



SHEFFIELD CITY COUNCIL Highway Cabinet Member Decision Session

Report of: Executive Director, Place

Date: 10th April, 2014

Subject: Petition – Request for a review of the permit parking scheme on Falding Street, Chapeltown.

Author of Report: Nat Porter, 27 34192

Summary:

To report on the findings of initial investigations into possible alterations to the existing permit parking scheme at Falding Street, Chapeltown, following a petition received from local residents. This report sets out the likely implications of making the suggested changes and gives recommendations accordingly.

Reasons for Recommendations:

No funding is available to cover the costs of design, consultation, legal procedure, or of amending or removing signs and road markings associated with the scheme.

Currently, the Council's priority for the investigation of new or revised permit parking schemes is the area adjacent to the city centre. Changes at Falding Street would not contribute to this priority.

Due to excessive residential parking demand, alterations to the hours of operation of the scheme are unlikely to bring about an improvement in the availability of kerbside parking space. Although removal of the scheme would alleviate residents of the need to buy exemption permits, it may result in a deterioration in parking conditions on Falding Street if there is external demand for parking that is currently displacement by the existing restrictions.

Recommendations:

The Falding Street permit parking scheme remain in place as existing for the time being; and,

That the lead petitioner is informed of the findings of the initial investigations.

Background Papers:

APPENDIX A - Location of Falding Street within Chapeltown

APPENDIX B - Layout of existing permit parking scheme

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
NO Cleared by: Matthew Bullock (3 Dec '13)
Legal Implications
NO Cleared by: Deborah Eaton (26 Nov '13)
Equality of Opportunity Implications
NO Cleared by: Ian Oldershaw (19 Nov '13)
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
East Ecclesfield ward
Relevant Cabinet Portfolio Leader
Cllr. Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

PETITION – REQUEST FOR A REVIEW OF THE PERMIT PARKING SCHEME ON FALDING STREET, CHAPELTOWN.

1.0 SUMMARY

1.1 To report on the findings of initial investigations into possible alterations to the existing permit parking scheme at Falding Street, Chapeltown, following a petition received from local residents. This report sets out the likely implications of making the suggested changes and gives recommendations accordingly.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 Managing kerbside parking in residential streets to ensure convenient, safe access to premises contributes to creating *'great places to live'* and *'safe and secure communities'*.

2.2 Ensuring resources are spent only on schemes that are likely to result in improvement towards the outcomes outlines in the Corporate Plan *'Standing Up for Sheffield'* contributes to the value of *'spend public money wisely'*.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1
- Ensure parking congestion is not worsened.
 - Ensure resources are allocated where most likely to contribute to Council priorities.

4.0 REPORT

Introduction

4.1 A petition signed by 22 residents of Falding Street, Chapeltown was received in August 2013, requesting the removal of the existing permit parking scheme on that street. The location of Falding Street is shown in Appendix A, and the layout of the existing parking scheme is indicated in Appendix B.

4.2 Falding Street is a residential cul-de-sac in Chapeltown, lying off Cowley Lane approximately 200 metres southeast of the town's railway station. An existing parking scheme there restricts on-street parking to permit holders only between the hours of 8 am and 6.30 pm, Monday to Saturday.

4.3 The petition raises the concern that the existing restrictions may not be of benefit for local residents, as the restrictions are not in force outside of the working day. The petitioners would like to see the scheme removed, to alleviate them of the cost of purchasing exemption permits. The petitioners do however feel the restrictions would be more worthwhile if they applied outside of office hours, as they feel this is when parking pressure is at its greatest.

- 4.4 Following telephone discussions with the lead petitioner, a further e-mail was received in November 2013, raising further concerns relating to overnight influx of non-residents, and that the scheme is not adequately enforced. The e-mail also emphasised the main issue as being one of the cost of exemption permits.
- 4.5 The scheme in Falding Street was originally introduced in November 2007 in response to concerns raised by local residents following the floods of earlier that year, and was intended to facilitate parking by residents and their contractors in the aftermath of the floods.
- 4.6 Concern had been raised previously that Falding Street suffered an influx of parking related to rail travellers and visitors to shops in the area, and that this had resulted in difficulties for residents wishing to park their vehicles on street. These concerns were heightened following the 2007 flood, as the kerbside space required for contractors' vehicles and skips further increased parking pressure.
- 4.7 Given the nature of the problem the scheme was envisaged to be temporary, but was made permanent in June 2010 following a consultation with affected residents, which indicated that 15 of the 24 households supported retention of the scheme (accounting for 83% of respondents).
- 4.8 The scheme has been enforced since, with a one parking ticket issued per month on average in the year to end October 2013.

Initial investigations

- 4.9 The existing situation on Falding Street provides kerbside parking capacity for approximately 19 cars. As of November 2013, 20 valid resident permits have been issued for the scheme, sufficient to occupy 105% of the available capacity. Other legitimate users (for example, visitors) are likely to further increase parking demand on occasion.
- 4.10 Based on these figures, it would appear that parking problems in the area are largely created from the residential demand. This is not to say that an influx of non-residents does not exist; merely that no influx is required to create parking congestion.
- 4.11 Because residential demand is sufficient to fill capacity, no permit parking scheme is likely to be successful in alleviating kerbside congestion, unless the issue of permits was rationed in some way.
- 4.12 Removal of the scheme would at best result in no change in the parking situation. Removal of the scheme would however relieve residents of the need to purchase parking permits.
- 4.13 Revocation of permit parking might result in deterioration in the on-street parking situation, if there is demand for parking in the area that is not connected with the residential properties in the street. It has

been suggested that users of town centre shops and the railway station cause problems in some streets in the town. However, initial investigations into other parking issues in Smith Street near the town centre suggests a degree of kerbside parking remains available at that unrestricted location throughout the working day. This suggests that should the permit parking scheme be removed, any influx into Falding Street, which is further from the town centre than Smith Street, is unlikely to be significant.

Permit Parking Policy

- 4.14 The Council currently holds a list of over 130 outstanding requests for the implementation or revision of permit parking schemes. Given financial and resource limits, it is not possible to investigate all of these requests at this time.
- 4.15 At present, the Council's priority is to investigate permit parking schemes on the edge of the city centre where parking controls do not already exist. As Falding Street lies some distance from the city centre, alterations here would not be considered a priority at this time.

Consultation

- 4.16 Ward members canvassed the opinion of local people in early 2014. Feedback from members casts doubt on the suggestion that there is local consensus that the scheme should be removed; concerns were raised about the price of permits, and there were suggestions permits should be rationed, and/or the hours of operation of the scheme extended.
- 4.17 It is envisaged that, should any alterations to the scheme be progressed, residents and stakeholders would be consulted prior to any changes being implemented.

Summary

- 4.18 Initial investigations suggest that residential parking demand is largely responsible for parking congestion on Falding Street, and that alteration of the existing scheme is unlikely to result in any improvement unless permits are rationed.
- 4.19 Removal of the scheme would be expected to result in no improvement, and possible deterioration in on-street parking conditions. Removal of the scheme would however relieve residents of the need to purchase parking permits.
- 4.20 No funding is currently available for further investigations on Falding Street. The Council's agreed priorities for the investigation of permit parking schemes do not include this area, so any funding allocated to this would therefore reduce the Council's ability to deliver schemes elsewhere.

Relevant Implications

Finance

- 4.21 No funding is currently available to cover the costs of design, consultation, legal procedure, or of amending or removing signs and road markings associated with this request.
- 4.22 Alteration or removal of the scheme may have implications for revenue cost and income relating to enforcement, issue of permits, and scheme maintenance. Further investigation would be required to quantify these sums, although they are anticipated to be relatively minor.

Equality

- 4.23 An Equality Impact Assessment has not been conducted at this stage. This assessment would take place as part of the design process should any scheme be brought forward.

Legal Implications

- 4.24 The Council has the power to revoke parking place orders made under Sections 32 & 35 of the Road Traffic Regulation Act 1984, including orders for permit parking places. Before the Council can revoke such an order, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. There is no requirement for public consultation. However the Council should consider and respond to any public objections received.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The potential removal of the then temporary scheme was consulted upon with local residents in 2010. The majority view at that time was to make the scheme permanent.
- 5.2 Introducing rationing of permits has been considered, so as to improve the parking situation by addressing the identified excess residential demand. Of the 20 valid issued permits, 3 are for the second vehicles. No permits have been issued to a household's third vehicle. Limiting permits to one per household would, at present levels, reduce parking demand from 105% of capacity to 89% of capacity.
- 5.3 This approach would, at present demand, manage numbers of residents' vehicles to a level that could be accommodated on-street, although space would still be at a premium. Residents would still need to be careful to park in a space-efficient manner, without leaving excessive gaps, to ensure all resident's vehicles can be accommodated.

- 5.4 It is worth noting that 20 permits currently issued represents an increase of 33% from the peak permit holders' parking demand observed during on-street parking surveys conducted in October & November 2009. Whilst this apparent increase in residents' car ownership may not predict future trends, there may be merit in limiting the issue of permits to the available capacity (i.e. 19) to prevent over-subscription arising as a problem in future. Once 19 permits are issued, further applicants for permits would be placed on a waiting list, with new permits issued on a first-come first-served basis only when existing permits are surrendered, withdrawn, or expired and not renewed.
- 5.5 Permit rationing has not, however, been recommended as it differs considerably from suggestions made by the petitioners. Such a proposal would also appear unlikely to be supported by those households who wish to park multiple vehicles on street. It also does not take into account the use of visitor permits.
- 5.6 Removal of the permit parking restriction has been considered as an option. Although this would be beneficial to residents in so far as they would no longer need to purchase exemption permits, it has not been recommended on the grounds that no funding has been allocated to cover the cost of removing the scheme, and that such changes would not contribute to the Council's priorities with respect to the investigation of permit parking schemes.
- 5.7 If there is external demand for parking in the vicinity, removal of the existing permit scheme may result in worsened conditions for parking on Falding Street as anyone would be able to park there. Further investigations would be required to assess how far this might be an issue.
- 5.8 Extending the hours of operation of scheme has been considered. This would require a change to the traffic order, for which no funding is presently available. Given that the numbers of permits in issue exceeds the kerbside parking capacity (paragraph 4.9), extending the operating hours of the scheme may not materially improve the parking situation on the street.
- 5.9 Reducing the cost of permits has been considered. In the interests of equality, the changes for permits are fixed throughout the city (outside of the city centre). Reducing the standard permit charge would have a considerable financial implication; the financial viability of permit parking schemes is dependent on income received from the sale of permits, which presently cover approximately one third of the operational and enforcement cost of permit parking schemes throughout the city.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 No funding is available to cover the costs of design, consultation, legal procedure, or of amending or removing signs and road markings

associated with the request.

6.2 Currently, the Council's priority for the investigation of new or revised permit parking schemes is the area adjacent to the city centre. Changes at Falding Street would not contribute to this priority.

6.3 Due to excessive residential parking demand, alterations to the hours of operation of the scheme are unlikely to bring about an improvement in the availability of kerbside parking space. Whilst removal of the scheme would alleviate residents of the need to buy exemption permits, it may result in a deterioration in parking conditions on Falding Street, although parking surveys conducted elsewhere in the town suggest any influx of non-residents is unlikely to be significant.

7.0 RECOMMENDATIONS

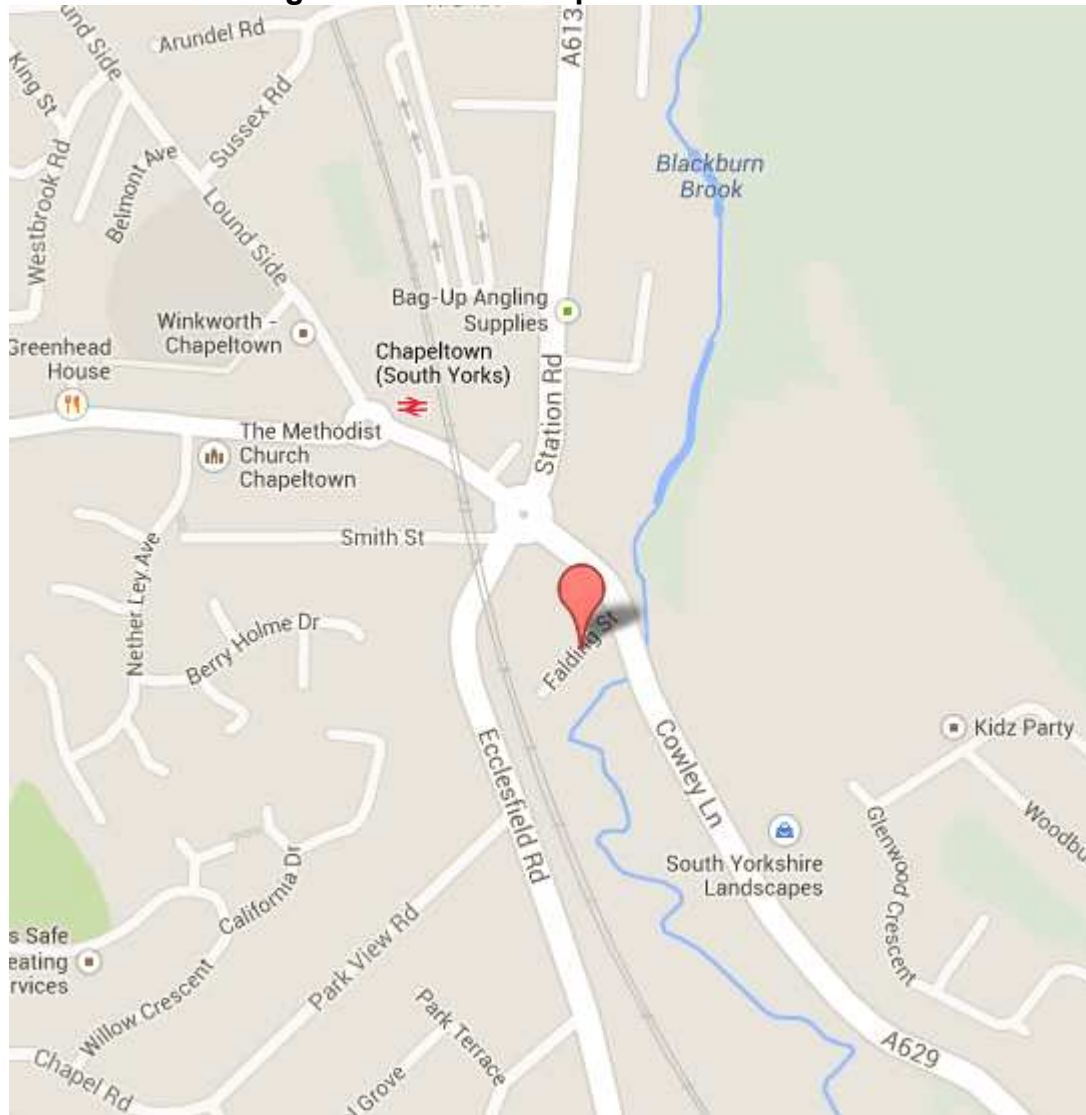
7.1 The Falding Street permit parking scheme remain in place as existing for the time being;

7.2 The lead petitioner is informed of the findings of the initial investigations.

Simon Green
Executive Director, Place

10 April 2014

APPENDIX A
Location of Falding Street within Chapeltown



APPENDIX B
Layout of existing permit parking scheme