



SHEFFIELD CITY COUNCIL

Cabinet Highways Committee

9

Report of: Executive Director, Place

Date: 10 November 2011

Subject: Grange Crescent – recently implemented parking restrictions and difficulties in parking

Author of Report: Nel Corker 0114 2736157

Summary: To respond to petitioners about their concerns relating to the extension of the single yellow line on Grange Crescent and the difficulties in parking.

Reasons for Recommendations:

The single yellow line waiting restrictions on Grange Crescent were put in to ease an access problem. This has reduced available parking by 2 spaces. However, parking at this location cannot occur without obstructing the footway or the driveway of No. 44 Grange Crescent due to the narrow carriageway width and it should be proposed as a double yellow line, no waiting at any time. Observations on site suggest that there are generally other alternative parking spaces available in the area.

A request for the removal of a 'permit holders only' bay has also been received. Reversing a vehicle into the driveway of No. 44 Grange Crescent is difficult due to the parking bay opposite and options to resolve this matter need to be considered.

Recommendations:

To refuse the petitioners' request, to remove the single yellow line.

To seek to convert the single yellow line to a double yellow line by advertising a Traffic Regulation Order (TRO) to introduce this change, depending on the availability of funding.

Officers to discuss this proposal with the Central Community Assembly.

Refuse the request to remove a parking bay opposite the driveway to No. 44 Grange Crescent pending work to be carried out by the resident to the driveway and garage area.

Officers monitor the situation following the changes outlined above.

Inform the lead petitioner and the resident of 44 Grange Crescent of the decision.

Background Papers:

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Yes Cleared by: Catherine Rodgers 10/10/11
Legal Implications
Yes Cleared by: Julian Ward - 06/10/11
Equality of Opportunity Implications
Yes Cleared by: Ian Oldershaw – 11/10/11
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
YES
Community safety implications
YES
Human resources implications
NO
Property implications
NO
Area(s) affected
Central Community Assembly
Relevant Cabinet Portfolio Leader
Cllr Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic, Environment and Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

REPORT TO THE CABINET HIGHWAYS COMMITTEE

1.0 SUMMARY

- 1.1 To respond to petitioners about their concerns relating to the extension of the single yellow line on Grange Crescent and the difficulties in parking.
- 1.2 To respond to an additional request from the occupier of 44 Grange Crescent, referred to the Central Community Assembly, for the removal of the 'permit holders only' bay opposite his driveway that prevents him from reversing in/out of his driveway

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 If an option to promote measures is adopted the process involved in consulting on the proposal 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 confidence in the consultation processes.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 If any of the options detailed in this report are adopted it should promote safer parking and this will encourage more use of sustainable forms of travel such as cycling and walking, which would also bring about associated health benefits.

4.0 REPORT

- 4.1 A petition organised by a resident of Grange Crescent, containing 6 signatures of residents in the cul-de-sac, was reported to the Cabinet Highways Committee on 9th June 2011. The petition stated *'Parking restrictions were already difficult enough for residents with cars and parking permits, as on many occasions the short section of roadway without yellow lines opposite 40-42A & 38 was the only available location where we were able to park legally. As no consultation with the residents of the above addresses has taken place or any notification placed in the vicinity of the intention to extend restrictions, we ask that you remove the extension to the single yellow immediately as we all object to the change and the increased difficulty in parking that it has brought about'*

The request for an extension to the single yellow line restriction

- 4.2 The Council received a complaint from the resident living at No.44 Grange Crescent who was finding it difficult to access his driveway. A meeting took place on site with a Council officer in which the parking was observed. The layout of the Crescent and the parking restrictions are indicated on the Plan in Appendix A. The main points noted were:
 - Two vehicles were parking adjacent to No.44 Grange Crescent. The access and egress to the driveway to No.44 was obstructed.
 - It was stated that the cars were parked there in the morning and remained there all day until 17.00-18.00hrs, which suggests that they were commuter

cars rather than residents vehicles.

- The cars were parked with two wheels on the footway as shown in photo 1. Vehicles are unable to park properly on the highway due to narrowness of the road (5.4 metres) and the marked bays on the opposite side of the road.
- A survey has been undertaken, which demonstrates that there are plenty of free parking spaces in the area. See table below:

TABLE: Number of parking spaces available on Grange Crescent (from Grange Crescent Road to Sharrow Lane)

Type of space/Date & Time of survey	Permit parking bay space available	Unrestricted space available
26.09.11 20.45	18	7
28.09.11 18.20	25	14
29.09.11 16.10	26	2

- 4.3 Grange Crescent lies within Grange Area of the Sharrow Vale Permit Parking Scheme. All roads within the scheme have a No waiting Mon-Fri 08.00-18.30 restriction but the single yellow line road marking is not always marked unless there is a known problem. After receiving the complaint from No 44 it was decided to introduce a short length of single yellow line at the location. The area had no fronting properties except the house which had requested it, so no further consultation was undertaken. The single yellow line was introduced in April 2011.

Further requests

- 4.4 Since the implementation of the single yellow line the resident of No.44 Grange Crescent has requested that further works are carried out as problems remain. A small scheme request form has been submitted to the Central Community Assembly requesting that the 'permit holders only' parking bay opposite the driveway be removed as it prevents vehicles reversing in/out of the driveway. The request has been put on hold pending the outcome of this report.

PHOTO 1: BEFORE. Photograph looking in a north westerly direction along Grange Crescent north west cul-de-sac.



This photograph was taken before the single yellow line was introduced outside No.44 Grange Crescent and shows two parked vehicles obstructing the pavement and making it difficult to access the driveway to No.44 in the top left corner of the cul-de-sac.

PHOTO 2: AFTER. Photograph looking in a north westerly direction along Grange Crescent north west cul-de-sac



This photograph was taken after the single yellow line was introduced. Access to No.44 Grange Crescent is improved but vehicles in the parking bays opposite continue to make access to the driveway difficult.

PHOTO 3: Photograph taken looking in a north westerly direction along Grange Crescent towards the north west cul-de-sac



This photograph shows a longer view of Grange Crescent and indicates that there are parking spaces in the vicinity.

- 4.5 Officers undertook an initial site visit on 24th February 2011 and a subsequent visit on 18 August 2011 to observe the parking problem. The resident of No.44 Grange Crescent owns a London style black cab. Accessing his driveway is difficult with a car parked in the bay opposite. The situation is worse if vehicles are parked in the evenings on the newly installed single yellow line.
- 4.6 A letter has since been received by the Council from a resident about the level car ownership of the cul-de-sac area of Grange Crescent. In short there are 6 vehicles which park on the road and there are 4 permit parking bay spaces available, therefore some cars have to be parked further down the road. It states that the proposed double yellow lines would cause severe difficulties for residents, including deliveries and maintenance, it would devalue their properties and the open space created may be come a play area.

Conclusion

- 4.7 A number of options are possible on the way forward in view of conflicting requests from the neighbours of Grange Crescent.
- 1) Preferred Option: Relating to the Petition

Advertise a TRO to introduce a double yellow line to restrict waiting at all times so no obstruction to footway or driveway could occur at the current single yellow line location.
 - 2) Other options: Relating to the Petition
 - Remove the single yellow line as requested by the petition. This would allow unrestricted parking for two vehicles, however the problem of obstruction of the footway and obstruction of the driveway of No.44 Grange Crescent would remain.
 - Do nothing. Leave the single yellow line restriction as it is at present. This helps the situation during week days but would allow the obstructive parking described above to take place in the evenings and at weekends.
 - 3) Preferred option: Relating to the Further request

No changes to the 'permit holders only' bay opposite No.44 driveway. With an expectation that the resident at No.44 makes reasonable adjustments to driveway entrance and other land to ease parking at this location.

Alterations to the permit parking bays would reduce the parking available on the cul-de-sac by 1 space. The 'permit holders only' bays are required by the residents adjacent who have no off street parking available and the bays are frequently used during the day. To remove a bay, an alteration to the Traffic Regulation Order would be required along with the associated public consultation. It is highly likely that this proposal would be strongly objected to by the other residents in this area.

No.44 Grange Crescent has a driveway which the resident currently uses. It also has a garage, empty and unused. It would be possible to improve the access to the driveway and/or garage by making alterations to the fence and ground levels. Changing the existing single yellow line to a double yellow line would also help.

4) Other options: Relating to the Further request

- Propose changes to the 'permit holders only' bay opposite No. 44 Grange Crescent driveway, this would involve promoting a Traffic Regulation Order.

4.8 Relevant Implications

Any costs associated with the chosen option will need to be met by the relevant Community Assembly or from the 2012/13 budget for Transport and Highways.

The Central Community Assembly has made no comment on the report.

- 4.9 The Council has a statutory duty to promote road safety and in reaching decisions of this nature must clearly take into account any road safety issues that may arise. Providing that it does so, it is acting lawfully, as it is doing in this case.

An Equality Impact Assessment has been conducted and concludes that the measures proposed will be of universal positive benefit to all local people regardless of age, sex, race, faith, disability, sexuality, etc. No negative equality impacts have been identified.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 No other alternatives were considered other than those detailed in this report.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The single yellow line waiting restrictions on Grange Crescent were put in to ease an access problem. This has reduced available parking by 2 spaces. However, parking at this location cannot occur without obstructing the footway or the driveway of No. 44 Grange Crescent due to the narrow carriageway width and it should be proposed as a double yellow line, no waiting at any time. Observations on site suggest that there are generally other alternative parking spaces available in the area.

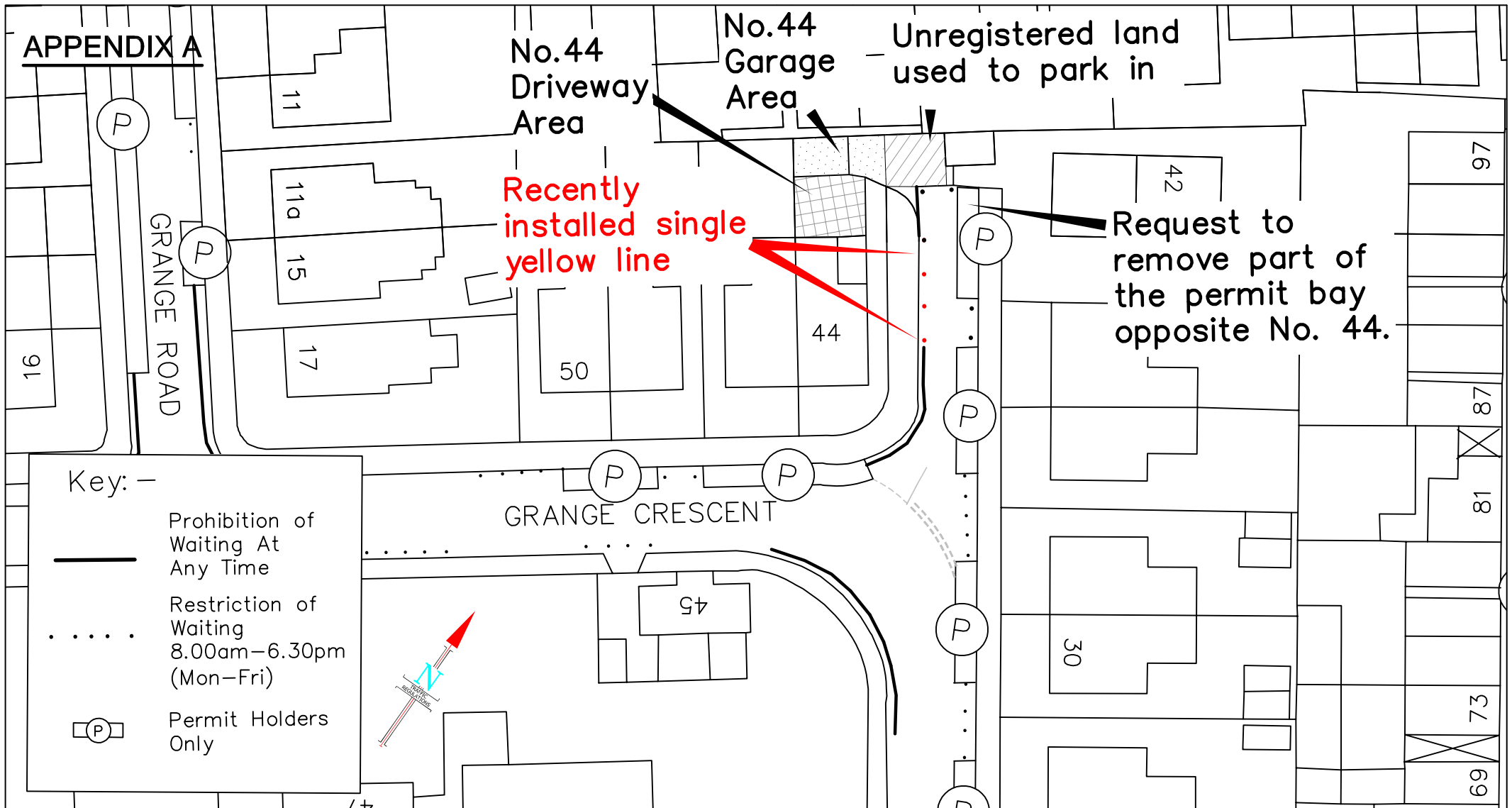
- 6.2 A request for the removal of a 'permit holders only' bay has also been received. Reversing a vehicle into the driveway of No. 44 Grange Crescent is difficult due to the parking bay opposite and options to resolve this matter need to be considered.

7.0 RECOMMENDATIONS

- 7.1 To refuse the petitioners' request to remove the single yellow line.
- 7.2 To seek to convert the single yellow line to a double yellow line by advertising a Traffic Regulation Order to introduce this change, depending on the availability of funding.
- 7.3 Officers to discuss this proposal with the Central Community Assembly.
- 7.4 Refuse the request to remove a parking bay opposite the driveway to No. 44 Grange Crescent pending work to be carried out by the resident to the driveway and garage area.
- 7.5 Officers monitor the situation following the changes outlined above.
- 7.6 Inform the lead petitioner and the resident of 44 Grange Crescent of the decision.

Simon Green
Executive Director, Place

10th November 2011



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A Service Area of Place
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CHECKED:

Client: **SHEFFIELD CITY COUNCIL**

Scheme: **Grange Crescent**

Drawing Title: **Parking Restrictions Traffic Management Drawing**

Drawing No. **TR/20/06/GC**

Scale: **1 / 500**

A4

0 Millimetres 30

Date:

