

CYCLE FORUM NOTES

Truncated*Meeting Held on Thursday 17th January 2019

Present:

Cllr Steve Wilson (chair)

Cllr Richard Shaw

Cllr Martin Phipps

Dick Skelton - SCC

Paul Sullivan – SCC

Rob Wormald – Sheffrec Cycle club

Dexter Johnstone – Cycle Sheffield

Paul Walton – Cycling UK

Ian Carey - Cycle Sheffield

John Chapman –Cycle Sheffield

Colin McCulloch - guest

*meeting was only an hour long to enable members to attend the transport strategy meeting that followed

1. PARKING

Ben Brailsford Parking Services Manager gave a useful summary of the following General Operations, Key Priorities, Issues, Strategy

Please note (where it relates) I have included answers to some of the questions within the main body of the text.

General operations

Most parking enforcement was now a civil matter dealt with by councils however some offences were still dealt with by the Police – obstruction for example.

Ben has been in post for 3 years and in that time the enforcement operation has expanded to operate between 7am and 11pm most days. They operate 7 days a week covering the key priorities and where time allows other parking issues. They also undertake special operations as and when needed – around events, neighbour police joint operations etc.

SCC employ 35 civil enforcement officers, on average though there will be 20-25 officers on patrol.

This is pretty much in line with other similar cities (Nottingham and Bristol). Leeds do employ more.

Priorities

The overarching priority is to support traffic management in the city and to keep traffic flowing

More specifically

Officers will visit schools twice a day (at drop off and pick up times)
 Cover arterial routes, bus lanes and bus routes, with a focus on the morning and afternoon commuting periods,
 Work in the city centre and Permit parking zones

Staff will also be directed to respond to requests for service outside these priority areas. The nature of the response will depend on resource available and issue experienced. For example if an issue is constantly reoccurring on a particular day or time, that's when offices will be directed to attend, not necessarily as soon as issue reported.

However if you do ring in via the enforcement hotline (be patient as you will no doubt be held in a queue) or email in you will get a response.

Enforcement contact details

Requests for parking enforcement 0114 273 6682, or email parkingenforcement@sheffield.gov.uk

Appeals or permit queries 0114 273 4567

Issues

It can be difficult sometimes to enforce some locations without the driver moving the vehicle before a PCN is issued to the vehicle. There are some circumstances where PCN's can be issued immediately, but many instances include some period of observation.

SCC can only enforce where a Traffic regulation order (TRO) is in place, and not all cycle lanes are enforceable. For a yellow line restriction, typically the enforceable area covers centre of the carriageway to the building boundary so if there is a restriction in place on the carriageway this will apply to the footway, shared use path or cycle route. There are some other occasions where enforcement can take place without a TRO, such as a "with flow" cycle lane, which has been correctly lined on the vehicle carriageway. If there is no restriction in place, parking services cannot enforce. The issue **could** become an obstruction issue –therefore involving the police via 101. Also vehicles driving on to the cycleway / footway is an offence dealt with by the police, but without the Police observing the movement of the vehicle, they can't enforce. There are some quirks where it is possible to park on the footway behind zig zags for example.

Parking get a few requests that aren't enforceable Norfolk Park Road being one at present (PS to check on this). Typically loading/unloading on yellow lines is permitted where there are no additional loading or waiting restrictions.

The council cannot use standalone Cctv to enforce parking on cycle lanes, though we can use a camera car with Cctv around school keep clears, bus stop clearways, bus lanes and if they are present red routes (SCC is currently looking at a red route around Totley (Red routes basically mean no stopping at all for anyone (bar emergency services on a call)

The council operates one camera car.

When vehicles are parked in an enforceable location without additional loading restriction they may need to be observed, observation times are appropriate for the circumstances, but generally in the region of a few minutes for a car, and longer for freight vehicles

In terms of effectiveness

There are a lot of stats available so it would be useful if the forum could determine what they would like to know about. It's not clear whether SCC have stats for vehicles parked in cycle lanes though, they may just be included with general stats.

Note: BB has checked and we don't use the "parked in a cycle lane" contravention code. The code used is the one that the vehicle is contravening, for example code 01 - Parked in a restricted street during prescribed hours would be used for a clearway that contained a cycle lane.

Difficult to say how effective enforcement is, in an ideal world everyone would park sensibly and there would be no fines levied, however when there was no enforcement in Aberystwyth in the 1990's as in a gap between powers transferring from police to the LA, people block roads completely, parked on roundabouts, anywhere they wanted. Without enforcement traffic and pedestrians are severely affected.

Difficult to work out what proportion of cycle lanes are enforceable, typically those with a solid white line are, those with dotted marking are not.

In terms of penalties and appeals they have remained static over the last few years. Most appeals involve vehicles that have been hired.

Pavement parking is a concern for the forum, but the footway needs to be covered by a restriction which is highly unlikely in residential areas. There is a problem in the city centre which is being addressed by developing a city centre wide pavement parking ban regulation order. Progress on this appears slow to the forum.

The CEOs can also enforce against idling around schools, this is done through a fixed penalty notice, but the driver must be spoken to first, and asked to turn engine off, only one notice has been issued since October

There can be legitimate reasons for idling – very young children in the car on a freezing day for example or if it's a works vehicle operating machinery that requires the engine to run to operate.

Parking Strategy

This strategy will dovetail with the Transport Strategy

Some areas covered in the strategy are:

Improving technology –the use of smart phones and apps for enforcement purposes which will enable live tracking and hotspot identification more easily

New program of controlled parking zones, actual areas still to be determined but will probably include Kelham Island as there are issues with long stay commuter parking This also includes a review of existing areas – this is currently at business case stage

Pay and Display Machines are to be upgraded to improve payment options and reduce likelihood of breakdown. More pay by phone options, which include maps to locate machines are now being rolled out.

Introduction of red routes

Members of the forum asked about

- electric charging points

These will be covered by transport planning, there are currently no guidelines (post forum note positioning etc is currently being undertaken on a case by case basis. We do want to avoid the situation whereby they reduce footway width to an unacceptable margin

- Workplace parking levy

More for transport planning but parking service would be involved and have talked to Nottingham about their scheme

Has Ben/CEOs seen a change in behaviour of drivers over parking

No, though the introduction of bodycams has reduced the number of incidents of abuse, but some drivers still see it as their right to park where and when they want

Do parking service log unenforceable incident

Not at present but Transport and parking to pick this up as a result of the question.

Those locations could be treated if there is a physical solution -so should be added to the request list

The cycle forum and chair thanked Ben for his attendance

2. NOTES OF THE LAST MEETING (this followed the discussion around ITEM2 PARKING)

All agreed.

No matters arising.

No apologies

3. OUTSTANDING ACTIONS

To clarify price for work on Shoreham Street lights.

We have an idea of price and are in the process of ordering the work

To ask about the Commercial Street crossing.

Implications for delay or shortening of green time whatever is done here however making the suggested change probably outweighs the negatives

To check planning application re Baldwins Brincliffe Hill.

Dick to complete

Report glass in cycle track on route to establish response rate.

Not done as no incidents to report – post meeting note glass on Penistone Road reported Friday 18th Jan

To add city centre cycle parking to parking request list.

Done

In addition CIL money and local ward pots can be used to fund cycle stands

To draft letter to jack re tram track safety.

Not done - Chair to invite cabinet member to go next forum to give latest position

4. AOB
None

Notes by: Paul Sullivan and Dick Skelton

