPECT OF PARKING ISSUES

- 4.1 The petition states that residents of nos. 260 to 282 Derbyshire Lane have always parked on the footway in front of their properties. The introduction of double yellow lines normally restricts parking not only on the carriageway, but on any areas falling within the highway boundary (including footways and verges).
- 4.2 Consequently, the petitioners request that the length of double yellow lines along this frontage be removed. This suggestion is not considered desirable for the following reasons:-
- (a) Vehicles could be parked on carriageway, resulting in problems for emergency services vehicles and buses when unable to appropriately straddle the speed cushions.
 - (b) Potential carriageway parking would either prevent residents from accessing any footway parking or potentially prevent them from returning to the carriageway as a result of the "double parking" effect.
 - (c) It is likely that vehicles driven by people other than residents would park along this frontage (although this could also be the case in respect of footway parking).
- 4.3 In order to legally permit footway parking and avoid the drawbacks outlined in (a) and (b) above, it would be possible to make a Traffic Regulation Order (TRO) to restrict parking in the carriageway only, along the frontages referred to by the petitioners.
- 4.4 It is suggested that the necessary TRO be made as an Experimental Order which can extend for a maximum period of 18 months. Anyone is entitled to object within the first six months during which time, the arrangement could be monitored to assess the benefits and identify potential problems. If no objections are received, the provisions of the Order can be made permanent, subject to Board approval.
- 4.5 It would be necessary to formally mark out the permitted extent of the footway parking, together with the erection of specified signs. The type of lining and signing is indicated in Appendix B. This is a relatively new amenity and this will be the first time it has been used in Sheffield. It is, therefore, considered appropriate to use it as an experiment. The outcome of the experiment will inform discussion about verge and pavement parking city wide, which will be the subject of a future report to Cabinet.
- 4.6 It is not proposed initially to provide dropped kerbs, but this would be desirable if a permanent TRO is subsequently made. It has been established that the remaining footway width would be adequate to accommodate normal pedestrian, wheelchair and pushchair movements (as stated by the petitioners).



Note: LC = Lighting Column

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TRANSPORT & HIGHWAYS DIVISION
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CREW
 ML
 Nov 09
 CHECKED

CLIENT
SHEFFIELD CITY COUNCIL

Scheme
Derbyshire Lane, Footway Parking Provision

Drawing Title
Appendix B

Drawing No.
TM-BN142-11

Scale
1:500

Sheet
A4

Date
 Nov 09

Sheffield City Council
 Development Services
 Transport & Highways Division

*Dec 2008
 C, S & W Planning & Highway.*

Appendix C

Typical letter of complaint

Dear sir/ madam

I am disabled and use a large mobility scooter to get about , I live on Dykewood drive and use the footpath from there to Hillsborough. I am repeatedly coming up against cars parked over foot paths and in particular near house number XX Worrall Road. The path has cars parked on the edge of the footpath but I am regularly coming up against drivers who park over it which puts me at risk and parents with pushchairs. Worrall despite the speed restriction which is ignored is a very busy road and yesterday I nearly had an accident because of a car parked over the path and myself having to edge out onto the road between two parked cars with oncoming traffic both ways. My visibility was obscured by a parked van Which belonged to the builder at the newly built house opposite the row of cottages at the junction of Worrall road and Rural lane. This builder is a nice man and does not park over the path I have no dispute with him or the person who lives in the cottage as they park their cars allowing me room to get past. I need 30 inches to allow my scooter to use this path and correct me if I am wrong but I should be allowed to use it and so should mothers with pushchairs could you either widen the path or put yellow lines from just before the telegraph pole as this pole is the problem when cars are parked there simply is not enough room, this would not impact on the builder or the other tenant as only they should be parked there. Better still can someone come out and go over this problem with me as the police are no use at all and keep telling me to discuss this problem with you. I have seen kids hit by traffic before on this road having to move out between parked cars and i myself narrowly escaped yesterday incident number XXX car reg XXXXXXXX which was reported at two pm the police came out at seven pm ! Guess what they could not find the car and claim it is registered to someone down south. If they cannot come out when the incident occurs then thy are not much use So each time I report this problem this is the response I get and I have reported cars parked on paths numerous times each time they either claim the registration is not coming up with anyone or the car has gone little wonder really. The point is does someone have to get killed before action is taken the path cannot support parked cars from drivers who are unable to park with a degree of sense and thought for those who the path was designed for, the pedestrians. I know it is illegal to park over paths yet the police are yet again reluctant to fine drivers for doing this they could make money if they did believe me which might help pay their wages instead of me !

Yes I do pay council tax. Please could someone get back to me on this problem as I feel this is unfair and dangerous.

Appendix D

How other authorities deal with the issue

LONDON APPROACH

Pavement parking in London is banned by the Greater London Council (General Powers) Act 1974. It applies at all times and covers all streets except those specifically excluded and signed as such.

LEWISHAMS APPROACH TO LONDON PAVEMENT BAN

Parking on pavements

The Council has a responsibility to keep the roads and footpaths safe to use. A London-wide ban on pavement parking is strictly enforced and applies to all parking on pavements, verges and central reservations, 24 hours a day.

Pavement parking is allowed under certain circumstances and signs and white boxes on the ground show where and how far on the pavement it is permitted to park.

Illegally parked vehicles cost the Council thousands of pounds a year in damage to paving and grass verges, and cause serious problems for blind, disabled and older people.

What action does the Council take against pavement parking?

If there are waiting restrictions (yellow lines) on the highway adjacent to the pavement then a Penalty Charge Notice would be issued, since a vehicle parked in this manner is in contravention of the traffic order. Waiting restrictions cover the highway from centre of highway to back of footpath.

If there are no waiting restrictions on the highway adjacent to the pavement, then the Council will issue a Penalty Charge Notice for illegal footway parking.

Why is pavement parking a problem?

Pavements are constructed and provided for pedestrian use. Vehicles parked on pavements are:

- a hazard to pedestrians causing an obstruction which may result in them having to step off the pavement onto the highway thus putting themselves in danger
- a hazard by restricting the width of the pavement making it difficult for someone with a pushchair or wheelchair to pass safely - again this person may have to step into the highway to avoid the obstruction
- a hazard due to the damage caused by driving on and off the pavement - e.g. broken flags.

Where pavement parking is permitted, markings on the footway will indicate the extent of the area where you can park, and 'pavement parking area starts' and 'pavement parking area ends' signs will be displayed.

1. FAQ

Can I park on the pavement in roads where the road is narrow and I risk damage to my car by parking on the road?

No, you may only park on the footway where there is a signed exemption from the footway parking ban. In other words the signs (above) will be displayed and there will be markings on the footway indicating where you may park. Ultimately it is up to you, the driver, to find somewhere safe and legal to park your car.

The pavement in my road is quite wide. Can the Council allow footway parking in my road?

The Council can assess your road to see whether it meets the criteria for footway parking. The criteria include:

- that there must be sufficient width of footway remaining to allow a wheelchair or double buggy to pass
- that the construction of the footway is sufficiently strong that the repeated movement of vehicles on and off it will not jeopardise and services that may lie beneath it.

If you would like us to assess your road for footway parking please contact us using the details below.

What happens if I park on the pavement where there are no signs indicating that I can do so?

The Council's parking enforcement contractor will issue a Penalty Charge Notice (parking ticket) to you for illegal footway parking. To pay a parking ticket visit [Parking Payment Online](#).

Pavement Widths And Disability Issues

2. The Department for Transport states in its 'Inclusive Mobility' that a clear width of 2000mm should be regarded as the minimum pavement width under normal circumstances. The Department for Transport also recommends that there should be minimum widths of 3000mm at bus stops and 3500mm to 4500mm in front of shops.

3. Obstructing a pavement conflicts directly with the basic requirement of the Disability Discrimination Acts (1995 and 2005) which is to not discriminate against people with disabilities.

4. Harrogate Borough Council, for example, state that a minimum width of unobstructed footway of 1.8 metres must be provided for safe and convenient pedestrian movement. This minimum allows wheelchairs and prams to pass comfortably and provides a reliable, safe route for blind and partially sighted pedestrians

5. Southwark 'Network Operations Department' (ie Southwark Highways Department) state that the legal requirement is for a minimum width of 1.25 metres of unobstructed pavement, although they prefer to have a minimum of 1.5 metres.

LIVERPOOL APPROACH

Rathbone Road - Liverpool City Council

2. The Issue

Liverpool City Council (LCC) identified the residential area of Rathbone Road as a hot-spot for pavement parking in 2003. With no access to off-street parking, residents living on the eastern side of the road parked partly or wholly on the pavement, despite the marking of waiting restrictions in the form of yellow lines. As a result, pedestrian access to the pavement was severely restricted, whilst traffic safety concerns were also raised as LCC Traffic Management Engineer Jamie Povall describes:

"The parking of vehicles on the pavement in Rathbone Road was clearly causing road traffic hazards: space on the pavement was substantially reduced and drivers' views of the road were impaired"

3. Consultation

Having found that the parking of vehicles on the pavement in Rathbone Road was due largely to the habits of local car owning residents, LCC held a series of open meetings with residents to discuss possible solutions to the issue.

4. The Solution

After consulting with the residents of Rathbone Road, LCC took the approach of converting part of the footway into hard standing parking bays, identifying this as a solution that would solve the problems caused by pavement parking and meet the parking needs of local residents. In June 2003, LCC introduced an experimental Traffic Regulation Order (TRO) to this effect. When creating the new pavement parking bays, LCC followed the guidelines below:

- Areas of the pavement covering Statutory Undertakers apparatus were deemed as being unsuitable for pavement parking due to the risk of damage to the Statutory Undertakers apparatus
- A minimum pavement width of 1.5m was left for pedestrians, not including a minimum of 1m width of the pavement needed for clearance from opening/closing car doors
- Parking bays were designed to be 6m in length and 2m in width to accommodate a single vehicle
- Areas of the pavement covered with bitmap material were converted into pavement parking bays because this surface was deemed as being suitable for sustaining vehicle weight
- Parts of the pavement made up of concrete paving flags were deemed unsuitable for parking bays as they would begin to break under the pressure of vehicle weight
- Kerb heights in areas of the road adjacent to the parking bays were no more than 100mm so as to reduce the risk of vehicles incurring damage when moving onto the kerb

5. Signage

LCC use Regulatory Signs 668.1 and 668.2 to identify the pavement parking ban zone in Rathbone Road.

The Outcome

As a result of the measures taken in Rathbone Road, residents are able to park their cars near to their homes without causing road safety hazards or restricting pedestrian access to the pavement. The original TRO that had been put in place for a six-month experimental period was later established on a permanent basis with the support of the residents in Rathbone Road. LCC Traffic Management Engineer Jamie Povall clearly believes that the pavement parking problems identified in Rathbone Road have been resolved as a result of the action taken by LCC:

"As a result of the measures introduced in Rathbone Road, we have reduced the risk of traffic safety hazards from parked vehicles and at the same time, we have been successful in meeting the parking needs of local residents"

LIVING STREETS VIEW ON PAVEMENT PARKING (National Charity campaigning on behalf of Peds)

Context

Pavement parking is a major problem outside London. Not only does pavement parking restrict accessibility and create car dominated streets, but it is also a drain on scarce maintenance budgets with regular damage to pavements (Ealing Council estimates that it spends £39,000 annually repairing pavements damaged by parked vehicles). We need a new legal framework to prevent pedestrians from being marginalised by inconsiderate parking.

Why it matters

1. Increased car ownership increases demand and pressure on parking;
2. We have an ageing population with increasing levels of mobility and visual impairments;
3. People with disabilities, and parents with children in pushchairs are those most affected by vehicles blocking the pavement;
4. The damage from pavement parking costs every local authority thousands of pounds every year in maintenance and repair;
5. Any signs and physical prevention measures are both expensive and serve only to clutter the street environment;
6. Enforcement of the laws can be self-financing, with no cost to the public purse;
7. We should be taking pride in our streets rather than cluttering and damaging the pavements through inconsiderate parking.

Local authorities have powers under the Road Traffic Regulation Act 1984 to restrict or prohibit pavement parking on individual streets by the making of a Traffic Regulation Order (TRO) but this is an expensive, laborious process to go down on a street by street basis and creates additional clutter through street signs. Exeter, Hereford, and Worcester councils are the only local authorities of which Living Streets is aware to have a similar framework to that in London, achieved through separate Acts of Parliament.

Action

We would like to see a national framework that a) assumes a general prohibition of pavement parking with powers for Local Authorities to designate exemption areas if necessary and desirable; and b) encourages and supports the decriminalisation of enforcement. In Greater London, this framework broadly exists, and we believe rolling this out nationally is the most effective way of dealing with this problem. Specifically, we recommend that:

1. UK Government to make pavement parking illegal throughout the UK;
2. All local authorities to decriminalise and take on the civil enforcement of parking offences;
3. While police are still responsible for enforcement, to take the issue more seriously and enforce all instances of pavement parking.
4. UK Government to lead a wider national “pavement education” campaign on all aspects of using our pavements –including anti-social parking and cycling;



Report to the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee

Report of: Policy Officer (Scrutiny)

Date: 17 January 2013

Subject: Work Programme and Cabinet Forward Plan

Work Programme

The Committee's draft work programme is attached for consideration. The Committee is asked to identify any further issues for inclusion in the work programme.

To ensure that information coming to the Committee meets requirements, Members are requested to identify any specific approaches, lines of enquiry, witnesses etc that would assist the scrutiny process for items on the work programme.

The latest version of the Cabinet Forward Plan is also attached. Consideration of issues at an early stage in the development process gives scrutiny an opportunity to make recommendations to decision makers and maximises scrutiny's influence. The Committee is therefore requested to identify any issues from the Forward Plan for inclusion on a future agenda.

Recommendations:

That the Committee:

- Considers the work programme and Cabinet Forward Plan
 - Identifies further issues for inclusion on the work programme
-

What	Why	How	When
City Centre Vibrancy	The Overview and Scrutiny Management Committee identified City Centre Vibrancy as an area for closer scrutiny following consideration of the 2011/2012 Q4 performance report	Report	January 17 th 2013
Parking on Dropped Kerbs and Pavements	Officers to bring forwards a report outlining possible approaches to parking on dropped kerbs and pavements across the City.	Report	January 17 th 2013
Joint meeting with the Children, Young People and Family Support Scrutiny Committee	As requested by Full Council, to look at what support the Council is giving to the development of the University Technical College. This session could be broadened to include Sheffield's approach to skills, apprenticeships, youth employment etc.	Special Meeting	Early 2013
Climate Change Adaptation	To consider how the Council and the City is preparing for Climate Change Adaptation, and to comment on the draft Climate Change Adaptation Strategy.	Presentation/Report	March 2013
City Deals	To understand the detail of the City Deal and receive a progress report on implementation to date.	Tbd	2013
Sheffield as a Business Friendly City – hearing from local businesses.	Following the September Session with Business – the Committee requested further discussions to be	Tbd	Spring 2013

	scheduled to include apprenticeships, finance, Small and Medium Sized Enterprises and Sole Traders, promoting Sheffield, fostering entrepreneurship, planning, the Sheffield £ and understanding Sheffield business failures		
Sheffield Food Plan	To consider the Sheffield Food Plan from a business perspective	Tbd	Tbd
Copenhagen Declaration	Full Council asked Officers to bring forward a report to Scrutiny outlining what the Council (and other organisations) would need to do in order to meet the EU Committee of the Regions Copenhagen Declaration on Sustainable Cities	Report	Following the publication of the recommendations of the Fairness Commission

CABINET DECISIONS AND KEY INDIVIDUAL CABINET MEMBERS AND EXECUTIVE DIRECTOR DECISIONS

Quarterly Forward Plan of Executive Decisions 3 January 2013 To 30 April 2013.

NOTE:

1. This schedule provides amongst other decisions, details of those Key Executive Decisions to be taken by the Cabinet , Individual Cabinet Members or Executive Directors in 28 days and beyond as required by Section 9 of The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.
2. The membership of decision makers are as follows:
 - **Cabinet** - Councillors Julie Dore (Chair), Harry Harpham (Deputy Chair), Isobel Bowler, Leigh Bramall, Jackie Drayton, Mazher Iqbal, Mary Lea, Bryan Lodge and Jack Scott)
 - Where **Individual Cabinet Members** or **Executive Directors** take Key Executive Decisions their names and designation will be shown in the Plan.
3. Access to Documents - Details of reports and any other documents will, subject to any prohibition or restriction, be available from the date upon which the agendas for the Cabinet and Cabinet Highways Committee and Individual Cabinet Member and Executive Director reports are published and accessible via the Council's web-site at www.sheffield.gov.uk or can be collected at the Town Hall at the following address:-

Democratic Services, Town Hall, Sheffield, S1 2HH
4. Where it is intended to hold a meeting, or part of a meeting, in private a notice will be published at least 28 days prior to the meeting in accordance with Regulation 5 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

16 Jan 2013 Cabinet	Implementation of the Living Wage (K)	Cabinet Member for Finance and Resources (Councillor Bryan Lodge) Overview and Scrutiny Management Committee	Report of the Executive Director, Resources.	8/1/13	Resources Cheryl Blackett Tel: 0114 2734080 cheryl.blackett@sheffield.gov.uk
16 Jan 2013 Cabinet	Parkhill Redevelopment	Cabinet Member for Homes and Neighbourhoods (Councillor Harry Harpham) Safer and Stronger Communities Scrutiny Committee	Report of the Executive Director, Place.	8/1/13	Place Derek Martin Tel: 0114 2736639 derek.martin@sheffield.gov.uk

16 Jan 2013 Cabinet	The Successful Families Programme (K)	Cabinet Member for Children, Young People and Families (Councillor Jackie Drayton) Children, Young People and Family Support Scrutiny Committee	Report of the Executive Director, Children, Young People and Families.	8/1/13	Children, Young People and Families Sam Martin Tel: 0114 2296140 sam.martin@sheffield.gov.uk
16 Jan 2013 Cabinet	Redevelopment of the Fosters Phase 3	Cabinet Member for Homes and Neighbourhoods (Councillor Harry Harpham) Economic and Environmental Wellbeing Scrutiny Committee	Report of the Executive Director, Place.	8/1/13	Place Dave Mason Tel: 0114 2734617 dave.mason@sheffield.gov.uk

16 Jan 2013 Cabinet	School and College Attendance Strategy (K)	Cabinet Member for Children, Young People and Families (Councillor Jackie Drayton) Children, Young People and Family Support Scrutiny Committee	Report of the Executive Director, Children, Young People and Families.	8/1/13	Children, Young People and Families Diane Dewick Tel: 0114 2506865 diane.dewick@sheffield.gov uk
16 Jan 2013 Cabinet	Revenue Budget and Capital Programme Monitoring 2012-13 (Month 7) (K)	Cabinet Member for Finance and Resources (Councillor Bryan Lodge) Overview and Scrutiny Management Committee	Report of the Executive Director, Resources.	8/1/13	Resources Allan Rainford Tel: 0114 2752596 allan.rainford@sheffield.gov uk

16 Jan 2013 Cabinet	Housing Revenue Account (HRA) Business Plan Update, HRA Budget and Rent Increase 2013/14 (K)	Cabinet Member for Homes and Neighbourhoods (Councillor Harry Harpham) Safer and Stronger Communities Scrutiny Committee	Report of the Executive Director, Communities.	8/1/13	Communities Liam Duggan Tel: 2930240 liam.duggan@sheffield.gov.uk
13 Feb 2013 Cabinet	Sheffield Regional City Region Regional Growth Fund Round 3 - Unlocking Business Investment (K)	Cabinet Member for Business, Skills and Development (Councillor Leigh Bramall) Economic and Environmental Wellbeing Scrutiny Committee	Report of the Executive Director, Place.	5/2/13	Resources Kevin Bennett Tel: 0114 2232416 kevin.bennett@sheffield.gov.uk

13 Feb 2013 Cabinet	Sheffield Development Framework:City Policies and Sites document and Proposals map - the Pre - submission version. (NOTE: This report will be submitted to the City Council on 3rd April, 2013) (K)	Cabinet Member for Business, Skills and Development (Councillor Leigh Bramall) Economic and Environmental Wellbeing Scrutiny Committee	Report of the Executive Director, Place and other appropriate documents	5/2/13	Place Peter Rainford Tel: 0114 2735897 peter.rainford@sheffield.gov
13 Feb 2013 Cabinet	Revenue Budget 2013-14 (K)	Cabinet Member for Finance and Resources (Councillor Bryan Lodge) Overview and Scrutiny Management Committee	Report of the Executive Director, Resources	5/2/13	Resources Allan Rainford Tel: 0114 2752596 allan.rainford@sheffield.gov uk

13 Feb 2013 Cabinet	Housing Strategy 2013 -23	Cabinet Member for Homes and Neighbourhoods (Councillor Harry Harpham) Safer and Stronger Communities Scrutiny Committee	Report of the Executive Director, Place.	5/2/13	Place Georgina Parkin Tel: 2736915 georgina.parkin@sheffield.gov.uk
13 Feb 2013 Cabinet	Revenue Budget and Capital Programme Monitoring 2012/13 (Month 8) (K)	Cabinet Member for Finance and Resources (Councillor Bryan Lodge) Overview and Scrutiny Management Committee	Report of the Executive Director, Resources.	5/2/13	Resources Allan Rainford Tel: 0114 2752596 allan.rainford@sheffield.gov.uk

27 Feb 2013 Cabinet	Vocational Skills Provision 2014 - 16 (K)	Cabinet Member for Children, Young People and Families (Councillor Jackie Drayton) Children, Young People and Family Support Scrutiny Committee	Report of the Executive Director, Children, Young People and Families	19/2/13	Children, Young People and Families Claire Slack Tel: 0114 2296140 claire.slack@sheffield.gov.u k
27 Feb 2013 Cabinet	Disposal of Land at Richmond Park Drive	Cabinet Member for Health, Care and Independent Living (Councillor Mary Lea) Safer and Stronger Communities Scrutiny Committee	Report of the Executive Director, Communities.	19/2/2013	Communities Dave Mason Tel: 0114 2734617 dave.mason@sheffield.gov. uk
27 Feb 2013 Cabinet	Disposal of Land at Sevenairs Road, Beighton	Cabinet Member for Health, Care and Independent Living (Councillor Mary Lea) Safer and Stronger Communities Scrutiny Committee	Report of the Executive Director, Communities.	19/2/13	Communities Dave Mason Tel: 0114 2734617 dave.mason@sheffield.gov. uk

27 Feb 2013 Cabinet	Modernisation of Planning and Highways Committees (Note: It is proposed that this item will be considered by the City Council meeting on 3rd April, 2013)	Cabinet Member for Business, Skills and Development (Councillor Leigh Bramall) Economic and Environmental Wellbeing Scrutiny Committee	Report of the Executive Director, Place	19/2/13	Place Graham Withers Tel: 0114 2037642 Graham.Withers@sheffield.gov.uk
27 Feb 2013 Cabinet	Voluntary Sector Grant Aid Investment in 2013/14 (K)	Cabinet Member for Communities & Inclusion (Councillor Mazher Iqbal) Safer and Stronger Communities Scrutiny Committee	Report of the Chief Executive.	19/2/13	Deputy Chief Executives Anne Giller Tel: 0114 2735126 anne.giller@sheffield.gov.uk
20 Mar 2013 Cabinet	The Future Delivery of Housing Repairs and Maintenance (K)	Cabinet Member for Homes and Neighbourhoods (Councillor Harry Harpham) Safer and Stronger Communities Scrutiny Committee	Report of the Executive Director, Communities.	12/3/13	Communities Jed Turner Tel: 27 34066 jed.turner@sheffield.gov.uk

20 Mar 2013 Cabinet	Procurement Contract for the Corporate Statutory Servicing and Repairs Contract (K)	Cabinet Member for Finance and Resources (Councillor Bryan Lodge) Overview and Scrutiny Management Committee	Report of the Executive Director, Resources.	12/3/2013	Resources Jed Turner Tel: 27 34066 jed.turner@sheffield.gov.uk
20 Mar 2013 Cabinet	Allocations Policy (K)	Cabinet Member for Homes and Neighbourhoods (Councillor Harry Harpham) Safer and Stronger Communities Scrutiny Committee	Report of the Executive Director, Communities.	12/3/13	Communities Sharon Schonborn Tel: 0114 2037613 sharon.schonborn@sheffield .gov.uk

20 Mar 2013 Cabinet	Revenue Budget and Capital Programme Monitoring 2012-13 (Month 9) (K)	Cabinet Member for Finance and Resources (Councillor Bryan Lodge) Overview and Scrutiny Management Committee	Report of the Executive Director, Resources.	12/3/13	Resources Allan Rainford Tel: 0114 2752596 allan.rainford@sheffield.gov.uk
10 Apr 2013 Cabinet	Revenue Budget and Capital Programme Monitoring 2012/13 (Month 10) (K)	Cabinet Member for Finance and Resources (Councillor Bryan Lodge) Overview and Scrutiny Management Committee	Report of the Executive Director, Resources.	2/4/13	Resources Allan Rainford Tel: 0114 2752596 allan.rainford@sheffield.gov.uk

A key decision* is one that is either part of the budgetary/policy framework, sets or shapes a major strategy, results in income or expenditure of £500,000+, is a matter of major public concern or controversial by reason of representations made or likely affects two or more wards. The full definition of a key decision can be found in Part 2, Article 14 of the Council's Constitution which can be viewed on the Council's Website www.sheffield.gov.uk. Requests for copies or extracts from any of the publicly available documents or other documents relevant to the key decisions, or for details of the consultation process and how to make representations, can be made by ringing the contact officer or via the Committee Secretariat, Legal and Governance, Town Hall, Sheffield S1 2HH email to: committee@sheffield.gov.uk

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