

SHEFFIELD CITY COUNCIL

EXECUTIVE FUNCTIONS DECISION RECORD

The following decisions were taken on Thursday 16 January 2014 by the Highway Cabinet Member Decision Session.

Date notified to all members: Friday 31 January 2014

The end of the call-in period is 4:00 pm on Thursday 6 February 2014

The decision can be implemented from Friday 7 February 2014

Item No

5. BOSTON STREET - PROPOSED BUS LANE - TRAFFIC REGULATION ORDER CONSULTATION RESULTS

5.1 The Executive Director, Place submitted a report presenting the objections received following the advertisement of a Traffic Regulation Order (TRO) for the proposed bus lane on Boston Street.

5.2 **RESOLVED:** That:-

- (a) the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984 for the bus lane proposed on Boston Street;
- (b) those who made representations be informed accordingly; and
- (c) the proposed bus lane be introduced.

5.3 Reasons for Decision

5.3.1 The Traffic Regulation Order will deter general traffic from turning left out of Boston Street on to London Road in the morning peak period which impacts on journey times for bus passengers.

5.3.2 The TRO will extend the current hours of operation so that the restrictions start at 7.30am, assisting earlier buses on London Road and Boston Street.

5.3.3 The TRO would allow camera enforcement of the new restrictions.

5.4 Alternatives Considered and Rejected

5.4.1 Officers have considered enforcing the current restrictions, although this would be difficult and expensive to implement due to the need to provide an alternative route at the point where it becomes 'no entry except buses'. Enforcing the bus lane (rather than the 'no entry except buses') at the existing times is an option, but would lead to an inconsistent implementation of bus lane hours of operation, which could lead to unnecessary Penalty Charge Notices being issued. In addition,

officers have also considered removing the restrictions completely. This is not considered appropriate due to the potential increase in traffic using Cemetery Road/Boston Street as a through route, coupled with providing more conflict in terms of signal priorities at the Boston Street/London Road junction. Doing nothing is not supported by bus operators or passengers so the bus lane approach is regarded as the most appropriate way forward in that it provides public transport priority but aims to mitigate against traffic disruption on other routes.

5.5 Any Interest Declared or Dispensation Granted

None

5.6 Reason for Exemption if Public/Press Excluded During Consideration

None

5.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

5.8 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing

6. INVESTING CAMERA ENFORCEMENT INCOME: BUS AND TRAM LANES AND GATES

6.1 The Executive Director, Place submitted a report confirming that the Council will use income from Penalty Charge Notices issued at bus and tram lanes and gates in accordance with the Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005.

6.2 **RESOLVED:** That the Cabinet Member:-

- (a) formally endorses the contents of the report, in particular that the Council will use income from Penalty Charge Notices issued at bus and tram lanes and gates in accordance with the Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005; and
- (b) approves the use of this income on the types of scheme highlighted in paragraph 4.7 of the report.

6.3 Reasons for Decision

6.3.1 Although the Council are already following the legislation in terms of using PCN income, recent high profile cases nationally underline the need to have the decisions and actions taken by the Council formally recorded as having political support.

6.4 Alternatives Considered and Rejected

6.4.1 Alternative options do not exist as the use of income from PCNs from enforcement of bus lanes is covered by legislation.

6.5 Any Interest Declared or Dispensation Granted

None

6.6 Reason for Exemption if Public/Press Excluded During Consideration

None

6.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

6.8 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing

7. RESPONDING TO PETITIONS REQUESTING TRANSPORT, TRAFFIC AND PARKING SERVICES

7.1 The Executive Director, Place submitted a report

7.2 RESOLVED: That:-

- (a) the Cabinet Member for Business, Skills and Development endorses the proposed revision for how petitions are handled, mindful of the Streets Ahead Programme;
- (b) resolves that petition requests will be assessed and scored and prioritised along with all other pedestrian requests in conjunction with the Streets Ahead zonal works, within the Streets Ahead time scale; and
- (c) the lead petitioners are informed of this new process along with the scheduled date for the Streets Ahead zone concerned.

7.3 Reasons for Decision

7.3.1 The process will be fair and transparent and result in the most beneficial schemes being progressed across the City with maximum value for money.

7.4 Alternatives Considered and Rejected

7.4.1 No alternatives have been considered as not prioritising work with the Streets Ahead programme would result in higher costs together with extra disruption on the road network.

7.5 Any Interest Declared or Dispensation Granted

None

7.6 Reason for Exemption if Public/Press Excluded During Consideration

None

7.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

7.8 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing