

CROOKESMOOR PERMIT PARKING SCHEME – SCHEME REVIEW

1.0 SUMMARY

- 1.1 To update Cabinet Highways Committee with responses to the findings of a consultation questionnaire sent to local residents and businesses as part of a review of the Crookesmoor Permit Parking Scheme.
- 1.2 To seek approval to progress various amendments to the parking scheme to address the issues raised by the review and other separate contact from the public.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 Consultation with residents and businesses has taken place to develop changes designed to improve the operation of the existing Crookesmoor permit parking scheme. Responding to requests for changes should make it easier for residents, businesses and visitors to shops in the area to park nearer their destination.
- 2.2 The process involved in consulting on the permit parking scheme supports the 'City of Opportunity' objectives of communities having a greater voice and more control over services which are focussed on the needs of individual customers. Our open, honest and transparent way of working with local residents has increased public confidence in our consultation process.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The responses to the consultation contributes to the 'Putting the Customer First' objective of the 'City of Opportunity' plan, with proposals that respond to customer comments about how to change the existing scheme and associated restrictions in Crookesmoor. In addition, the overall project contributes to the 'Reducing Congestion' objective by reducing the availability of longer stay commuter parking in the area, whilst introducing better management of the available road space. These restrictions encourage individuals to consider more sustainable forms of transport, including car sharing, thus reducing an individual's carbon footprint. In addition, the removal of densely parked cars in urban areas will improve the environment for residents and visitors alike.
- 3.2 A key outcome will be the approval to implement amendments to the permit parking scheme if objections to the advertised the Traffic Regulation Order are resolved.

4.0 REPORT

- 4.1 The Crookesmoor scheme became fully operational in October 2008 and included the introduction of permit parking, pay and display parking and waiting restrictions. The scheme was designed to improve residents' ability to park near their properties, create a turnover of parking spaces

to benefit visitors to the area, and improve safety by protecting junctions and accesses from being obstructed.

- 4.2 Schemes of this type need to be regularly reviewed to ensure that the restrictions continue to meet the desired objectives of the scheme, while still being practical for the needs of the majority of local residents. Officers often receive requests for minor changes to the lengths and type of yellow line restrictions or parking bays and the review provides the opportunity to address all of these at the same time.

Scheme Review

- 4.3 The review of the scheme was undertaken using a combination of data sources including a questionnaire sent to residents and businesses, parking surveys and permit holder records.
- 4.4 Around 2200 questionnaires were distributed to local residents and businesses in March 2009, together with pre-paid envelopes. They were sent to addresses both within and also just outside the scheme boundary. A total of 452 responses (21%) were received
- 4.5 The main aim of the questionnaire, which is included as Appendix A, was to help determine the performance of the permit parking scheme. The questions were designed in response to comments received from local residents and businesses and related to:
- Whether the respondent's support for the scheme had changed since its introduction;
 - How the scheme had affected the local parking situation;
 - Whether the scheme included the right balance between residents/business and visitors spaces;
 - Whether the extent of yellow lines introduced at junctions should be changed;
 - Whether enforcement levels were appropriate;
 - Whether residents from outside the scheme would like to be included within it;
 - The respondent was also given the opportunity to make general comments.
- 4.6 The responses indicated that residents and businesses within Crookesmoor were generally happy with the scheme. A record of the responses received is set out in Appendix B. These can be summarised as follows:
- The percentage of respondents expressing a view supporting the scheme has risen from 66.6% before its introduction to 73% afterwards;
 - More respondents think the parking situation has improved since introduction than not;
 - The majority of respondents think the balance of different types of parking bays is suitable;
 - The need for double yellow lines at a number of junctions outside the scheme was identified;

- 57% of respondents think the level of enforcement by parking attendants is about right; and
 - A majority of respondents do not support the extension of the scheme beyond its existing boundary.
- 4.7 The two most common of the respondents' additional comments concerned dissatisfaction with having to pay for permits (13.7%) and the parking displacement effect of the scheme (12.6%).
- 4.8 The results of the review, together with data on the performance of the scheme were analysed by officers and resulted in a number of proposed changes to the scheme listed below:
- Change the 4 hour Pay and Display bays on Redcar Road to a mixture of Permit Holder Only bays and unrestricted spaces;
 - Extend the double yellow line at the junction of School Road with Conduit Lane by 10m;
 - Change Permit Holder Only bays on Bower Road and Barber Place to shared 2 hour Pay and Display/ Permit Holder bays;
 - Replace bus stop clearway markings on Crookesmoor Road with single yellow lines. (Crookesmoor Road is no longer a bus route and SYPTTE are obliged to remove associated bus stops. The bus stops acted as passing places so to maintain this facility, 'no waiting 0800-1830' restrictions are proposed).
- 4.9 The changes to the scheme were set out in a Traffic Regulation Amendment Order which was advertised from 7th-28th May 2010 in the local press. A plan of the amendments is set out in Appendix C. Around 2200 leaflets were distributed to each of the premises throughout the area to notify occupiers of the proposed changes in their area. In addition, street notices were used to make people aware that plans were available in Howden House and on the Council website. The information was also placed on the Council website.

Public Responses

- 4.10 The Council received a total of eight responses to the advertised changes, all from local residents, as shown in Appendix D. Four of the responses received were objections to the proposed changes on Redcar Road. Three responses were in support of the proposed changes or the current parking scheme. One response did not comment on the advertised proposals but was a repeat of an earlier unrelated request.

- 4.11 Objections to the proposed changes on Redcar Road were received from two residents of Reservoir Road, one resident of Crookesmoor Road and one of Redcar Road. The objections suggested that the pay and display bays were being well used by university and hospital visitors and that changes would encourage the occupation of the spaces all day by commuters.

Officer Responses

- 4.12 Information from Parking Services has revealed that Pay and Display machines on Redcar Road were in fact significantly underused. In order to make the best use of the road space available it is proposed to change the Pay and Display bays to a mixture of Permit Holder Only bays and unrestricted spaces. This will cater for residents' needs and also add the flexibility of unrestricted spaces, which are well used in other areas of the scheme. The Pay and Display machines will be reused at locations close to shops on Barber Road where short stay parking will benefit customers and visitors.

Financial Implications

- 4.13 Pay and Display revenue is expected to increase as a consequence of relocating underused machines to streets where they will be better used. The cost of the scheme review and associated changes is currently funded through the South Yorkshire Local Transport Plan Central Fund as part of the Manchester Road congestion target route scheme. The review and associated changes is estimated at £30,000.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Since the scheme's introduction back in October 2008, it has been brought to the Council's attention by a number of residents living outside the current scheme boundary and subsequently confirmed by the review, that displacement of parking was occurring on the surrounding streets. Some of this parking was occurring on and around junctions creating a hazard. Letters were received from residents requesting that further restrictions be looked into to alleviate this problem.
- 5.2 In response, a Traffic Regulation Order was promoted and advertised from 19 December 2008 to 16 January 2009 in the area to the north and north east of the existing scheme, implementing 'No Waiting At Any Time' (double yellow lines) at junctions. Street notices were used to make people aware that plans were available in Howden House and on the Council Website. Those plans, 'TR16/6019-EXT01' and 'EXT02', are shown in Appendix E.
- 5.3 Eighteen letters of objection to the proposals were received plus one petition supporting the restrictions at the junction between Melbourne Road and Spring Vale Road.
- 5.4 Thirteen of the objections came from residents within the area north of School Road. No objections came from residents on the north east side of School Road. There was one objection from a hospital worker commuter from Barnsley regarding the proposals on Elliott Road which would reduce the amount of parking space available.

- 5.5 Four of the residents from north of School Road commented that the Permit Parking Scheme should be extended into the area north of School Road.
- 5.6 In addition, four letters mistakenly objecting to the introduction of a permit parking scheme were also received. A letter explaining the exact proposals advertised was sent to these respondents to avoid any misunderstanding and, in light of the further information provided, asked them to write again if they wished to object to the proposal for double yellow lines in the area. No further replies were received.
- 5.7 The objections, comments and support received and the officer's responses are set out in Appendix F of this report. The main concerns expressed were:
- The reduction of available parking space in the area;
 - Excessive restrictions;
 - Concern that the speed of vehicles will be increase if the visibility at the junctions is improved and hence a decrease in safety;
 - Displacement from the Crookesmoor Permit Parking Scheme made parking more difficult and further restrictions will make matters worse;
 - Western Road is dangerous and parents find it hard to drop off children; and
 - Permit parking is needed.
- 5.8 In response the waiting restrictions proposed will allow vehicles to travel around the area more safely. The visibility at junctions will be improved with the intention of improving safety for all road users. The restrictions proposed are no more excessive than the recommendations in the Highway Code and will not negatively impact on the amount of safe parking space available.
- 5.9 Since receiving comments from residents, minor changes to the Traffic Regulation Order have been proposed:
- Warwick Terrace 'No Waiting at Any Time' restriction at its junction with Warwick Street (both sides) has been reduced to 6 metres (from 8 metres). Warwick Terrace is not a through route and its layout discourages driving at speed. There is a high demand for on-street parking space. Adequate visibility at the junction can be maintained with a restriction of 6 metres.
 - Warwick Street 'No Waiting at Any Time' restriction at its junction with Warwick Terrace (north side east of junction) and Leamington Street (both sides) has been reduced to 6 metres (from 8 metres). There is a high demand for on-street parking

space. Adequate visibility at the junction can be maintained with a restriction of 6 metres.

- Spring View Road 'No Waiting at Any Time' restriction at its junction with Leamington Street (north side) has been reduced to 8 metres (from 10 metres). There is a high demand for on street parking space. Adequate visibility at the junction can be maintained with a restriction of 8 metres.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 To ensure the permit parking scheme continues to meet its objectives, particularly meeting the needs of local residents and businesses. A standard element of the Council's Permit Parking Schemes is a comprehensive review of operation after 6 months to assess effectiveness and to address any new or unforeseen issues.

7.0 RECOMMENDATIONS

- 7.1 The results of the review of the Crookesmoor Permit Parking Scheme are noted;
- 7.2 The objections to the Traffic Regulation Amendment Order for changes within the scheme and the Traffic Regulation Order for additional restrictions outside the scheme are over-ruled;
- 7.3 The Traffic Regulation Amendment Order for changes within the scheme and the Traffic Regulation Order for additional restrictions outside the scheme as set out in Appendix C and E are made and the changes set out in paragraphs 4.8 and 5.9 of this report are implemented as proposed; and
- 7.4 The objectors be informed accordingly.

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27th August 2010