

Transport, Regeneration and Climate Policy Committee

Meeting held 14 June 2023

PRESENT: Councillors Ben Miskell (Chair), Christine Gilligan Kubo (Deputy Chair), Andrew Sangar (Group Spokesperson), David Barker, Craig Gamble Pugh, Ian Auckland, Richard Shaw, Alexi Dimond (Substitute Member) and Sioned-Mair Richards (Substitute Member)

1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received from Councillor Ruth Mersereau and Councillor Safiya Saeed.

2. EXCLUSION OF PRESS AND PUBLIC

2.1 No items were identified where resolutions may be moved to exclude the public and press.

3. DECLARATIONS OF INTEREST

3.1 There were no interests declared at the meeting.

4. MINUTES OF PREVIOUS MEETING

4.1 **RESOLVED:** That the minutes of the meeting held on 16th March, 2023 and 17th May, 2023 were agreed as a correct record.

5. APPOINTMENT TO URGENCY SUB-COMMITTEE

5.1 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-

(a) agrees to appoint Cllr David Barker to serve on the Transport, Regeneration and Climate Urgency Sub-Committee

(b) as respects the appointment of Members to serve on the Urgency Sub-Committee or other Sub-Committees of the Transport, Regeneration and Climate Policy Committee, where vacancies exist or in cases of urgency to ensure quoracy or representation, the Monitoring Officer, in consultation with the relevant political group whip, be authorised to appoint Members to serve on such Sub-Committees, as necessary, on the understanding that details of such appointments will be reported to the next or subsequent meetings of the Policy Committee.

6. PUBLIC QUESTIONS AND PETITIONS

6.1 The Policy Committee received two petitions from members of the public.

The Policy Committee received a petition 'Tesco Extra – Re-open main entrance'. Mousa attended the meeting and presented the petition to the committee.

The petitioner explained that the closure of the store entrance was causing inconvenience to disabled shoppers and the elderly and that the justification was anti-social behaviour outside the entrance.

The Chair thanked the petitioner for bringing the petition and advised that he was aware of the various issues being created by the closure of the Carlisle Street pedestrian access to the Tesco Store at Saville Street. The closure had created unacceptable impacts on local communities with respect to access and health and safety. It also created concerns with respect to equalities and fairness.

Councillors Hussain, Jones and Saeed, had been working to find a solution for the residents that they represented.

This Committee had already asked the relevant regulatory services in the Council to ensure the closure of this entrance was not in breach of any existing consents. If this did not resolve the situation, the Chair proposed to seek a meeting with Tesco's directly alongside local ward councillors and feedback the outcome of this to the lead petitioner and the committee.

- 6.2 The Policy Committee received a petition 'A One-way Idsworth Road'. The petitioner was not able to attend the meeting and a written response would be provided.
- 6.3 The Policy Committee received seven questions from members of the public. One member of the public did not attend to ask their question, a written response would be provided.

The Chair proposed to respond to all the questions relating to the Park Hill Parking Scheme as one.

Question from: Dorothy Dimberline

I'd like to start by saying that up to now I have been in favour of a parking scheme because of the problems of commuter and college parking in our area, and the increasing traffic and resulting air pollution. I could see that the original scheme area was perhaps too big and very unpopular with areas further out who don't have problems with commuter parking, but I think that the new area is now too small.

This amended scheme massively fails the areas that needed help in the first place, as it will move college and commuter parking to the smaller terraced streets nearby where the residents don't have off street parking. If you look at the scheme map you will see that the vast majority of the properties within it have their own drives - for example: Norfolk Road is included and, although it has a lot of commuter parking, all of the houses have drives so residents are still able to park at their house.

If the smaller scheme area is implemented then it's pretty obvious that the cars from Norfolk Road will just drive round the corner to the terraced streets without drives such as Fitzwalter, Stafford, Glencoe and Talbot, which are the very areas the scheme was meant to benefit. I just don't understand why the scheme covers an area where households don't need it but excludes the area that does - surely anyone can see how unfair that is!

I thought that parking schemes were meant to reduce congestion and enable residents to park near their homes but, as it stands, this scheme will do the opposite for those households that needed it most.

I believe that the council is committed to improving air quality in deprived areas in particular and that S2 has been identified as such an area. It would seem however that this does not apply to our terraced streets. If you approve the scheme as it stands you are in effect agreeing to increasing traffic and pollution and reducing air quality in the terraced streets.

We are also just outside the Clean Air Zone boundary so it's also likely that non-compliant vehicles will cut through our area in order to avoid the charges, by turning off Parkway before town and cutting through our streets, then down Granville Road.

I appreciate that parking charges will bring welcome revenue to the council, particularly from the large number of vehicles on Norfolk Road, but I don't think this should be the driving force behind a scheme. If this scheme isn't going to benefit the areas with the biggest problems, I think it should be amended or abandoned as this proposal is only going to make matters much worse for many residents.

If the scheme isn't abandoned then consideration should be given to extending the scheme area to include the terraced streets mentioned, to prevent the inevitable displacement and to improve rather than reduce air quality in those areas.

I appreciate that schemes are reviewed but I think we all know how long the process of review and any resulting action would take and I think it's pretty obvious that the detrimental effect I have talked about will be immediate, so residents will be left with long term problems.

Would the committee please amend or abandon the proposed scheme in line with my suggestion, to prevent even more problems than we have already.

Thanks for your consideration,
Dorothy Dimberline

I have marked out on a map of the scheme the properties with and without off street parking which I think highlights how unfair this scheme implementation would be.

Questions from: Graham Wroe

1. Why there has been no consultation on the revised parking scheme for Park Hill/Norfolk Park?
2. If they will please delay making a decision on this until a proper consultation has been undertaken.
3. If they realise that the revised scheme will undoubtedly cause severe problems to the streets just outside the scheme such as Stafford Street, Glencoe Road and Stafford Road due to displaced parking. These streets do not have facilities for off-street parking and it is already often difficult for residents to park near their homes. With the new scheme, it may become impossible to park anywhere near our homes. As my wife is disabled this will have a significant negative impact on us. To be equitable the scheme should cover the whole area, or not go ahead at all.

Questions from: Steve Burgin

I would also like the following question to be lodged in respect of the Park Hill Parking Zone

- 1) Based on the data provided in the report, 88% of respondents to the consultation were against the scheme in any form. If this committee approves the revised scheme today, ignoring the initial consultation and without further consulting the affected residents, is this the point where democracy in Sheffield died?

Questions from: Sandra France

Park Hill Parking Scheme

I am part of the Protect our Parking Group and these are some of the concerns they have asked me to submit and my own

1. Why does the report give the impression that there has been a consultation on this scheme when there hasn't ?
There was a consultation on the original scheme with over 1100 responses and nearly 90% were against it Apparently, they have just filtered the original consultation data to only show the comments from residents in the new scheme separate to the data for the original larger scheme. This is flawed as some of the comments just say Norfolk Park and no Road and some say yes but only if permits are free, so really a no. Officers state this Committee can decide to implement a smaller scheme without reconsulting should they choose to do so. How can this be right ?
2. This smaller scheme is only a third smaller and affects 17 Roads. We had a meeting in the Town Hall last summer where it was stated that it was the council's intention to reduce the parking scheme to a few roads only. Specifically, Castle Croft Drive opposite the school/college, Park Grange Croft and maybe one other.

The councillors and council staff were very clear on this. Our Councillors have all said if residents don't want the scheme it won't be implemented. What has changed?

3. This Proposal has been going on since February 22. We have asked many times for a public meeting, workshops, meetings with councillors and this has never happened. The former chair suggested a session with a small group of us on the 7th February and this actually only took place on the 7th June, a week before this meeting. Looking at the Crookes and Walkley scheme, residents have had 4 drop in sessions and online and face to face surveys. Why have we not been allowed this ?

4. This scheme encourages people to park on these roads by charging or they would be just permits only. The scheme will cost over £600000 and a significant amount will need to be borrowed at a time of cut backs. The expectations are revenue of £15000 a month, most of it parking charges so how does this equate to stopping non-residents to park ?

5. Granville Road, a main road in to the city where most residents do not have a drive, and Norfolk Road are included. This will displace a lot of traffic on to adjoining Roads who do not have any problems. Where will it all end? Also Norfolk Road is in a Conservation area, how will this look with signs and parking bays etc

6. This council keeps saying you want to listen and collaborate more with local people and learn lessons from the Lowcock report. The LAC's have been created to 'empower Sheffield communities and give local people a real say over decisions that affect them' We have attended these with our concerns and weren't listened to.

Lastly one of the points in the report is :

'The introduction of the Controlled Parking Zone goes against the consultation outcome and there is potential for public opposition to the Scheme'

So why bother consulting?

We ask this Committee to vote against this proposed scheme and abandon it. It is not what residents have asked for.

Questions from: Allison Rossiter

The committee have said that their 2 main reasons for implementing this parking scheme are:

- (1) to deter commuters from using our area as a free parking lot, &
- (2) to thereby ensure there is parking for local residents.

One of the main objections to - not to mention biggest expenses of - this scheme is the pay-and-display meters. If the goals are as above, why not instead make the area a "permit only" zone as they've done successfully in other Sheffield

areas?

This would have the following advantages:

- (1) significantly reducing costs of installation & maintenance, which would mean permit costs could be lower;
- (2) a clear "park-elsewhere" message to commuters instead of an implied invitation with city-centre meters (which are still less costly than city-centre-parking); &
- (3) preserving the residential nature of our Heritage streets.

Follow-up question:

If the only answer to this is "to offer a way for visitors, tradespeople, etc. to park here," don't the visitors' permits given to residents already provide this and if not, why can't the procedure for these visitors' permits be adjusted so it could adequately provide this?

The Chair thanked all the questioners for their questions and the officers for their work on this project. It was explained that the committee was a cross party committee, and that the views of all members on this committee would be heard before a collective decision was reached.

The Chair invited everyone to stay for the discussion and vote to be taken by councillors and gave assurance that a written outcome of the meeting would be sent to anyone who had contacted him on this issue.

Questions from: Nigel Slack

On the 24th May 2023, Sheffield Star published an 'article' / advertisement for Robert Hill, the owner of the Salvation Army Citadel on Cross Burgess Street, a few metres from this Town Hall.

<https://www.thestar.co.uk/business/exciting-new-spa-cafe-bar-and-restaurant-plans-unveiled-for-old-salvation-army-citadel-in-sheffield-4154234>

After purposefully neglecting the building since 2007, possibly in the hope that it would fall down of it's own accord, Mr Hill is now lobbying this committee and public opinion in the hopes of undertaking a radical demolition of significant sections, causing damage to the heart of this grade 2 listed building. The building is only standing today due to the efforts of squatters in 2011 who discovered a water leak in the cellar, damaging the fabric, and holes in the roof, allowing pigeons to foul the auditorium space extensively. The squatters repaired both problems and removed sacks and sacks of guano from the very auditorium in which Mr Hill has the cheek to be photographed.

The fact that Mr Hill has engaged architects suggests he is in pre-application discussions with SCC Planning but feels entitled to breach the confidentiality expectations of these discussions. Mr Hill's historic stewardship of this heritage asset is doubtful and he is playing fast and loose with the planning process, something members of the public and heritage organisations are regularly reminded is not allowed due to the quasi-legal nature of the process.

This council has only recently agreed the importance of heritage to the economic and public health & wellbeing of the city and its citizens, with the adoption of a Heritage Strategy. Mr Hill seems to think he is able to ride roughshod over that strategy by lobbying this committee directly (“The proposal has been sent to the head of regeneration and development at Sheffield City Council ...” Sheffield Star 24/03/2023)

Can SCC confirm whether Mr Hill or his agents are in pre-application discussions with Planning and if so, what sanctions can be applied for his breach of the confidentiality expectations?

Will this committee reiterate a commitment to the Heritage Strategy and to ensuring the principle of 'demolition only as a last resort' is rigorously applied?

Finally, any planning application for this listed heritage building must be referred to National Amenity Society's, for their comments prior to decisions being taken, so will this council encourage Mr Hill to engage early with heritage organisations in the city in order to prevent this turning into a confrontation that would be potentially damaging to the city's heritage reputation and to his own?

The Chair thanked the questioner and confirmed that there was no live pre-application submission being considered by the Local Planning Authority at that time with respect to this building. It was explained that, whilst each planning submission must be considered on its merits, the committee would agree with the sentiment that it would not want to see the demolition – partial or otherwise – of Sheffield's listed buildings, and this should be an option of last resort. That Chair also sought to reassure the questioner of his commitment, and the commitment of the council, to preserving Heritage and the development of a robust Heritage strategy to help safeguard the city's assets, of which the Salvation Army Citadel building was a part. The Chair would continue to work with Cllr Janet Ridler, Heritage Champion, to ensure that all Sheffield buildings and heritage assets were given the protection that they needed.

Questions from: Holly Cutts

I am the owner of an independent business that is located within the ETRO / pedestrian and cycle area. I wish for the ETRO to be removed for the following reasons:

1.The signage at the entrance to the pedestrian and cycle area and also the ETRO states that-

“Permit Holder” means a vehicle with a permit provided for accessing the private parking facility off Canning Street for Division House, 87 Division Street, or which is permitted to access the service areas at Aberdeen Court, 95 - 97 Division Street or at Division House, 87

Division Street Save as provided in Article 5, no person shall cause or permit any Motor Vehicle to proceed in those parts of roads specified in Column 1 of Schedule 1 within the length of road described in Column 2 of Schedule 1 to this Order.

Save as provided in Articles 5 and 6, no person shall cause or permit any Motor Vehicle to proceed in those parts of roads specified in Column 1 of Schedule 2

within the length of road described in Column 2 of Schedule 2 to this Order.

We have had confirmation from SCC and the police that there is no or ever has been any permit scheme for this area. Hundreds of vehicles have been using this area weekly over the last 3+ years, how can they have done this legally when there is no permit scheme in place? I question the legality of the ETRO.

2. parking services have stated via email that "officers have to give a 10 minute observation period for vehicles that are collecting food orders and display a sign, this is a local agreement with management "

If no vehicles are allowed in this area between 10am and midnight , how can this arrangement with management be lawful?

My delivery drivers have to park legally and walk in which is very annoying as most if my deliveries are very heavy.

3. Even first thing in the morning when I arrive at work and the road is empty and there is no traffic, cyclists insist on using the pavements unlawfully, this gets more persistent as the day goes on. This has been witnessed first hand by at least 3 of SCC members whilst attending meetings with us. These actions have caused injury to myself and a number of my clients on various occasions over the last 3 years. The incidents that I have been involved in have been reported to the police.

What is the point in having the ETRO if cyclists insist on riding unlawfully on pavements when areas have been created for them?

Also how do cyclists safely exit the ETRO at the Rockingham St end when they head out onto oncoming traffic?

3. Over the last 3+ years the pedestrian and cycle area has been in place I have lost a number of clients that are disabled or elderly because the vehicular access to my business has been removed. These clients have apologised for no longer using my services but feel discriminated against as they have had their access taken away. This has had a negative affect on my business as I've lost custom and earnings.

4. Also the ETRO is not a safe area for genuine cyclists or pedestrians as the police have pointed out to us a large number of cyclists are using adapted electric bikes needing a licence and insurance. These unlawful cyclists are riding through the ETRO at very high speeds on the road and pavements, the majority of which are take away delivery cyclists. That also congregate in the ETRO blocking the pavements and access to businesses.

For the reasons mentioned above I question the legality of the ETRO and enforcement of the area. The whole area seems to have been ignored by police and parking enforcement and have both been witnessed of turning a blind eye to unlawful vehicles using this area. My husband on a number of occasions has questioned both parties, the response from parking services was " we can't enforce against moving vehicles"

The response from the police was " not our job and not what we're here for "

This is totally unacceptable.

Over the last 3 + years there have been quite a lot of dangerous incidents 3 of which spring to mind. -- In the early stages of the ETRO we had a white van mount and drive along the pavement smashing the roller shutter door off my business, everyone's first thoughts were that it was a terrorist attack, which as there are no barriers could have been quite possible. My landlord had to pay for the damage.

- A Moped came down Westfield terrace in the wrong direction came head on with a vehicle travelling in the correct direction swerved to miss the oncoming vehicle mounting the pavement forcing myself and my husband who had come to help me with the laundry had to jump out of the way to avoid getting hit. They then continued to ride on the pavement entered and rode through the ETRO exiting at the far end. Breaking at least 3 laws.

-and then more recently on the 24th May at 6.11pm a black car came along Division Street did a U turn outside the pedestrian area mounting 2 pavements forcing me once again out of the way with the laundry who had a police car directly behind him who witnessed the incident turned up Westfield Terrace look straight at my husband who waved trying to stop him turned a blind eye and drove off at speed luckily as he always does my husband had his phone in hand and we have a photo of the policeman's face and registration plate.

All these incidents and more have been reported to the police.

My business has been around for approximately 25 years of which I've worked there for 21 years and owned it for the last 4 years. In this time we have never experienced the amount of problems that have arisen since the pedestrian and cycle area was originally put in place for social distancing during the pandemic to the present day.

Because of the ETRO we have lost all the parking on Division Street and Devonshire Street and has now been replaced with double yellow lines where every evening when I'm picked up from work there are vehicles parked end to end on the double yellows facing oncoming traffic, making the road a single lane creating chaos. We are constantly reporting the unlawfully parked vehicles to parking services and are told " they don't have the resources " when we do actually see enforcement officers they just tell people to move on, no Fixed penalties are given so they just drive around the block until parking services have moved on and park back in the same place. So to resolve this problem the parking spaces need to be reinstated. Also because of the ETRO the direction of Westfield Terrace was altered but not correctly, the one way arrows have been turned around and the no entry signs have been moved from one end to the other. So now you have to exit Westfield Terrace onto a tram stop. There is also a major problem with vehicles and cyclists using Westfield Terrace in the wrong direction. Which has also been witnessed by SCC members. As large vehicles e.g. Lorries can no longer exit Division Street onto Rockingham Street which is a wide road

,they now have to go up Westfield Terrace which is not so wide therefore the cab wheels end up driving across the pavement outside the Frog & Parrot the trailer wheels end up going across the opposite pavement, which if vehicles are parked unlawfully makes it even harder if not impossible for large vehicles to get around the corner. Only the other day 8th June there was a collision with an articulated lorry and a black van on this very junction.

As I've said previously for the last 21 years I haven't witnessed as many problems as what I have since the Etro was put in place.

Now I have no vehicular access to my business I have to drag bags of laundry across the pavements avoiding cyclists, then across the so called pedestrian and cycle area avoiding the vehicles illegally using it up Westfield Terrace to the nearest place my husband can legally park to pick me up. This is absolutely ridiculous after doing a 9 hour shift. We have had to do this and put up with it for the last 3 + years so that we are not breaking any laws unlike the vehicles already mentioned. This is a huge inconvenience to us and clients.

As the ETRO was put in place for the prohibition of driving, this obviously hasn't worked as can be proven with the many thousand of photos that we have and has been witnessed by police and SCC members and also most of my clients , many of which have recently signed the attached petition which I have only had time to do over 13 days, which is when we had a meeting with a SCC representative who informed us of the date of the committee meeting and suggested we do so. The 13 days I have been in work I have already got 66 signatures opposing of the ETRO, if I continued with this petition I have over 1200 clients on my books of which the majority would sign as this has been the topic of conversation over the last 3 years.

For my business to hopefully survive another 20+ years and hopefully get back my elderly and disabled clients and once again have vehicular access to my business morning and evening for loading and uploading and again make the area safe and flowing the ETRO needs to be removed , the parking spaces reinstated and Westfield Terrace put back to the direction it was before so that all the original infrastructure can work and be used how it was originally designed for.

I do apologise for the length of this email but I'm a normal everyday person trying to run and continue to make a success of an independent business with no chain or backing from anyone but myself and my clients. My business was the last business to open after the pandemic which I fought to keep open and I will continue to fight for independent businesses.

The questioner was not able to attend the meeting and a written response would be provided.

7. WORK PROGRAMME

- 7.1 The Committee considered a report of the Director of Policy and Democratic Engagement on the Committee's Work Programme detailing all known, substantive agenda items for forthcoming meetings of the Committee, to enable this committee,

other committees, officers, partners, and the public to plan their work with and for the Committee.

7.2 Discussion took place around the priorities of the new committee post-election and how these could be incorporated into the work programme. The extensive workload of the committee was also noted and the number of projects that were already underway with a considerable amount of officer time already having been spent on them.

7.3 It was moved by Cllr Gamble-Pugh and seconded by Cllr Sangar, as an amendment, that the recommendations submitted be amended by the addition at the end of paragraph 1. of the words “subject to the removal of the Green Parking Permits item”. The amendment was put to the vote and carried.

(NOTE: The result of the vote was FOR – 7 Members; AGAINST – 2 Members; ABSTENTIONS – 0 Members.)

7.4 It was moved by Cllr Dimond and seconded by Cllr Gilligan-Kubo, as an amendment that the recommendations submitted be amended by the addition at the end of paragraph 1. of the words “subject to the addition of a feasibility study into a workplace parking levy for Sheffield”. The amendment was put to the vote and lost.

(NOTE: The result of the vote was FOR – 2 Members; AGAINST – 7 Members; ABSTENTIONS – 0 Members.)

7.5 During the discussion of the above item the Committee agreed, in accordance with Council Procedure Rules, that as the meeting was approaching the two hours and 30 minutes time limit, the meeting should be extended by a period of 30 minutes.

7.6 **RESOLVED:** That the Transport, Regeneration and Climate Policy Committee:-

1. Agree that the Committee’s work programme for the meeting of the 19th July, 2023 as set out in **Appendix 1** be agreed, including any additions and amendments identified in **Part 1** subject to the removal of the item Future of Green Parking Permits.
2. Agree that all items listed for consideration at the meeting of the 20th September, 2023 and those for which no date is set, be reviewed by the committee before being confirmed on the Work Programme.

7.7 **Reasons for Decision**

7.7.1 To give the committee members an opportunity to consider the direction of the work programme, align it with their key priorities and create a manageable workload for the committee.

7.8 **Alternatives Considered and Rejected**

7.8.1 It was determined that the work programme presented by officers did not meet member priorities and required further consideration in terms of the workload of the

committee.

8. 2022 - 23 FINANCIAL OUTTURN

8.1 The Head of Accounting introduced the report which brought the Committee up to date with the Council's final revenue outturn position for 2022/23.

8.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee note the updated information and management actions provided by this report on the 2022/23 Revenue Budget Outturn.

8.3 Reasons for Decision

8.3.1 To formally record changes to the Revenue Budget.

8.4 Alternatives Considered and Rejected

8.4.1 The Council is required to both set a balance budget and to ensure that in-year income and expenditure are balanced. No other alternatives were considered.

9. PARKHILL PARKING SCHEME

9.1 The Committee considered a report of the Executive Director of City Futures on the consultation response to proposals to introduce a Controlled Parking Zone in Park Hill. The report detailed objections to the Traffic Regulation Order and set out the Council's response and recommendations.

9.2 Discussion took place around the reduced area of the scheme following the results of a post-pandemic survey and the potential impact that would have on displacement. It was acknowledged that this was difficult to predict but officers were confident that action was needed to deal with the parking issues in the area and the review process would address any potential displacement.

9.3 Members discussed the consultation work that had been carried out on the amended scheme and the involvement of the ward members. It was noted that although discussions and briefings had taken place, no further public consultation work was undertaken

9.4 It was agreed that although a parking scheme was required the proposed measures did not provide an appropriate solution to the issues. It was essential to conduct additional consultation with local residents in order to develop a scheme that fit with the Council's parking strategy, acknowledged the needs of local residents and dealt with the issue of parking in the area.

9.5 **RESOLVED:** That the Transport, Regeneration and Climate Policy Committee:-

- Welcomes the development of a parking scheme, however it does not approve the officer recommendations
- Requests that a new scheme is designed and developed in consultation with local residents and all appropriate stakeholders

9.6 **Reasons for Decision**

9.6.1 The proposed Park Hill controlled parking zone will:

- Improve conditions for local businesses residents by ensuring the availability of convenient parking spaces for residents, business and visitors and giving them a greater level of priority where appropriate through issuing permits;
- Improve access through the area and loading and unloading opportunities for all vehicles (especially larger ones) by removing parking at or near junctions; and
- Improve conditions for sustainable travel modes.

9.6.2 Specific responses to the points raised in the feedback to the consultation are addressed earlier in this report. On balance, it is considered that the Council should proceed with the implementation of the Park Hill Controlled Parking Zone in the amended form set out in Appendix C to this report as its benefits are considered to outweigh the concerns raised.

9.6.3 It is good practice to review any highway scheme after it has been active for a period of time to ensure that it is delivering on the benefits expected. Parking behaviours are constantly changing post covid so reviewing the boundary of the scheme after around 12 months will ensure that the scheme on site is the best scheme to achieve our objectives.

9.7 **Alternatives Considered and Rejected**

9.7.1 Consideration was given to limited waiting, without charging (e.g. 4 hours, no return within 2 hours), with permits considered where appropriate. However, this was discounted for the following reasons:

- Enforcement of the restrictions are more resource intensive and time consuming;
- Puts pressure on existing enforcement resources as limited extra income through enforcement may not cover additional costs;
- Lack of consistency of approach with other areas of the City;
- Residents and businesses could feel that they are being charged to park in the area where visitors (and potentially commuters) may not; and
- There is anecdotal evidence from schemes around the City that suggest that people may move their vehicles part way through the day to avoid the 4-hour restrictions.

10. **REPORT OBJECTIONS TO THE EXPERIMENTAL TRAFFIC REGULATION ORDER FOR BROOMHILL SHOPPING PRECINCT**

10.1 The Committee considered a report of the Executive Director of City Futures on the

consultation response to the Experimental Traffic Regulation Order for the Broomhill Shopping Precinct, including the receipt of objections to the Order and the Council's response.

10.2 Discussion took place around enforcement in the area and the officer explained that as this was a controlled parking zone there was a regular resource available although they were aware that enforcement was an issue.

10.3 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-

- Approves that a Traffic Regulation Order be made so as to make permanent the restrictions within the Experimental Traffic Regulation Order, as advertised and implemented, in accordance with the Road Traffic Regulation Act 1984. Objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street.

10.4 **Reasons for Decision**

10.4.1 Before the intervention was implemented in August 2020, there were a few issues with the public space at the Broomhill Shopping Precinct. Cars were often queuing along the A57 to pull into the parking bays causing congestion. Safety was also a concern insofar as cars were also reversing out into the main road out of the parking bays and, in addition to this, there were also issues around the narrow pavement adjacent to the parking bays. This led to pedestrians often walking down the middle of the road.

10.4.2 Since the changes were implemented the air quality has improved, with nitrogen dioxide levels decreasing by 14% in the area. If the changes were made permanent, this would create an opportunity to enhance the public realm in the area with the additional space (Appendix B). These enhancements could lead to more people visiting Broomhill and staying for longer.

10.4.3 The intervention is also a good strategic fit with the objectives within the Visions and Aspirations for the BBEST Area 2021 such as:

- Encourage economic activity and growth
- Enhance the public realm
- Improve the function of pedestrianised areas
- Improve the environment (including air quality and noise) for Visitors

10.4.4 Having considered the response from the public and other consultees it is recommended that the Broomhill ETRO be implemented as, on balance, benefits of the scheme in terms of safety and sustainability outweigh the concerns raised.

10.5 **Alternatives Considered and Rejected**

10.5. Considering the objections received, consideration was given to

- 1 recommending the retention of the parking spaces on Fulwood Service Road. However, such a recommendation could result in many of the benefits outlined in this report being lost such as improved air quality and a more attractive environment for pedestrians. As a result of these benefits being lost more visitors may travel by car, instead of more sustainable modes, and therefore stay in the area for less time due to the spaces being free for 20 minutes.

11. EATF LEGACY PROJECTS: DIVISION STREET

- 11.1 The Committee considered a report of the Executive Director-City Futures detailing the consultation response to the Experimental Traffic Order for Division Street, to report the receipt of objections and set out the Council's response.

- 11.2 It was acknowledged that an incorrect signage plate was in place within the ETRO area. The officer explained that the Council had carried out the enforcement of waiting restrictions at Division Street where double yellow lines were in place – these were existing restrictions unaffected by the ETO. It had not enforced the restriction indicated in the incorrect plate and therefore it had had no effect on the operation of the experimental scheme.

- 11.3 During the discussion of the above item the Committee agreed, in accordance with Council Procedure Rules, that as the meeting was approaching the end of the 30 minutes extension period, the meeting should be extended by a period of 30 minutes.

- 11.4 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:

Approve that the Experimental Traffic Order be made permanent. Objectors will then be informed of the decision by the Council's Traffic Regulations team. The order will be made permanent by way of a Traffic Regulation Order which makes the provisions of the Experimental Traffic Order permanent, in accordance with the procedure set out under the Road Traffic Regulation Act 1984.

11.5 Reasons for Decision

- 11.5.1 The prohibition of driving on parts of Division Street creates a safer environment for cyclists on this section of Division Street. Before driving was prohibited, people could not cycle safely with a high flow of traffic travelling along the route and a lot of parked cars. The changes made significantly reduce the number of cars travelling along Division St creating a safer cycling environment. This should help encourage more people to cycle along the route and through the city centre.
- 11.5.2 The prohibition of driving on parts of Division Street creates a safer environment for pedestrians. There is not enough space for groups of pedestrians to stay on the

pavement on the closed section of Division Street. This becomes a safety issue in busy periods with pedestrians often having to walk on the road, increasing the risk of conflict with motor vehicles. The changes allow pedestrians to safely walk through this section of Division St.

- 11.5.3 Since the changes were implemented, many street cafes along the closed section of Division St have taken the opportunity to offer outdoor seating. This was initially in response to covid restrictions however many have continued to offer this since restrictions have been eased. This has allowed them to increase their capacity and improves the local street scene.

The scheme is also a good strategic fit with the key aims of the third core objective of the Sheffield Transport Strategy (2019):

- Sustainable safety, safe walking and cycling as standard
- Improved air quality and working to manage congestion
- Improving poor health and poor access to jobs and services

- 11.5.4 Having considered the response from the public and other consultees it is recommended that the Division Street ETRO be implemented as, on balance, benefits of the scheme in terms of safety and sustainability outweigh the concerns raised. It is also recommended that a re-deployable enforcement camera is installed to enforce restrictions in the pedestrianised area. It is also recommended that a review of the changes be undertaken once the Kangaroo Works construction has completed.

11.6 **Alternatives Considered and Rejected**

- 11.6.1 Considering the objections received, consideration was given to recommending the removal of the modal filters and allowing motor vehicles to drive along all of Division St again. However, such a recommendation could result in many of the benefits outlined in the report such as improved safety for cyclists and pedestrians and space for outdoor seating being lost.
- 11.6.2 Consideration was also given to implementing a westbound one-way restriction through the currently pedestrianised section of Division St, keeping half of the road pedestrianised or for outdoor seating. However, such a recommendation would increase the flow of traffic travelling along Division St and reduce safety and accessibility for cyclists.
- 11.6.3 Consideration was also given to re-instating the original one-way on Westfield Terrace to southbound. However, such a recommendation would result in traffic travelling east on Devonshire St having to make a U-turn when at the junction with Westfield Terrace. This option could be re-assessed once the Kangaroo Works construction has finished.

- 11.6.4 Consideration was also given to fully pedestrianizing the section of Division St between Rockingham St and Westfield Terrace. However, such a recommendation would remove access to the private car park on Canning St. This option could be re-assessed once the Kangaroo Works construction has finished.

12. HERDINGS 20MPH SCHEME TRO CONSULTATION REPORT

- 12.1 The Committee considered a report of the Executive Director-City Futures detailing the consultation response to proposals to introduce 20mph speed limits in Herdings, report the receipt of objections to the Speed Limit Order and set out the Council's response.

- 12.2 A question was raised regarding the signage requirements for the scheme and it was explained that there were signs in place on either side of the road plus road markings in the locations where this had been implemented. Any examples where this was not the case could be as a result of a legacy scheme.

- 12.3 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:

Approve that the Herdings 20mph Speed Limit Order be made, as advertised, in accordance with the Road Traffic Regulation Act 1984. Objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.

12.4 Reasons for Decision

- 12.4.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

- 12.4.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Herdings be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.

12.5 Alternatives Considered and Rejected

- 12.5.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Herdings. However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city.

13. WESTFIELD 20MPH SCHEME TRO CONSULTATION REPORT

13.1 The Committee considered a report of the Executive Director-City Futures detailing the consultation response to proposals to introduce 20mph speed limits in Westfield, report the receipt of objections to the Speed Limit Order and set out the Council's response.

13.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:

1. Approve that the Westfield 20mph Speed Limit Order be made, as advertised, in accordance with the Road Traffic Regulation Act 1984. Objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.
2. Approve the introduction of a part time 20mph limit on Westfield Northway outside Shortbrook Primary School subject to no road safety issues being identified through a RSA at the detailed design stage

13.3 Reasons for Decision

13.3.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

13.3.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Westfield be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.

13.3.3 It is also recommended that a part time 20mph limit on Westfield Northway outside Shortbrook Primary School be approved.

13.4 Alternatives Considered and Rejected

13.4.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Westfield. However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city.

14. MODESHIFT STARS - ACTIVE JOURNEYS TO SCHOOL

14.1 The Committee considered a report of the Executive Director-City Futures that sets out the aims of bringing together all school related Active Travel projects under one team managed by Sheffield City Council to maximise efficiency. We will use funds to enhance active travel in primary schools by commissioning external support from additional project officers to so as to deliver the ModeshiftSTARS award scheme. By expanding the current Modeshift STARS support provision for Sheffield Schools, we would be able to maintain and build on the successes and achievements of 2022 in increasing Active Travel in schools.

14.2 The Chair recognised the significant achievement of Phillimore Community Primary School in being recognised as the National Modeshift STARS Primary School of the year and the committee thanked the officers for their hard work on this scheme.

14.3 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:

- i. Approves the use of funding to support the continued delivery of the Active Travel in schools scheme.
- ii. Approves an increase to the total funding for the scheme to £289,960.67.
- iii. Approves the commissioning of additional external staff to support the delivery of the scheme at a cost of £273,460.67.

14.4 **Reasons for Decision**

14.4.1 The investment in supporting schools to promote and enable active journeys to school will ultimately help to address the ambitions of Members and delivery against the requests of the Sheffield public to improve safety on the journey to school for all.

14.4.2 The expected benefits from this project are multiple. Including an increase in safety, and perception of safety, enhancing environmental amenities and improving health by supporting safe active travel movements.

14.4.3 The programme takes advantage of utilising external funding sources where possible to deliver impactful change to the transport system, considering environmental, economic, and societal needs.

14.5 **Alternatives Considered and Rejected**

14.5.1 'Do nothing' has been considered but is not deemed appropriate.

14.5.2 Without this approval Sheffield will see a drastic reduction in resources. From September, we will go from having a team of three to a single part-time officer working on the project. This is insufficient resource to support Sheffield's 180 schools in any meaningful way. The impact of this would also include:

- a significant reduction in outputs
- little or no activities delivered in schools.

- a significant reduction in the number of schools engaged in the project.
- detrimental impact on the strategic running of the project
- unable to build on past success due to lack of resource.
- difficulty in re-engaging with schools in the future once confidence has been lost in SCC to deliver this project.

15. CONSULTATION RESPONSES ON THE PUBLICATION DRAFT SHEFFIELD PLAN

- 15.1 The Committee considered a report of the Executive Director-City Futures providing an overview of the public consultation carried out on the Publication Draft Sheffield Plan, including some of the key issues. It also sets out the process for responding to the issues raised and the timetable and process for submitting the Sheffield Plan to the Government for public examination.
- 15.2 It was clarified that the report had highlighted the key themes of the consultation responses but there were many other comments and these would be included in the report to the Strategy and Resources Policy Committee.
- 15.3 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:
- a) notes the issues arising from public consultation on the Publication Draft Sheffield Plan;
 - b) notes that a 'schedule of suggested amendments', compiled in response to the comments on the Publication Draft Sheffield Plan, is to be considered by the Strategy and Resources Committee and full Council prior to submitting the relevant documents to the Government in accordance with recommendation (d) of the decision of full Council dated 14th December 2022
- 15.4 **Reasons for Decision**
- 15.4.1 Once adopted, the new Sheffield Plan will make a major contribution to the future development of the city and will guide development over the next 15-20 years. It is important that the plan is adopted as soon as possible.
- 15.4.2 The documents that are the subject of this report (Part 1: Strategy, Sub-Area Policies and Site Allocations, Part 2: Development Management Policies, Annex A: Site Allocation Schedule, Annex B: Parking Guidelines, Policies Map and Glossary) comprise the draft development plan documents for Sheffield. They were published under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The submission documents will include such documents as fall within the definition at Regulation 17 (as agreed by full Council on 14th December 2022).
- 15.4.3 The Draft Sheffield Plan represent the Council's firm proposals for the development of the city over the period to 2039. The public consultation, seeking views on the 'soundness' of the Plan was a

required stage before the Draft Plan is submitted to the Government for public examination. Comments received with respect to this consultation process are currently being reviewed before amendments are proposed to the Strategy and Resources Committee in August and full Council in September.

15.4.4 The recommendations reflect earlier decisions taken by full Council on 14th December 2022 for decisions on any desired amendments to the Plan to be taken by the Strategy & Resources Policy Committee and then full Council.

15.5 **Alternatives Considered and Rejected**

15.5.1 The options available to the Council in terms of proposing amendments to the Sheffield Plan have already been outlined in paragraph ## above. This will be a matter for the Strategy & Resources Committee and full Council to consider.

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Report to Policy Committee

Author/Lead Officer of Report: *David Whitley, Transport Schemes Manager*

Tel: 0114 205 3804

Report of: *Kate Martin, City Futures*

Report to: *Transport, Regeneration and Climate*

Date of Decision: *19th July 2023*

Subject: *Reporting objections to the Loading and Waiting Traffic Regulation Order for Kelham Island and Neepsend Parking Scheme.*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? 2236.				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				
<p><i>“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”</i></p>				

Purpose of Report:

To report the receipt of objections to a proposed Traffic Regulation Order (TRO) for the introduction ‘no waiting at any time’ restrictions as well as shared use permit and parking bays in Kelham Island and Neepsend. The report also sets out the background to the Kelham Island and Neepsend parking scheme, other consultation comments and the Council’s response to the representations received.

Recommendations:

It is recommended that the Transport, Regeneration and Climate Committee:

- Consider the objections to the proposed Traffic Regulation Order with particular regard to how they relate to the proposed double yellow lines included within the parking scheme;
- Having considered the objections, decide to make the Traffic Regulation Order (as amended) in accordance with the Road Traffic Regulation Act 1984, specifically;
- Approve the implementation of the proposed pay and display (P&D) parking scheme in Kelham Island, including ordering the P&D machines – but not in Neepsend at this time due to a desire to undertake additional work – focussing on businesses - to see how the effects of the originally proposed scheme could be mitigated;
- Approve the implementation of the ‘no loading and no waiting’ restrictions within Kelham Island and Neepsend; and
- Note that there will be additional engagement within the Neepsend area – focussing on businesses - to see how the effects of the originally proposed permit scheme could be reduced. The pay and display/permit scheme in Neepsend will not be implemented until after this engagement has taken place. Any future recommendation to implement a pay and display/permit scheme in Neepsend would be made via officer or Committee decisions as appropriate and per the requirements of the Council’s constitution;
- Note that the Council’s Traffic Regulations team will inform all consultation respondents accordingly;
- Note that a review of the scheme will be carried out after around 12 months of the approved scheme being active;
- Note the advertising of additional restrictions on Douglas Road/Wallace Road to help reduce the effect of potential displaced parking, especially for larger vehicles
- Note the use of a Temporary Traffic Regulation Order to help facilitate the implementation of the scheme (if approved), using ‘tow away’ powers if necessary

Note that the recommendations being implemented are subject to funding being confirmed.

Background Papers:

Appendix A: Kelham Island and Neepsend parking zone plan and consultation leaflet (Separate document)

Appendix B: Sample parking demand maps

Appendix C: Kelham Island and Neepsend residents and business feedback report

Appendix D: Objections received from Citizen Space survey

Lead Officer to complete:		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Damien Watkinson/Holly Nicholl
		Legal: Richard Cannon
		Equalities & Consultation: <i>Ed Sexton</i>
		Climate: Based on previously approved CIA for a similar scheme – but internal resources leading to self assessment within service
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	SLB member who approved submission:	<i>Kate Martin</i>
3	Committee Chair consulted:	<i>Ben Miskell</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>David Whitley</i>	Job Title: <i>Transport Schemes Manager</i>
	Date: 19 th July 2023	

1. PROPOSAL

- 1.1 There are high demands on the available parking spaces in many areas of the city.
- 1.2 The Council has previously implemented several Controlled Parking Zones (CPZs), mainly in the area immediately around the City centre as well as in the district shopping centre at Hillsborough. It was originally envisaged that these parking schemes would form a complete ring around the city centre and be used as appropriate in district centres too. The proposed Kelham Island/Neepsend scheme is not a CPZ, but the restrictions included within it have a similar effect. The difference is simply how the scheme is signed and lined.
- 1.3 In line with the City Council's Transport Strategy 2019 to 2035, there is a priority action of 'Introducing a programme of new Controlled Parking Zones', with the priority being uncontrolled areas adjacent the city centre'. Managing the demand for spaces by permits or price is a method of demand management commonly employed by local authorities.
- 1.4 The Kelham Island and Neepsend areas of Sheffield are areas of expected housing growth in the current draft Local Plan but are already popular for long stay commuter parking because they are close to the city centre and parking is free and unrestricted. However, parking in the area will be used by employees of businesses within the area and not just those who may walk into the City centre. This can lead to a lack of parking and/or loading opportunities for customers of local businesses as well as for residents. It was hoped that anonymised mobile phone data could be used to provide an indication of the number of people parking in the Kelham Island/Neepsend area who visited/worked in the area. However, the phone masts were the same for Kelham Island/Neepsend and the City centre so this was not possible.
- 1.5 This report details the consultation response to the proposed introduction of this parking scheme, reports the receipt of objections and sets out the Council's response to the introduction of a parking scheme that would operate seven days a week between the hours of 8.00am and 8.30pm throughout the Kelham Island and Neepsend area.
- 1.6 Within the parking scheme, the following measures from the Council's Parking Strategy approved in January 2018 were proposed:
- Marked bays would allow for both Pay & Display (P&D) and permit holder parking.
 - All other sections of the road that are not marked up for parking would have a no waiting at any time restriction (i.e. double yellow lines). Unlike other CPZs, there would not be additional

parking areas – indicated by a single yellow line – available for evenings/early mornings/weekends. If the carriageway widths allowed parking, it would be proposed to be parking. This approach increases all day parking spaces on a number of streets including on Green Lane in Kelham Island.

- For this scheme, residents who do not live in a car free development could apply for one resident parking permit per household,
- Residents in a ‘car free’ development may not apply for residents parking permits, but may be eligible for other types of parking permit (carer, visitor, Blue Badge). This Committee confirmed this Policy in December 2022.
- Businesses could apply for up to two business parking permits

1.7 In addition,

- P&D tariffs were advertised in line with the (now removed) City centre Zone Three charges (rather than the levels used in other CPZs on the edge of the City centre). This is due to the land use in the area, which leads to a need to look to manage parking demand at evenings and at the weekend too. This led to a pay a display cost of £6.50 for a full day (compared to £4.70 for 10 hours in Broomhall).
- Twenty minutes free parking is still available throughout the area and special evening ‘flat’ rates of £2 (after 4.30pm, Monday to Saturday) and all-day Sunday were also advertised
- There is a need for ‘loading and waiting’ restrictions that enable the ‘Housing Zone North’ Transforming Cities Fund (TCF) scheme. These restrictions will mean that proposed ‘moving traffic’ changes to one-ways/two-ways or bus lanes/bus gates can be implemented.

1.8 In total, the parking capacity in the area will be reduced from around 760 spaces (although while surveys showed more people were parked in the area, some were parking on/near junctions or on the footway) to around 480. The original capacity varies slightly as some stretches of road were marked with a single yellow line, enabling parking as highlighted by local signing – often in the evenings or at the weekends.

1.9 The advertised scheme boundary and consultation leaflet is shown in **Appendix A**

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 Traffic congestion is an issue in all major cities and it is tackled through a variety of means.
- 2.2 Local authorities can have positive influences on congestion by:
- Influencing travel mode choice (i.e. encouraging drivers to use more sustainable travel modes, like walking, cycling and public transport for at least some trips) where they can, or even encouraging the reduction in a need to travel; and
 - Managing parking spaces to ensure that parking spaces are available in convenient locations that drivers will be able to easily access.
- 2.3 Studies indicate that managing the availability of parking and its price can have a positive effect on travel behaviour: *“Much research has demonstrated the importance of parking costs to travel choices although the extent of the impact may vary. A combination of parking charges and reducing or restricting parking availability is likely to be most effective in encouraging behavioural change.”* (Parking Measures and Research Review, TRL, 2010).
- 2.4 In line with the City Council’s Transport Strategy 2019 to 2035, there is a priority action of *‘Introducing a programme of new Controlled Parking Zones, with the priority being uncontrolled areas adjacent the city centre’*. Managing the supply of spaces by permits or price is a method of demand management employed by local authorities as the availability of parking is an important factor in congestion management. This approach helps enable the City council to deliver its Vision for “Reliable and clean journeys for everyone in a flourishing Sheffield” as articulated through the Transport Strategy. An International Parking Institute study indicated that at busy times as much as 30% of traffic in urban areas is seeking a parking space. (International Parking Institute (IPI) 2012 Emerging Trends in Parking Study).
- 2.5 The current draft Sheffield Local Plan includes a number of sites allocated for housing development within the Kelham Island and Neepsend areas. In total, land for around 1,500 - 2,000 new units has been proposed to be made available for development up to 2039.
- 2.6 The Sheffield Strategic Vision document (March 2022) highlights Kelham Island and Neepsend as *‘A growing residential area which retains its industrial heritage character. An outdoor neighbourhood destination with independent and maker commercial offer’* highlighting that there is scope for significant residential growth in this area. The Burton Road area was specifically referenced. It is prudent to plan for

this scale of change in advance of the development starting. However, this can lead to feedback that there is not a *current* parking problem.

2.7 Examples of issues and concerns given as answers to an 'open-ended' question in the Initial Consultation for the Kelham Island and Neepsend Neighbourhood Plan (Nov 2019) included:

- *Kelham Island and Neepsend as being a safe and happy place to live and work and a place of inclusivity for all of its residents, workers and visitors. More pedestrianised areas and safer access for all users of the area. Designated parking areas for residents, workers and visitors. A place that has a sense of community spirit and a place to be proud of.*
- *Kelham Island and Neepsend should be thought of as a community and not just as a quarter where people come to socialise and drink. The area should be about preserving the history, the beauty of the river and the traditional pubs whilst also giving people who live here more community facilities, more parking, more greenery, more street furniture, improved bus services and walking routes.*

2.8 The proposed Kelham Island and Neepsend parking scheme aims to:

- Improve conditions for local businesses residents by improving the likelihood of convenient parking spaces for residents, business and visitors and giving them a greater level of priority where appropriate through issuing permits;
- Improve access through the area and loading and unloading opportunities for all vehicles (especially larger ones) by removing parking at or near junctions; and
- Improve conditions for sustainable travel modes – the Kelham Island /Neepsend parking scheme includes restrictions that enable improved facilities for walking, cycling and public transport through the Housing Zone North' (HZN) scheme – funded through the Transforming Cities Fund programme. The HZN scheme includes changes to traffic flow and will see Burton Road become a priority bus corridor. The HZN scheme means that around 40 additional spaces would be removed in the area over and above the spaces lost should the parking scheme have been implemented in isolation.

2.9 As well as the policy perspective, other reasons for promoting a scheme in Kelham Island /Neepsend include:

- The major West Bar development is now on site. This includes a new 100,000 sq ft office building, ground floor retail and leisure space, and 368 Build to Rent residential apartments. There is to be no parking within the curtilage, with parking being delivered through a 450 space multi story car park within the West Bar Square Masterplan area. Although the car park will be available for users of the development – it is assumed that this

will be at a cost - so demand for free, all day parking in Kelham Island /Neepsend could increase.

- Moving away from enabling pavement parking – including ‘two wheels up’, even in areas where walking demand is currently low - and could be the case for a number of years too. This reduces the number of places people currently park significantly (by up to 50% on some streets) including especially in Neepsend - on Hicks Street, Percy Street, Platt Street, Rowland Street and Wilson Street (around 80 spaces in total)
- Wanting to maintain a 3m carriageway for emergency service vehicles on all carriageways – this effectively removes the majority of the current parking on Dun Fields and Ward Street in Kelham Island (around 17 spaces in total) as well as reducing it in a number of areas including South Parade in Kelham Island (around 12 spaces)
- Wanting to maintain a 4.4m carriageway on carriageways that will be promoted active travel routes to enable safer passage between a bike and a car. This reduces the number of spaces on Green Lane and Alma Street by 25 spaces – and contributes to the reduction of 34 spaces on Neepsend Lane.
- Improving loading opportunities for local businesses. Loading and unloading can take place on double yellow lines (DYLs). Therefore, information from businesses has been used to include additional lengths of DYLs both to protect entrance to their workplaces and to facilitate loading and unloading near businesses.
- Improving access around the Kelham Island /Neepsend area – especially for larger vehicles – by adding in restrictions at/around junctions within the area. The length of these restrictions will be kept to a minimum.
- The provision of ‘bus stop clearways’ to enable buses to pull into the kerb. However, where possible, bus stop ‘buildouts’ are used as this reduces the number of parking spaces lost from five to one
- Managing demand for specific events and/or locations: including Peddler Market, Steelyard, Cutlery works and the Kelham Island Museum – although the museum does have a 30 space car park on its main site.

2.10 Availability of parking has been an increasing concern to motorists, as noted in the RAC’s annual motoring report¹.

2.11 There was an increase in the ‘availability of parking’ being a driver’s top concern - 15% of motorists in 2021 as opposed to just 8% in 2015 - despite the fact that more people have been working from home

¹ Keeping Motorists Mobile: RAC report on Motoring 2022

during the Coronavirus pandemic. This reduced to 12% in 2022 – the same as for the cost of parking, although 55% said cost of fuel was their top concern. Concern about the cost of parking is at its lowest level in recent years: the 12% in 2022 compares with 20% in 2018 and 18% in 2019.

- 2.12 The Kelham Island /Neepsend scheme will reduce the number of places where people currently park in the area for the purposes outlined above. The aim of parking controls is to help manage parking pressures for local businesses, organisations, visitors and residents. However, it is always difficult to balance the often conflicting needs of these user groups.

Parking Surveys

- 2.13 Parking Surveys were undertaken on two midweek and two weekend days in November 2018. This confirmed that the parking demands in Kelham Island and Neepsend are quite different. Despite changes to people's methods of working post-Covid restrictions, observations highlight that parking demand for the area remains high – but additional parking surveys will be undertaken shortly. The following provide some 'headlines' based on the late 2018 data:

- Kelham Island area – 248 spaces 'before'/176 'after' – with sample weekday usage around 225 parked each weekday. This means the scheme could leave an uncatered demand of around 50 vehicles.
- Neepsend area – 516 spaces 'before'/ 302 'after' – with sample weekday usage around 500 parked each weekday – although not all in appropriate places. This means the scheme could leave an uncatered demand of around 210 vehicles.
- Kelham Island area – Sample weekend demand (1100 on a Saturday) of around 115% of the *new* number of parking spaces that will be available, which leaves a potential uncatered demand of around 40 vehicles
- Neepsend area – Sample weekend demand (1100 on a Saturday) is around 90% of the *new* number of parking spaces that will be available.
- The majority of weekday overnight parking takes place in the mainly residential area of Kelham Island and to a lesser extent adjacent the residential parts of Neepsend. Total number of vehicles parking overnight was around 150.
- The weekend overnight parking mirrored the weekday, albeit with slightly lower numbers
- There is more evening and weekend than weekday parking on Boyland Street and Bardwell Road – due to the nature of businesses in the area

The results of the parking survey (shown by sample days and times) are shown in map format in **Appendix B**. The maps do highlight the different parking demands between the Kelham Island and Neepsend areas.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The Council carried out a formal consultation with regards to introducing a parking scheme with the local community in the Kelham Island and Neepsend areas. This was done via a statutory process for the proposal of a Traffic Regulation Order (TRO), with the formal consultation being three weeks from 1st to 24th February 2022.
- 3.2 Within this period, a leaflet notifying people of the consultation were distributed to around 2,300 addresses of which around 600 were businesses. A copy of the leaflet is included as Appendix A. A notice of the consultation was also advertised in the Sheffield Telegraph and through local on-street notices. Emails were also sent to a contact list of around 160 stakeholders from the Connecting Sheffield: Neepsend-Kelham-City Centre project who had asked to be kept informed about updates relevant to that project. The email informed the stakeholders of the proposed scheme and the anticipated start date for the consultation period for the parking scheme. All correspondence highlighted ways that people would be able to provide feedback or get in touch with any questions.
- 3.3 Details of the proposed scheme were also shared on Sheffield City Council's website at <https://www.sheffield.gov.uk/parking/new-parking-zones>. This gave people the opportunity to read further details about the proposals before providing feedback.
- 3.4 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This states that "*An objection [to the making of a Traffic Regulation Order] shall be made in writing*".
- 3.5 The Traffic Order advertisements stated that objections could be made in writing, by email, or via the council's Consultation Hub webpage (sheffield.citizenspace.com).
- 3.6 A total of 705 people provided feedback to the consultation. 666 responses were provided via a Citizen Space Survey hosted on the Sheffield City Council website which opened on the 27th January 2022 and closed on 24th February 2022. The remaining 39 responses were received as emails.
- 3.7 Finally, a drop in information event was also held at Kelham Island Museum on the 28th February 2023. The parking scheme was a popular talking point at the event attended by Council officers and

representatives from the works contractor team delivering the Housing Zone North (HZN) scheme within the area.

Consultation Responses

- 3.8 A more comprehensive report showing the results of the feedback is included in **Appendix C**. This document sets out responses by different categories of respondees, including Kelham residents, Neepsend residents, Kelham businesses, Neepsend businesses, visitors to the area and residents in car free developments. Business are categorised as those who said they owned, or worked at a local business. All categories are self-identified.
- 3.9 Our analysis of the feedback in this report has been categorised by theme to allow us to provide an overall picture of how people feel about the scheme and about specific aspects of the scheme. It is, therefore, the case that the number of comments exceeds the number of respondents. It is worth noting that the feedback received comes from local residents and businesses who chose to respond to the survey. In our experience, people who provide feedback regarding proposed schemes usually feel strongly one way or another about the proposals.
- 3.10 A substantial number of objections were received. Objections received totalled 552 (78%), of which 381 (69%) were from residents, businesses, and their employees. Overall, 22% supported the scheme – although there was a greater level of support (33%) from Kelham residents and from visitors to the area (26%).

The concerns of the objectors can be broken down into six main categories, namely:

- Personal affordability;
- Harmful to businesses;
- Accessing permits (typically relating to 'Car Free' developments)/ number of permits available;
- Fairness;
- Not being necessary/reduced number of parking spaces;
- Lack of safe and suitable alternatives;

- 3.11 Officers have replied to all respondents with an acknowledgement or answering specific questions and clarifying the proposals if required so that they are fully informed before making formal approvals/objections to the scheme.
- 3.12 A summary of the support, objection and comments letters received are attached in **Appendix D** of this report. The categories of concerns raised are summarised below, together with an officer's response to each:

3.13 Personal affordability

- 3.13.1 This was the main reason that the objections were made. There were 149 (27% of objectors) respondents (143 through the Citizen Space webpage and 6 email responses) that said the costs of permits will be a financial burden on residents/businesses; that the proposals are a moneymaking exercise; and that the costs are additional taxation to motorists/residents.
- 3.13.2 The Council's Transport Strategy and its Clean Air Strategy make it clear that it will use parking to manage demand and encourage the use of more sustainable modes of transport such as walking, cycling and public transport and to incentivise lower emission forms of travel. The location of Kelham Island and Neepsend on the edge of the City centre does make it a location where more sustainable modes are more accessible.
- 3.13.3 72 residents - or employees in the area – and 25 businesses commented that they shouldn't have to pay to park in the area or at least the first permit should be free.
- 3.13.4 Income from parking schemes comes from three sources: pay and display, enforcement and permits. Parking schemes aim to provide residents and businesses who are entitled to purchase a permit an element of priority for a space through a much lower permit price (less than £100 per year for a 'first' permit) compared to the cost of all day parking (advertised at £6.50/day, with a £2 evening and Sunday rate. Residents (including those in car free developments) and businesses are entitled to purchase 'visitor' permits within the scheme at a price of around £0.71 per day.
- 3.13.5 57 comments were made about costs generated/profit motive. Income from parking schemes is restricted in what it can be used for through legislation. Ultimately, it is likely that annual income will be higher than expenditure – but the value will depend on the detail of the final scheme, if a scheme is approved.
- 3.13.6 It is acknowledged that costs will be significantly higher for residents who live in 'no car households' if they chose to pay the pay and display rate to park in the area all day, every day. There are commercially available season tickets available at sites on the edge of the City centre that currently cost around £2,000 per year which may be an alternative for some, with 39 respondents in car free developments saying that they would choose to move elsewhere if the scheme was implemented.
- 3.13.7 In common with other highway authorities, the Council applies a fixed tariff that does not distinguish between a person's ability to afford the charges. However, parking provisions for blue badge holders were also mentioned in the comments, including the lack of blue badge bays proposed within the scheme. Drivers with blue badges can park

in parking bays within the proposed parking scheme without time limit or cost and without the need to purchase a parking permit.

3.14 Harmful to businesses

- 3.14.1 There were 140 (25% of objectors) respondents (130 through the Citizen Space webpage and 10 email responses) that said the scheme will prevent delivery and business vehicles from unloading/loading; and will deter customers as one of the attractions to the area is because it's free to park. Unloading/loading could be undertaken on double yellow lines proposed within the scheme. Improving the unloading/loading opportunities for businesses was a key aim of the scheme.
- 3.14.2 61 'visitors' (21) or 'businesses' (40) expressed that proposed costs would be prohibitive and discourage people from visiting. The scheme aims to mitigate this concern in part by having a short (20 minute) free period. A ticket would still have to be displayed, but this free short stay period could help local businesses that rely on short stay passing trade. The £2 evening (after 4.30pm) and Sunday rate will reduce costs for visitors too. 53 visitors to the area supported the introduction of the scheme.
- 3.14.3 Parking schemes can discourage commuter parking and other long-stay parking, so there are more parking spaces for local residents and businesses. It's more convenient for visitors and for tradespeople and deliveries too. However, 119 respondents (18% of total respondents) commented that the proposed scheme would negatively impact residents and local businesses more than the targeted group (commuters). Some of the 119 respondents are 'commuters' although they may park to work within the Kelham Island/ Neepsend area rather than within the City centre.
- 3.14.4 Concerns were also raised about the ability to retain staff – and difficulties of businesses who have vans on site for a short period and the start/end of the day being serviced by premises; businesses feeling unheard and ignored; requests for more short stay spaces – rather than just monetising the 'all day' parking problem.
- 3.14.5 The current parking strategy (which includes a scheme design standard) defines the bay types, but there are other factors that it is proposed to review by working with businesses – focussing on Neepsend as business is the predominant land use - over the next few months to try to reduce the impact of the scheme on them. This additional work will include looking at:
- 1) Being more flexible in the provision of business permits - providing the opportunity for more business permits to be purchased within the scheme. Permits are usually made available to enable the operation of the business rather than for providing general parking for the business.

- 2) Reducing the scale of the pay and display scheme or changes to days and times of the week of the pay and display/permit scheme – additional parking surveys are being undertaken to help provide a more informed decision on this point. The current proposal is that the pay and display element in Neepsend should not be implemented at this time.
- 3) Working with the South Yorkshire Mayoral Combined Authority (MCA) to understand the feasibility of providing a Public Transport Season Ticket Trial for employees in the area. Although parking surveys have shown areas of Neepsend where parking implies early business start times (including on Hicks Street, parts of Neepsend Lane and Percy Street), there are 'commuters' who responded to the consultation travelling from Ecclesfield, Silkstone, High Green, Sothall, Handsworth, Rotherham, Waverley, Ecclesall, Middlewood and Chesterfield – some of which do already benefit from direct bus or tram services to the Kelham Island /Neepsend area.
- 4) Expanding the existing E-bike/E-cargo bike hire trial – with an aim of reducing the number of commuter and delivery vehicles parked in the area. Although not part of the TRO consultation, it is proposed to fund additional cycle parking in the area, as requested by 19 respondees to the consultation.

For this reason, officers are recommending a modified proposal that does not include the proposed pay and display/permit bays in Neepsend due to a desire to undertake additional work with businesses to see how the effects of the originally proposed scheme could be mitigated. Any further recommendations resulting from this additional work will be progressed via officer or Committee decisions as appropriate and per the requirements of the Council's constitution.

- 3.14.6 In order to mitigate the effects of the originally advertised scheme, it is proposed to promote a new TRO for additional restrictions on Douglas Road/Wallace Road (just outside current scheme boundary) to help reduce the effect (particularly on larger vehicles) of potential displaced parking.
- 3.14.7 Overall, 130 respondents said that the scheme would discourage them from living, working or visiting the area. However, 159 people said that they would continue to pay to park in the area should charges be introduced.
- 3.14.8 It should be noted that having a permit does not guarantee a parking space outside a business, but it should make it easier to find one. To make sure that this works fairly, the parking scheme will be enforced by uniformed Civil Enforcement Officers (CEOs), funded in part by the cost of a permit. The income from permits alone is unlikely to cover the enforcement costs of a scheme. The cost of enforcement is also met from pay and display and enforcement income.

- 3.15 Accessing permits (typically relating to 'Car Free' developments) or number of permits available
- 3.15.1 The Council has a number of policies which have the effect of managing parking demand. One mechanism to do this is by restricting access to parking permits for on street spaces from occupiers of new developments which are designated as car-free during the planning process and where the implications of that development are assessed to have an adverse impact on parking demand. It is one of a suite of measures which also have the effect of reducing car use and encourage travel by other means, including walking, cycling and public transport. This use of car free developments and their entitlement to permits was confirmed at the Transport, Regeneration and Climate Change Committee in December 2022.
- 3.15.2 New residents moving in should have been made aware of the designation of car/permit-free status (as detailed in the planning permission decision notice) through the conveyancing process if purchasing a property, or within the lease if renting. This would enable a more informed decision about whether they wish to move (or rent) a property where they would not be entitled to purchase a permit for on street parking. Many local responses suggested that this information had not been passed on to them, which is disappointing but the Council bears no responsibility for this failure to communicate car-free status. Other comments suggested that the value of their property could be reduced as a result of the scheme. Traffic authorities may restrict parking on highways pursuant to their duties and the consequence of that is that no-one has an unlimited right to park on a road in perpetuity where that right is incidental to its status as highway. A potential reduction in value owing to the possibility that on-street parking may become unavailable as a consequence of a traffic authority properly exercising its powers should be factored into decision making when purchasing property.
- 3.15.3 There were 131 (24% of objectors) respondents (117 through the Citizen space webpage and 14 email responses) that said the scheme would exacerbate existing parking problems - the assumption being due to the reduction in spaces where people will be able to park or removing their ability to parking on-street as they are not entitled to a permit. The responses were primarily from residents in 'car free' developments (51) but also a much smaller number from residents and businesses (8) highlighting the limited number of permits (initially one resident and two business) available to them. Allowing unlimited additional access to permits would cut across the Council's Transport and Clean Air Strategies.
- 3.15.4 Residents in 'car free' developments may be eligible for other types of parking permit (carer, visitor etc) in the usual way according to the relevant criteria.

3.15.5 Most of the development within Kelham Island isn't actually car free. The level of parking provision varies but is generally less than the maximum City council car parking guidelines. Some of the larger developments have 60% to 70% provision per unit (some more than 100%), but a few do have 0%. Although the 'Little Kelham' development (14/04300/FUL (CITU phase 1)) was included as 'car free' development in the consultation leaflet, it has subsequently been confirmed that residents in these properties will be able to purchase a permit as the original condition/directive has been formerly removed.

3.16 Fairness

3.16.1 There were 21 (4% of objectors) respondents (all through the Citizen space webpage) who said the scheme is unfair as it penalises residents who purchased properties on the basis of freely available on-street parking; and it's a tax on the hard-working poor – the need for those on low wages to potentially have to pay parking charges were mentioned several times, as was the lack of public transport alternatives and a Council being out of touch during a cost of living crisis; there is a general feeling among users that the majority of users (in Neepsend especially) live and work in the area rather than park to access town.

3.16.2 As mentioned previously, there was a significant number of respondees that commented that the proposed scheme would negatively impact residents and local businesses more than the targeted group (commuters).

3.16.3 In addition, as outlined in the previous responses above:

- The Kelham Island /Neepsend area has seen significant housing growth over the past decade, and this is expected to increase over the next 10 to 15 years. It is always better to plan for a parking issue proactively rather than reactively.
- New people moving in should have been made aware of the proposed restrictions through the conveyancing process; and
- In common with other highway authorities, the Council applies a fixed tariff that does not distinguish between a person's ability to afford the charges. For those that are entitled to purchase a permit, this is at a cost of around £0.71 per day.

3.16.4 Having regard to the Council's applicable duties, it is considered that the scheme is necessary and that it provides a proportionate means of achieving a legitimate aim.

3.16.5 The Council must take into account all relevant considerations; while this does include the impact on residents and businesses affected and their concerns should be weighed accordingly, there is a balance to be struck and the Committee should be aware that the relevant criteria for

the exercise of the Council's powers to deliver the scheme has been met.

3.17 Not being necessary

3.17.1 There were 15 (3% of objectors) respondents (14 through the Citizen space webpage and 1 email response) that said the scheme is unnecessary as there are currently no parking issues to resolve.

- Several people stated that spaces could be found if you were willing to drive around to search for one.
- 187 respondees told us that parking in the area was sufficient (including 55 from car free developments, 52 visitors and 38 businesses): but
- 160 respondees told us that parking in the area was insufficient (including 43 Kelham residents, 46 visitors and 23 businesses) with comments including: 'there are too many yellow lines already' - 'issues for visitor parking, especially during the day' and 'competition with commuters is an issue in Kelham'
- 55 visitors did say they have problems parking (six said there were no problems). Respondents could tick more than one box, with the main issues being in the afternoon (29 responses), weekday evening (30), morning (40) afternoon (99) and weekend evening (47).

3.17.2 There were also 6 (1% of objectors) respondents (all through the Citizen Space website) that said the scheme would overly reduce the number of spaces available. As outlined above in Section 2, the additional double yellow lines are designed to:

- Improve access through the area and loading and unloading opportunities for all vehicles (especially larger ones) by removing parking at or near junctions
- Improve conditions for sustainable travel modes
- Introduce double yellow line restrictions that enable the change of use of sections of roads in the area proposed through the HZN scheme.
- Move away from enabling pavement parking – including 'two wheels up', even in areas where walking demand is currently low
- Maintaining adequate carriageway widths for emergency service vehicles or where active travel routes are promoted.

3.18 Lack of safe and suitable alternatives

3.18.1 There were 10 (2% of objectors) respondents (all through the Citizen space website) that said there wasn't any safe or suitable alternatives to parking on-street in the proposed parking area. In addition, 12 respondees from car free developments highlighted that they often have to park some distance from their properties.

3.18.2 Streets will be safer because the proposed parking area designates where it's safe to park and where it's not, creating better visibility at junctions and making it easier to get across roads. There will be better access for emergency and utility vehicles and other larger vehicles (such as rubbish and recycling lorries, delivery or removals vans). However, the scope of the project does not currently include the provision of additional off-street parking areas, all of which are currently managed privately.

3.19 OTHER CONSULTEES

3.19.1 No response have been received from other consultees, including South Yorkshire Police, South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service, or South Yorkshire Passenger Transport Executive (now part of the Mayoral Combined Authority)

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

4.1.1 Overall, the screening and assessment of equality impacts of the Kelham and Neepsend parking scheme is only likely to result in a minor negative equality impact for the Poverty and Financial Inclusion group. There are some positives for health, disability and pregnancy/maternity and carers too. Therefore, no additional mitigation measures are proposed.

4.2 Financial and Commercial Implications

4.2.1 The Outline Business case (OBC) for the Kelham Island and Neepsend parking scheme was approved in August 2019, but a revised OBC will need to be submitted once the scheme funding package is confirmed.

4.2.2 The implementation of the pay and display scheme in Kelham and 'loading and waiting' restrictions in Neepsend are currently expected to be funded using a capital grant (through the Local Area Neighbourhood Transport Complimentary programme – formerly Local Transport Plan) but options to include revenue contributions from the parking account will be explored in future, if necessary.

4.2.3 Any income assumptions are difficult to assess as there are many variables to consider including permit take up, how many permits will be used during the day (reducing pay and display spaces available) and willingness to pay new pay and display rates – both daytime and into the evening. Current assumptions are based on similar parking schemes on the edge of the City centre – but Neepsend in particular

has more business properties than residential, which is different to previous schemes.

4.2.4 Ongoing costs are variable depending on assumptions around how many pay and display machines are used in a scheme (there is an expectation that the use of phone/app payments will increase, but there is still a need to provide pay and display machines which need to be maintained and emptied) and the amount of dedicated enforcement resource funded as part of the scheme.

4.2.5 The cost of the pay and display scheme in Kelham and 'loading and waiting' restrictions in Neepsend full scheme is currently £539,581 broken down roughly as follows:

- £29,000 feasibility work – but covered the original scheme area;
- £84,000 TRO work, project management and support – covering the original scheme area;
- £1,000 commercial services;
- £27,000 detailed design;
- **£255,581 construction – including additional cycle parking;**
- £52,000 monitoring & surveys;
- Assumed £5,000 for public transport ticket scheme trial
- Assumed £15,000 for additional e-bikes and e-cargo bikes, should the demand be there and
- **£71,000 commuted sum for the scheme's future maintenance.**

4.2.6 Costs of around £120,000 (including feasibility, TRO work, project management and surveys) have been funded to date, through the Local Area Neighbourhood Transport Complimentary programme.

4.2.7 There is already an allocation of £150,000 approved with the Local Area Neighbourhood Transport Complimentary programme to contribute towards the Kelham Island/Neepsend and Park Hill schemes, should they be approved. It is assumed £140,000 will be able used to fund the Kelham Island /Neepsend scheme. This will need to be increased by around £170,000 to underwrite the funding of the proposed scheme in full. If the Committee support this principle, a recommendation will be made to Finance Committee through the Council's capital approval process.

4.2.8 Based on around 180 bays, annual income could be around £82,000 across the three income areas (pay and display, enforcement and permits). Annual costs would be around £51,000 if the scheme was enforced by just one additional full time equivalent civil enforcement officer.

4.3 Legal Implications

- 4.3.1 The Council has the power to make Traffic Regulation Orders (TRO) under section 1 of the Road Traffic Regulation Act 1984 ('the 1984 Act') which include any provision prohibiting, restricting or regulating the use of a road, or any part of the width of a road, by vehicular traffic of any class specified in the order. This includes prohibiting or restricting the waiting of vehicles so as to implement a scheme for parking as set out in this report.
- 4.3.2 A TRO may be made where it appears expedient to the Council to do so for the reasons set out in section 1 of the 1984 Act - this includes the avoidance of danger to people or traffic, for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), preserving or improving the amenities of the area through which the road runs and for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality). The proposal in this report is considered to align with these purposes.
- 4.3.3 Part IV of the 1984 Act gives the Local Authority powers to designate parking places on a highway by order and make such provision as may appear to that authority to be necessary or expedient for regulating or restricting the use of any parking place designated by order, including via permit. These powers are proposed to be used accordingly.
- 4.3.4 Before the Council can make a traffic order, it must consult with relevant bodies and publish notice of its intention in a local newspaper in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 as well as take such steps as it considers appropriate for ensuring that adequate publicity is given to the proposed order. This includes the display of notices on street. The Council has complied with these requirements.
- 4.3.5 The Council is required to consider all duly made objections received and not withdrawn before it can proceed with making an order. Those objections are summarised and presented for consideration in this report. A full list of the objections is also appended to this report. The Council may modify an order, whether in consequence of any objections or otherwise, before it is made. The modifications described within this report are not considered to be substantial changes in the proposed order for which the Council considers it appropriate to take additional steps so as to inform those persons likely to be affected by the modifications; no new restrictions are proposed as a result of the modifications. Rather, the intended size of the initial scheme has been reduced. It is proposed to make the local community aware of these changes.
- 4.3.6 In deciding whether to make a TRO, the Council must have regard to its duty under section 122 of the 1984 Act to secure the expeditious,

convenient and safe movement of vehicular and other traffic (including pedestrians) as well as the provision of suitable and adequate parking facilities on and off the highway, so far as practicable while having regard to the matters specified below:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (d) any other matters appearing to the Council to be relevant.

- 4.3.7 The proposal detailed in this report is considered to align with the objectives of the aforementioned duty.
- 4.3.8 The Council is under a further duty contained in section 16 of the Traffic Management Act 2004 to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in its road network. The proposals described in this report are considered to fulfil that duty.
- 4.3.9 Section 55 of the Road Traffic Regulation Act 1984 ("the Act") requires that the Local Authority keep an account of their income and expenditure in respect of designated parking places. This includes 'pay and display' income. The ring-fenced account is referred to as the Specialist Parking Account. Section 55(4) of the Act sets out the purposes for which any surplus income in respect of designated parking places can be used. These purposes include:
- Provision and maintenance of off-street parking
 - Meeting costs incurred in the provision or operation of public transport
 - Highway and road improvements and maintenance
 - Reducing environmental pollution
 - Improvement and maintenance of public open space

- Provision of outdoor recreational facilities open to the public without charge

All these functions are carried out by a combination of the Council's service areas, which includes Strategic Transport, Sustainability and Infrastructure, Streetscene Services and the Highways Maintenance. Any surplus in income in respect of designated parking places is currently utilised in accordance with Section 55(4) of the Act to underpin the activities of these service areas.

4.4 Climate Implications

4.4.1 The climate impact assessment has considered how the proposed measures impact on climate change.

4.4.2 The Council declared a Climate Emergency in February 2019 and through its 10-Point Plan for climate action is committed to being carbon neutral by 2030. The Kelham Island and Neepsend parking scheme helps us to achieve this commitment, by:

- Reducing the number of vehicles travelling to Kelham Island and Neepsend to park and commute;
- Improving conditions for sustainable travel modes, encouraging commuters to consider more sustainable travel options for their daily journeys, especially for shorter journeys;
- Improve conditions for local businesses residents by improving the likelihood of convenient parking spaces for residents, business and visitors and giving them a greater level of priority where appropriate through issuing permits;
- Improve access through the area and loading and unloading opportunities for all vehicles (especially larger ones) by removing parking at or near junctions; and
- Reducing the number of vehicles travelling to Kelham Island and Neepsend to park and commute

4.4.3 Transport is a major contributor to CO2 emissions in Sheffield and parking schemes are a small but important aspect of how we can help to make our roads safer and less congested while improving air quality.

4.4.4 The potential for reduced emissions will contribute to the overall resilience to climate change.

4.5 Other Implications

4.5.1 There will be an expectation from residents and businesses that it will be easier for them to park near their homes and businesses. However, there is a risk that this will not happen which could lead to complaints or reduced service satisfaction levels.

- 4.5.2 Implementing permit/pay and display parking in Kelham Island in advance of permit/pay and display parking in Neepsend – as well as reducing the number of parking spaces in Neepsend - will increase parking pressure in Neepsend as those who aren't entitled to a permit (or don't want to pay the daily pay and display charge in Kelham Island) will look to park in the nearest available free, all day, parking spaces which will be in Neepsend. This will need to be monitored.
- 4.5.3 The introduction of the parking scheme goes against the feedback received through the TRO consultation as there is substantial public opposition to the change.
- 4.5.4 The implementation of double yellow lines in an area that is already parked up will be difficult. Although our contractor would visit sites on different days/times of days it is still expected that sections where lines are proposed will be parked up. It is therefore proposed, if required, to use a Temporary Traffic Regulation Order (TTRO) - to include tow away powers - to enable the construction of any approved scheme. This will enable the ticketing (and removal/tow away if required) of any vehicles parked in contravention of the temporary restrictions required so as to enable the carrying out of works. TTROs are made on the basis of officer decisions – the Committee is asked to note that they are merely being advised of their use, if necessary, should the scheme be approved.
- 4.5.5 Surveys to monitor the impact of the parking scheme will be carried out once the scheme has been in place for several months. If the scheme is not meeting its objectives, and subject to the availability of funding, additional measures will be considered to improve the schemes outcomes.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Consideration was given to limited waiting, without charging (e.g. 4 hours, no return within 2 hours), with permits considered where appropriate. However, this was discounted for the following reasons:
- Enforcement of the restrictions are more resource intensive and time consuming;
 - Puts pressure on existing enforcement resources as limited extra income through enforcement may not cover additional costs;
 - Lack of consistency of approach with other areas of the City;
 - Residents and businesses could feel that they are being charged to park in the area where visitors (and potentially commuters) may not; and
 - There is anecdotal evidence from schemes around the City that suggest that people may move their vehicles part way through the day to avoid the 4-hour restrictions.

5.2 Consideration was given to implementation of the whole scheme as initially advertised. However, this was discounted for the following reasons:

- Doesn't take account of the differential parking demands and needs between Kelham Island and Neepsend
- Following the initial consultation, it is planned to undertake additional work with businesses in Neepsend to see how the effects of the original scheme could be mitigated

5.3 Consideration was given to cheaper all day parking tariffs. However, this was discounted for the following reasons:

- Demand must properly be managed through the setting of appropriate tariffs. Otherwise, parking capacity for local businesses, residents and visitors could at times be inadequate
- Cheaper tariffs could also increase the occurrence of traffic circulating searching for car parking spaces, leading to increased traffic movements.
- Lack of integration with local and regional strategies.

6. REASONS FOR RECOMMENDATIONS

6.1 The proposed Kelham Island and Neepsend parking scheme should:

- Improve conditions for local businesses residents by ensuring the availability of convenient parking spaces for residents, business and visitors and giving them a greater level of priority where appropriate through issuing permits;
- Improve access through the area and loading and unloading opportunities for all vehicles (especially larger ones) by removing parking at or near junctions; and
- Improve conditions for sustainable travel modes – the Kelham Island/Neepsend parking scheme includes restrictions that enable improved facilities for walking and cycling, as well as ensuring that public transport is not impeded by inappropriate parking.
- Following the initial consultation, not implement the pay and display element in Neepsend at this time due to a plan to undertake additional work with businesses in Neepsend to see how the effects of the original scheme could be mitigated.

6.2 It is therefore recommended that Committee:

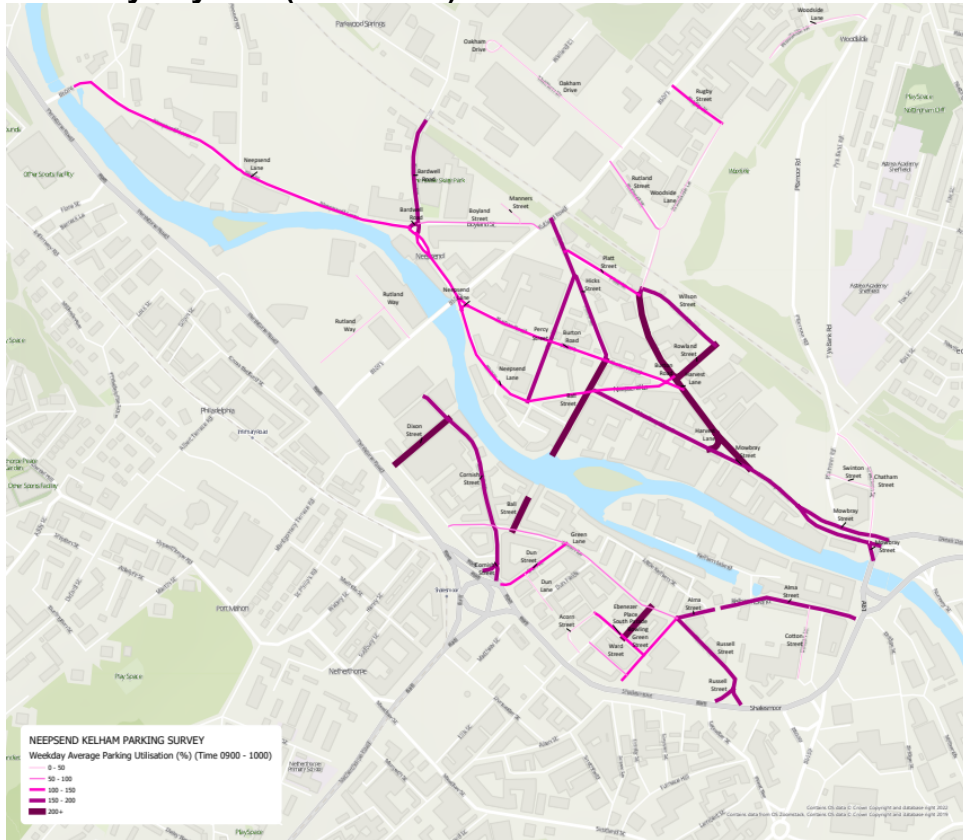
- Consider the objections to the proposed Traffic Regulation Orders associated with the Kelham Island parking scheme and 'loading and waiting' restrictions in Neepsend;

- Having regard to those objections, approve the making of the amended Traffic Regulation Order, in accordance with the Road Traffic Regulation Act 1984;
- Note that all respondents will then be informed accordingly;
- Note that the use of a Temporary Traffic Regulation Order made pursuant to an officer decision will help manage the implementation of the scheme, using 'tow away' powers if necessary; and
- Note that there will be additional engagement with businesses within the Neepsend area to see how the effects of the originally proposed permit scheme could be reduced

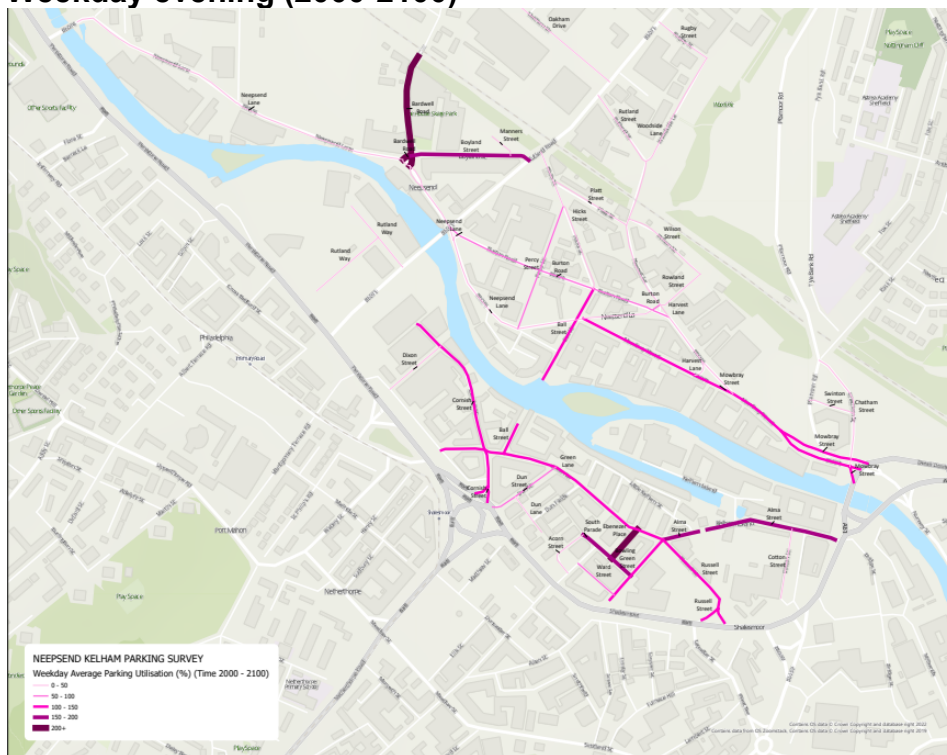
Appendix A: Kelham Island and Neepsend parking zone plan and consultation leaflet (Separate document)

Appendix B: Sample parking demand maps. The plans show the results of the parking survey as a percentage of new spaces available. Higher demand is shown by thicker, darker lines.

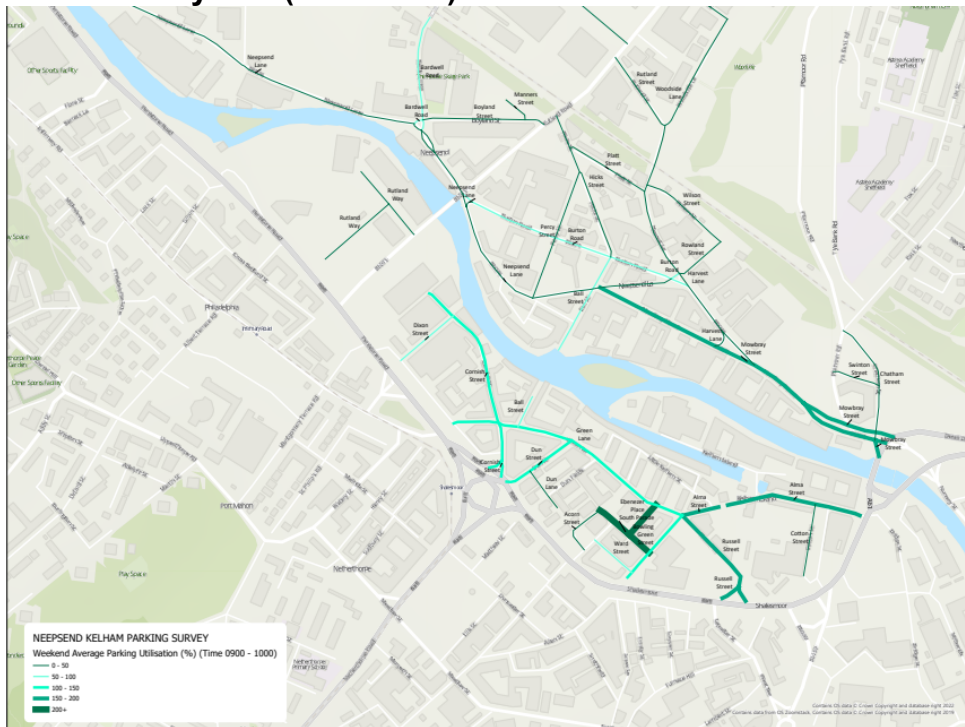
Weekday daytime (0900-1000)



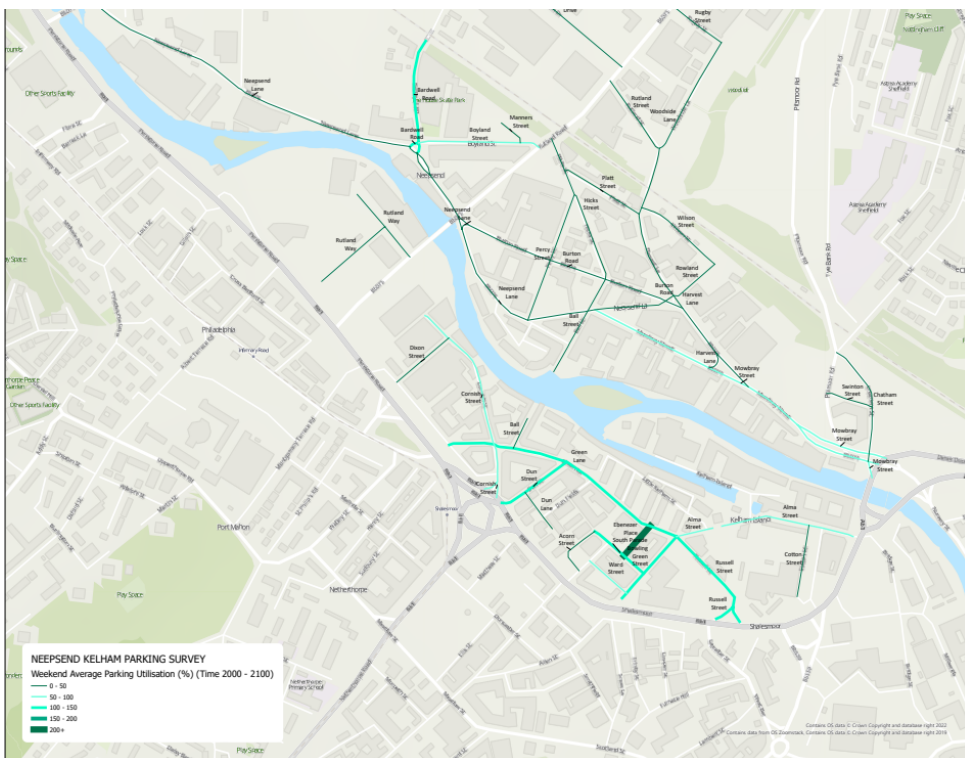
Weekday evening (2000-2100)



Weekend daytime (0900-1000)



Weekend evening (2000-2100)



Appendix C: Kelham.Neepsend residents and business feedback report (separate document)

Appendix D: Objections received from Citizen Space survey (Separate document)

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KELHAM ISLAND & NEEPSSEND

PARKING SCHEME

WHY INTRODUCE A PARKING SCHEME?

The Kelham Island and Neepsend areas are popular for long stay commuter parking because they are close to the city centre and parking is free and unrestricted. This leads to a lack of parking opportunities for customers of local businesses as well as for residents.

In response to representations from local businesses and residents, the council proposes to introduce a controlled parking scheme that would operate seven days a week between the hours of 8.00am and 8.30pm throughout the area.

The marked bays would allow for both pay & display and permit holder parking. All other sections of the road that are not marked up for parking will have a no waiting at any time restriction (i.e. double yellow lines). Residents who do not live in a car free development could apply for one resident parking permit per household. Businesses could apply for up to two businesses parking permits. Further information on types of permit, eligibility and how to apply can be found at the www.sheffield.gov.uk/home/parking under parking permits.

The proposed pay and display parking charges and permit prices are shown on the plan in the centre of this leaflet.

FREQUENTLY ASKED QUESTIONS

Why are you doing this now when everything will change if the Connecting Sheffield: Neepsend - Kelham - City Centre scheme goes ahead?

This scheme has been developed in tandem with the parking scheme as the parking and waiting restrictions needed for each are essentially the same. Should the Connecting Sheffield scheme go ahead there would be

minimal changes to the parking and waiting restrictions proposed in this leaflet, but there will be further consultation on the proposed new/changes to one ways, new bus gates etc. in the area.

Will the parking scheme guarantee I will get a parking space?

It is not possible to guarantee a space even with a permit. However, the proposed parking controls would make it easier to find a space by reducing the numbers of commuters who take advantage of the free parking to park all day.

I live in a car free development, why can't I have a parking permit?

Some developments within the proposed parking scheme have been granted planning consent on the grounds that they would be car free. As such residents of these properties are not eligible for a parking permit. A list of car free developments in Kelham Island and Neepsend is shown on the plan in the centre of this leaflet.

I pay council and vehicle tax, why do I have to pay for a permit as well?

Your council tax pays for a wide range of essential services required by all residents across the City. This scheme is an additional service over and above the Council's basic provision and is specifically designed to help you and your neighbours.

For these reasons we believe that the people who benefit should pay towards the costs. The money from parking charges and permits would go towards the cost of administering the permit scheme, enforcement and towards developing similar schemes in other areas of the City.





KELHAM ISLAND & NEEPSSEND

PARKING SCHEME

Proposed parking charges

Monday - Saturday	8.00am - 8.30pm	£1.30 per hour £6.50 all day
Monday - Saturday	4.30pm - 8.30pm	£2.00
Sunday	8.00am - 8.30pm	£2.00 all day

Proposed permit types and costs

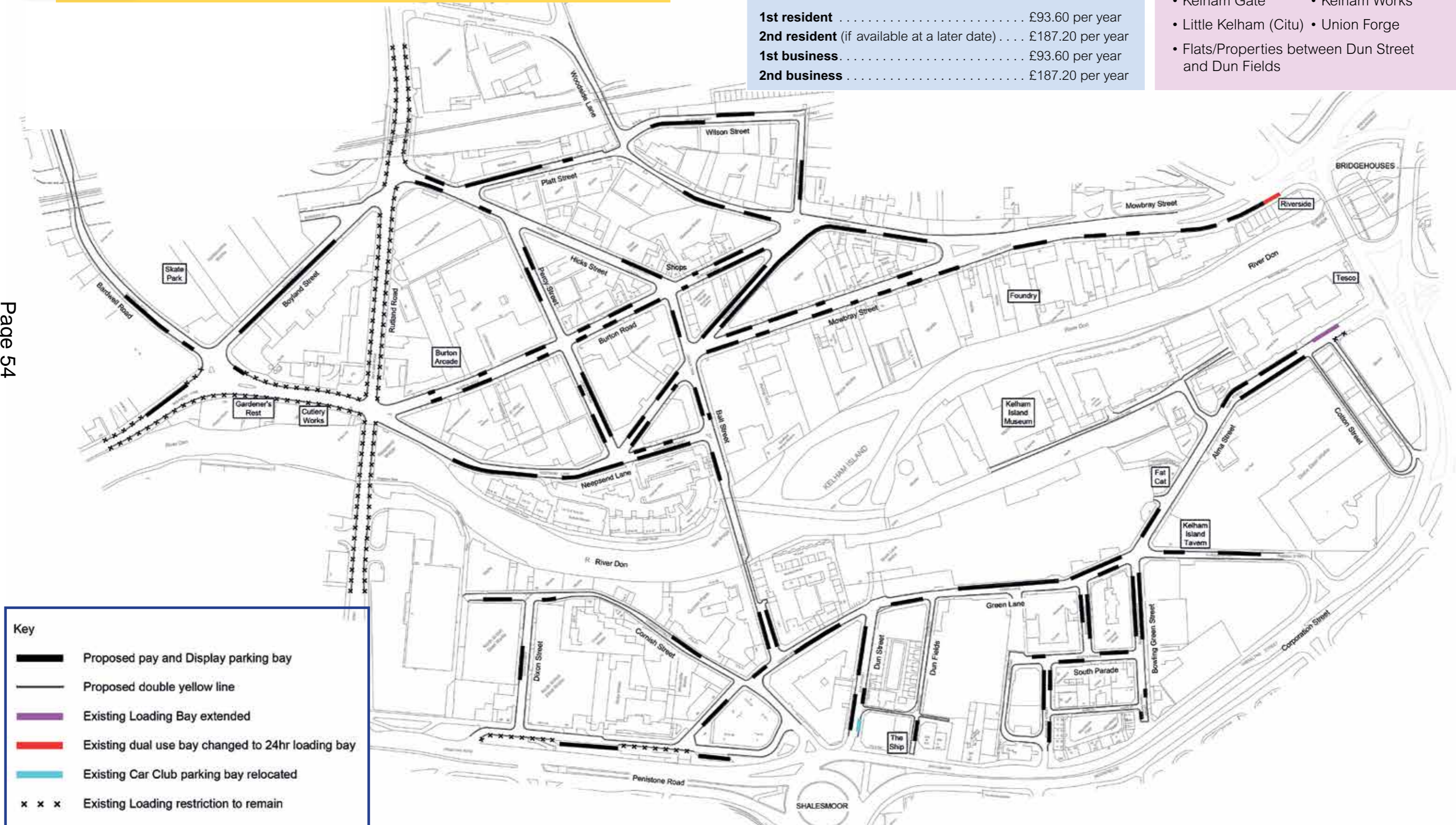
1st resident	£93.60 per year
2nd resident (if available at a later date)	£187.20 per year
1st business	£93.60 per year
2nd business	£187.20 per year

List of car free developments

Residents living in the following "car free" developments are not eligible for a parking permit:

- Brewery Wharf
- Daisy Spring Works
- Dun Works
- Great Central
- Kelham Gate
- Kelham Works
- Little Kelham (Citu)
- Union Forge
- Flats/Properties between Dun Street and Dun Fields

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Key

- Proposed pay and Display parking bay
- Proposed double yellow line
- Existing Loading Bay extended
- Existing dual use bay changed to 24hr loading bay
- Existing Car Club parking bay relocated
- Existing Loading restriction to remain

What about my visitors?

Visitors would be able to park in a parking bay and either pay the relevant parking charge or display a visitor parking permit which are available for purchase by residents within the parking scheme. Trade visitors could apply for a trade parking permit voucher if they are doing work at a property within the parking scheme, this allows them to park in any bay signed for the use of permit holders in the parking scheme.

Why are you proposing less parking than there is now?

Currently some parking is on the footway or on both sides of narrow roads. This can obstruct people, especially those using wheelchairs or with pushchairs, can damage pipes and cables buried in the footway and block access for larger vehicles.

Parking spaces can only go where they are completely on the carriageway and leave enough space for a large vehicle such as a Fire Engine or delivery lorry to pass.

As a consequence the number of parking "spaces" in the area would be less than it is now.

FURTHER INFORMATION

Answers to further frequently asked questions, a plan showing a detailed layout of parking bays and double yellow lines together with information regarding the Traffic Regulation Order relating to this parking scheme can be found on the council's website at,

<https://www.sheffield.gov.uk/home/roads-pavements/road-improvement-requests>

HAVE YOUR SAY

We want to know what you think about these proposed changes, please let us know by completing the survey which can be found at <https://sheffield.citizenspace.com/place/kinps>

If you have any questions that aren't covered by this leaflet or the information on the webpage you can contact us by e-mail at parkingschemes@sheffield.gov.uk or

write to us at:

**Strategic Transport,
Sustainability and Infrastructure,
Floor 5, Howden House, 1 Union Street,
Sheffield, S1 2SH**

by **24 FEBRUARY 2022**
quoting reference **KINPS**.

Please note that if you make comment or object you are giving your consent for the council to process your personal information. This information will only be used in relation to the above proposed works and will not be shared with anyone else without your express permission.

WHAT HAPPENS NEXT?

All comments and objections will be investigated. A report will then be made to the Executive Member for Climate Change, Environment and Transport. This will set out details of all comments and objection and detail the investigation into the issues raised. The Executive Member will decide what happens next based on this report. Everyone who made a comment or objected will be notified once this decision has been made.

This document can be supplied in alternative formats,
please contact 0114 273 4567

Sheffield City Council
Strategic Transport, Sustainability and Infrastructure
www.sheffield.gov.uk

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Kelham Island and Neepsend Parking Scheme

Consultation Feedback Analysis Report

November 2022

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Kelham Island and Neepsend Parking Scheme Consultation Feedback Analysis Report

1. Introduction

1.1 Overview

The Kelham Island and Neepsend areas of Sheffield are popular for long stay commuter parking because they are close to the city centre and parking is free and unrestricted. This leads to a lack of parking opportunities for customers of local businesses as well as for residents. In response to representations from local businesses and residents, Sheffield City Council proposes to introduce a controlled parking scheme that would operate seven days a week between the hours of 8.00am and 8.30pm throughout the area.

A six-week public consultation was held on these proposals by Sheffield City Council between the 27th January 2022 and the 24th February 2022.

1.2 Proposed Measures

Within the controlled parking scheme, the following measures would be implemented:

- Marked bays would allow for both pay & display and permit holder parking.
- All other sections of the road that are not marked up for parking would have a no waiting at any time restriction (i.e. double yellow lines).
- Residents who do not live in a car free development could apply for one resident parking permit per household.
- Businesses could apply for up to two business parking permits.

The Kelham Island and Neepsend parking zone would cover the area between:

- The Inner Ring Road, Rutland Road and the railway line to the north of Neepsend except for Pitsmoor Road, Chatham Street and Swinton Street.
- Bardwell Street, Boyland Lane, Manners Street and the part of Neepsend Lane outside the Cutlery Works would also be in the zone.

1.3 Publicising the Consultation

Details of the proposed scheme were shared on Sheffield City Council's website at <https://www.sheffield.gov.uk/parking/new-parking-zones>. This gave people the opportunity to read further details about the proposals before providing feedback.

Within the consultation period, advertisements notifying people of the consultation were distributed to a consultation area which comprised 8519 addresses, see appendix 1. A notice of the consultation was also advertised in the Sheffield Star and through local on-street notices. On behalf of Sheffield City Council, Counter Context sent emails to 158 key stakeholders informing them of the beginning of the consultation period and highlighting ways that people were able to provide feedback. The list of key stakeholders included local businesses, organisations and groups operating within the area, see appendix 2.

1.4 Responses to the Consultation

A total of 705 people provided feedback to the consultation. 666 responses were provided via a Citizen Space Survey (see appendix 3) hosted on the Sheffield City Council website which opened on the 27th January 2022 and closed on 24th February 2022. The remaining 39 responses were received as emails. The ways in which responses were shared is outlined below.

Table 1: Number of Consultation Responses Received

Consultation Response Received	Total
Online Survey	666
Email	39
Total	705

The online Citizen Space survey consisted of 16 questions for all respondents. However, if the respondent selected that they were a local business owner, they were asked a further five questions. These additional five questions asked for further information about business/operational and employee vehicle parking. All respondents were asked three open questions which provided the opportunity to offer more detailed feedback. It is worth noting that the online survey created different conditional response paths depending on respondent answers.

1.5 Open questions

Within the survey distributed, three open questions were asked:

- I. Please use the space below to tell us about your parking problems.
- II. Please use the space below for any further comments you may have.
- III. Please use the space below to tell us why you are objecting.

As the open questions provided space for people to share their views rather than asking for feedback on specific aspects of the scheme through closed questions, respondents tended to comment on more than one aspect of the scheme.

Our analysis of the feedback has been categorised by theme to allow us to provide an overall picture of how people feel about the scheme and about specific aspects of the scheme. It is, therefore, the case that the number of comments exceeds the number of respondents.

It is worth noting that the feedback received came from a self-selecting group of local residents and businesses who chose to respond to the survey. In our experience, people who provide feedback regarding proposed schemes usually feel strongly one way or another about the proposals which are under consultation and are more motivated to ask questions and provide feedback than people who choose not to complete a survey or send an email.

1.6 Respondent Categories

In order to differentiate between responses received and better understand the feedback, respondents were assigned to one of nine categories based on the information they provided through the survey. The categories included:

1. Kelham Residents
2. Kelham Business
3. Neepsend Residents
4. Neepsend Business
5. Occupiers of Car Free Developments
6. Business (unidentified location)
7. Visitor
8. Commuter
9. Non Kelham-Neepsend Resident (self-identified)

Kelham Residents and Kelham Business:

Defined according to respondent's provided address and selected reason for parking. If one of the following streets was provided as an address, they were categorised as Kelham, provided that the address was not a car free development within Kelham. Within the survey, respondents were also asked to select a reason for parking. Respondents categorised as *Kelham Residents* identified their reason for parking as *Resident*. Respondents

categorised as *Kelham Business* identified their reason for parking as either *Local Business Owner* or *Work at a Local Business*.

- Green Lane
- Cornish Street
- Rutland Road
- Green Lane
- Cornish Street
- Cornish Place
- Cornish Square
- Green Lane
- Russell Street
- Shalesmoor
- Eagle Lane
- Horseman Lane
- Bakers Yard
- Little Kelham Street
- Cotton Mill Walk
- Acorn Street
- Birch Landing
- Horseman Square
- Silk Mill Gardens
- Kelham Island
- Alma Street
- Kelham Square
- South Parade
- Bowling Green Street

Neepsend Residents and Neepsend Business:

Defined according to respondent's provided address and selected reason for parking. If one of the following streets was provided as an address, they were categorised as Neepsend, provided that the address was not a car free development within Neepsend. Within the survey, respondents were also asked to select a reason for parking. Respondents categorised as *Neepsend Residents* identified their reason for parking as *Resident*. Respondents categorised as *Neepsend Business* identified their reason for parking as either *Local Business Owner* or *Work at a Local Business*.

- Lancaster Street
- Neepsend Lane
- Adelaide Lane
- Bardwell Road
- Rutland Road (also Kelham)
- Percy Street
- Burton Road
- Hicks Street
- Club Mill Road
- Platt Street
- Ball Street (also Kelham)
- Wilson Street
- Harvest Lane
- Mowbray Street
- Chatham Street

Occupiers of Car Free Developments:

Defined according to respondent's provided address and selected reason for parking. If one of the following residences was provided, and the selected reason for parking was *Resident*, the respondent was categorised as *Car Free Development*. In some cases, respondents provided further information which allowed us to categorise them as living in a car free development. For example, in some instances, a respondent's comment explicitly stated that they lived locally in a residence which would be deemed ineligible for the proposed permits.

- Brewery Wharf
- Daisy Spring Works
- Dun Works
- Flats/Properties between Dun Street and Dun Fields
- Great Central
- Kelham Gate
- Kelham Works
- Little Kelham
- Union Forge
- Dun Street/Fields/Lane

Business (unidentified location)

Defined according to respondent's provided address and selected reason for parking. The selected reason for parking was either *Local Business Owner* or *Work at a Local Business*. However, addresses provided were often personal residences which were not situated in either Kelham or Neepsend. Despite this, many of these are considered likely to be local businesses in Kelham or Neepsend according to their open responses.

Visitor

Defined according to the selected reason for parking. Respondent was categorised as *Visitor* if their selected reason for parking was *Visitor*.

Commuter

Defined according to the selected reason for parking. Respondent was categorised as *Commuter* if their selected reason for parking was *Commuter*.

Non Kelham-Neepsend Resident (self-identified)

Defined according to the respondent's provided address and selected reason for parking. These respondents identified themselves as being a resident, however, their given address was outside of the Kelham and Neepsend area. The respondent was therefore categorised as *Non Kelham-Neepsend Resident (self-identified)* if their selected reason for parking was *Resident* despite their provided address being situated in neither Kelham nor Neepsend.

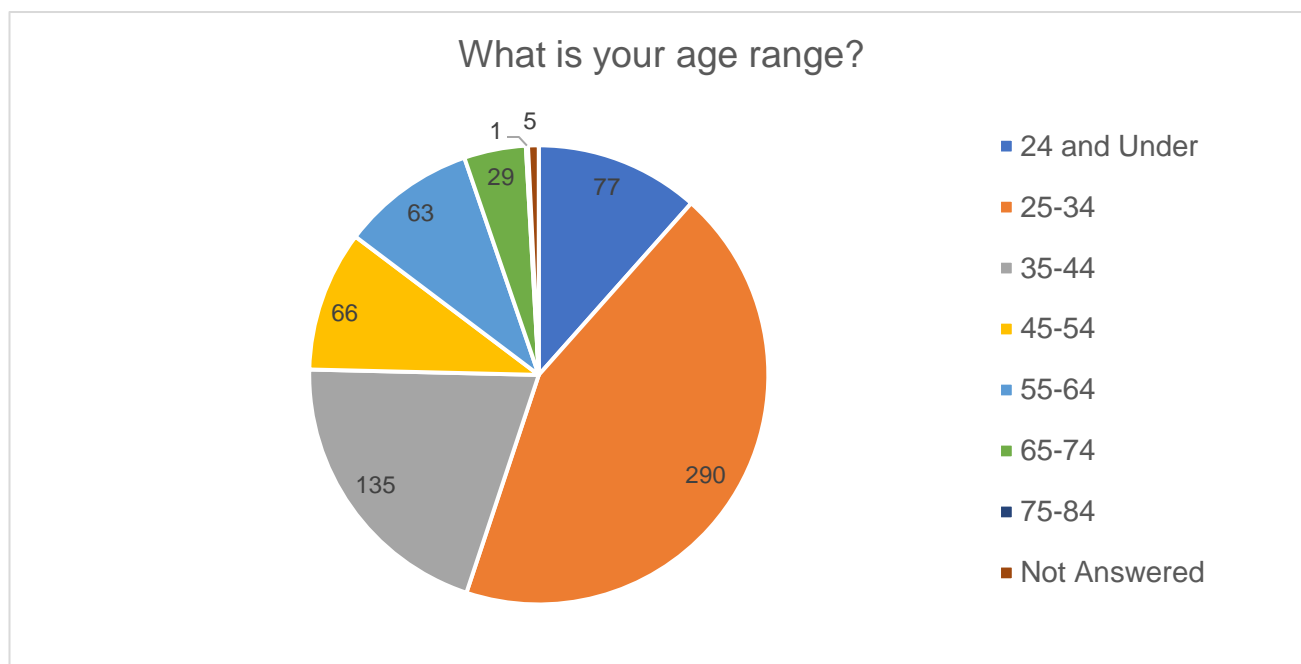
2. Feedback Analysis - Closed Questions

2.1 About the Respondents

The results of key closed questions asked within the survey have been illustrated below. This section highlights survey representation according to the age of respondents and respondent categories. This section also illustrates the normal parking spot used by respondents and respondent opposition towards the scheme. This information is helpful in further contextualising the open question responses which are listed later within the report.

Age of survey respondents

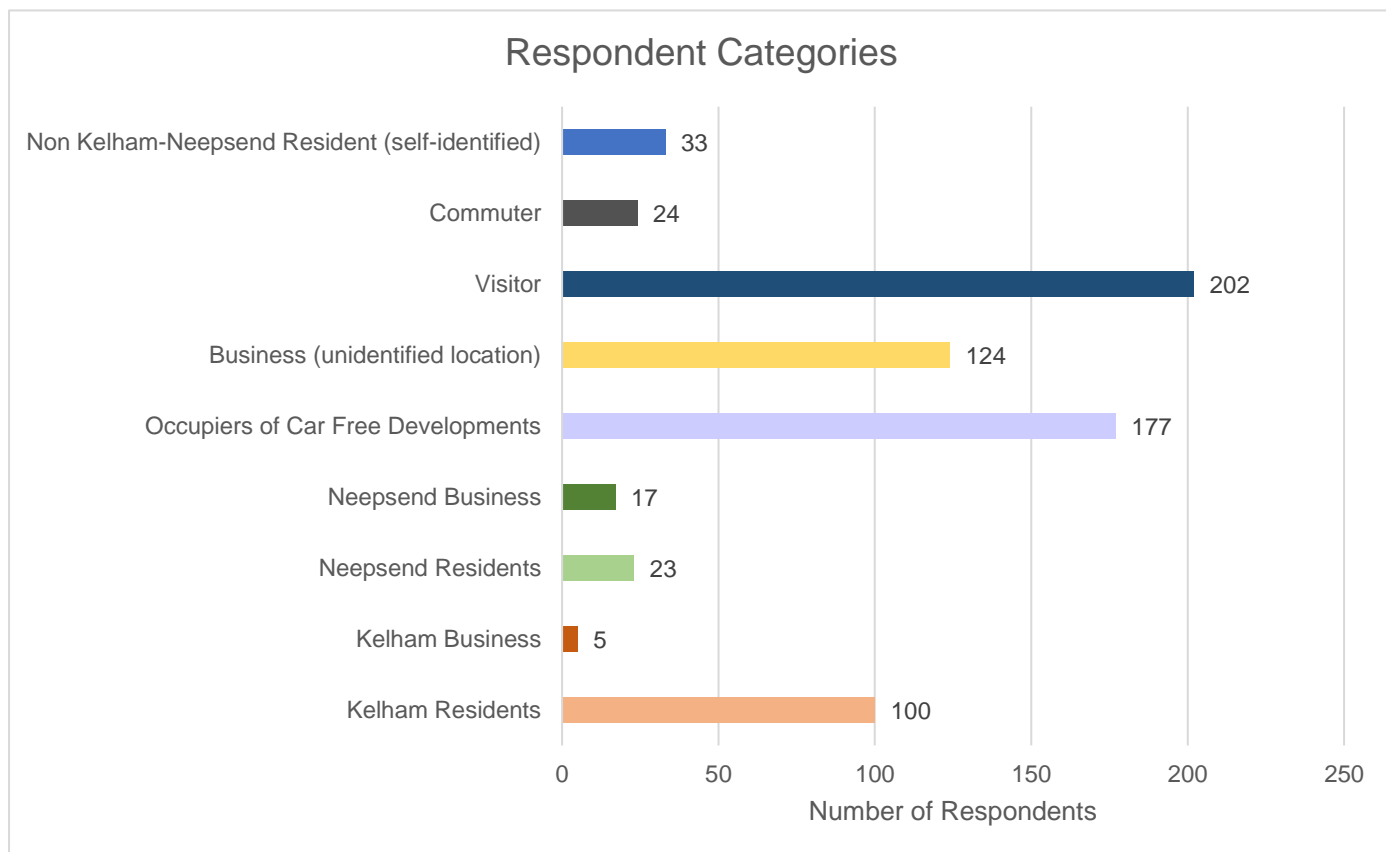
Of the 666 respondents to the online survey, the majority of these were **25-34 years old**, (290 respondents or 44% of survey responses). The second largest group of respondents, according to age, was **35-44 year olds**, (135 respondents or 20% of survey responses). The remainder of the age categories each comprised either 12% or less of total responses.



Respondent Age:	24 and Under	25-34	35-44	45-54	55-64	65-74	75-84	Not Answered
Number of Respondents:	77	290	135	66	63	29	1	5

Respondent category representation

Of the 705 total feedback responses received, both via email and the online feedback form, the majority of these respondents were **Visitors** (202 respondents or 29% of total respondents). There were 178 respondents from the category **Occupiers of Car Free Developments** (25% of total respondents). 124 Respondents were categorised as **Business (Unidentified location)** (18% of total respondents) whilst 100 Respondents were categorised as **Kelham Residents** (14% of total respondents).

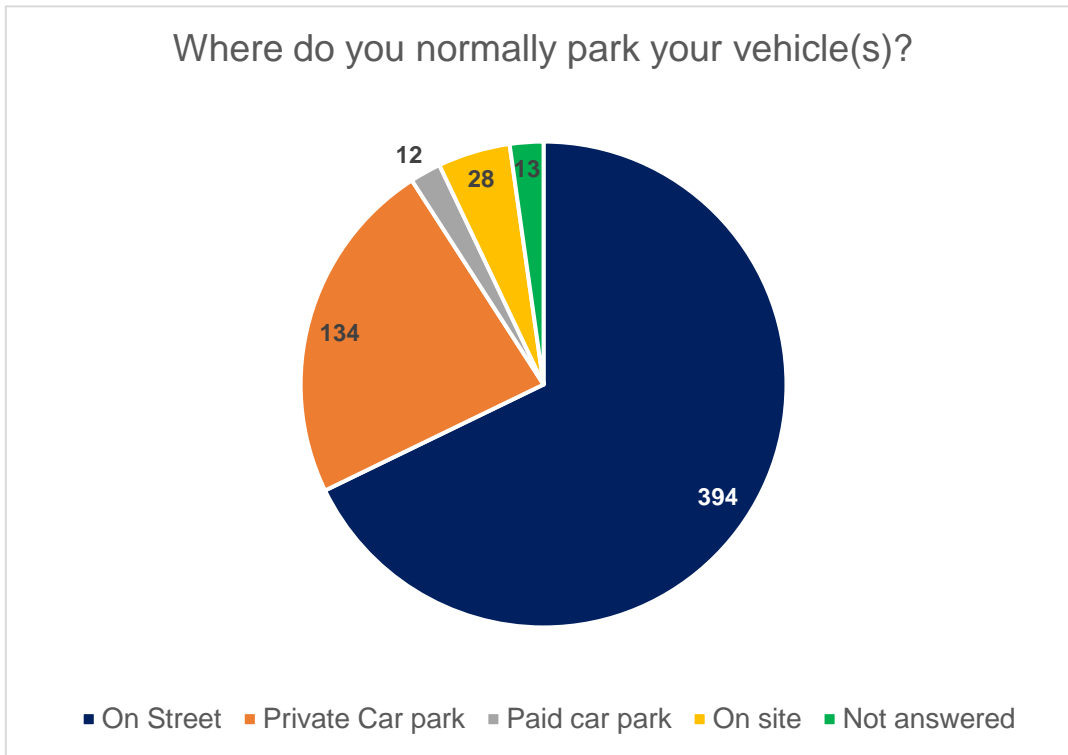


Respondent Category	Number of Respondents
Kelham Residents	100
Kelham Business	5
Neepsend Residents	23
Neepsend Business	17
Occupiers of Car Free Developments	177
Business (unidentified location)	124
Visitor	202
Commuter	24
Non Kelham-Neepsend Resident (self-identified)	33
Total	705

Where do you normally park your vehicle(s)?

Respondents were asked about the location in which they parked their car(s). Since respondents were able to select the location of parking for more than one car, and some respondents did not answer this question, the number of responses does not match the number of respondents (666 respondents).

Within all respondent categories, the most frequently selected normal parking spot was **On Street** (selected 394 times). The second most frequently selected option was **Private Car Park** (selected 134 times).

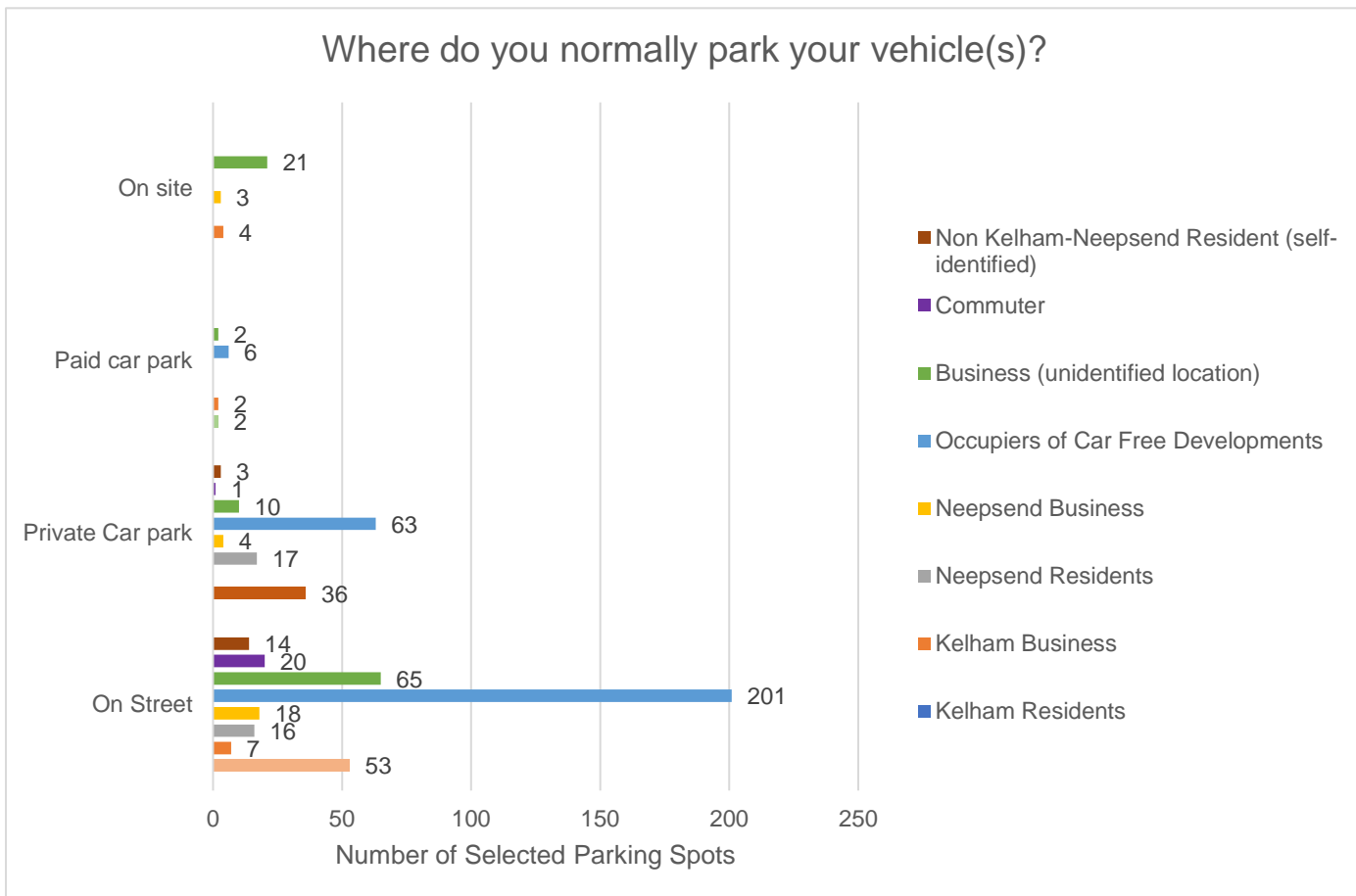


Usual Parking Location:	On Street	Private Car Park	Paid Car Park	On Site	Not Answered
Total selected parking spots used by respondents:	394	134	12	28	13
Percentage of total car parking spots used by respondents:	68%	23%	2%	5%	2%

Normal parking spot used by respondent categories

Occupiers of Car Free Developments (201 respondents) were those that most frequently selected their parking space as **On Street Parking**. **Business (unidentified location)** (65 respondents) was the category of respondent which also frequently selected their parking space as **On Street**. The least frequently selected category by respondents was **Paid Car Park** as a total of 12 respondents selected this option.

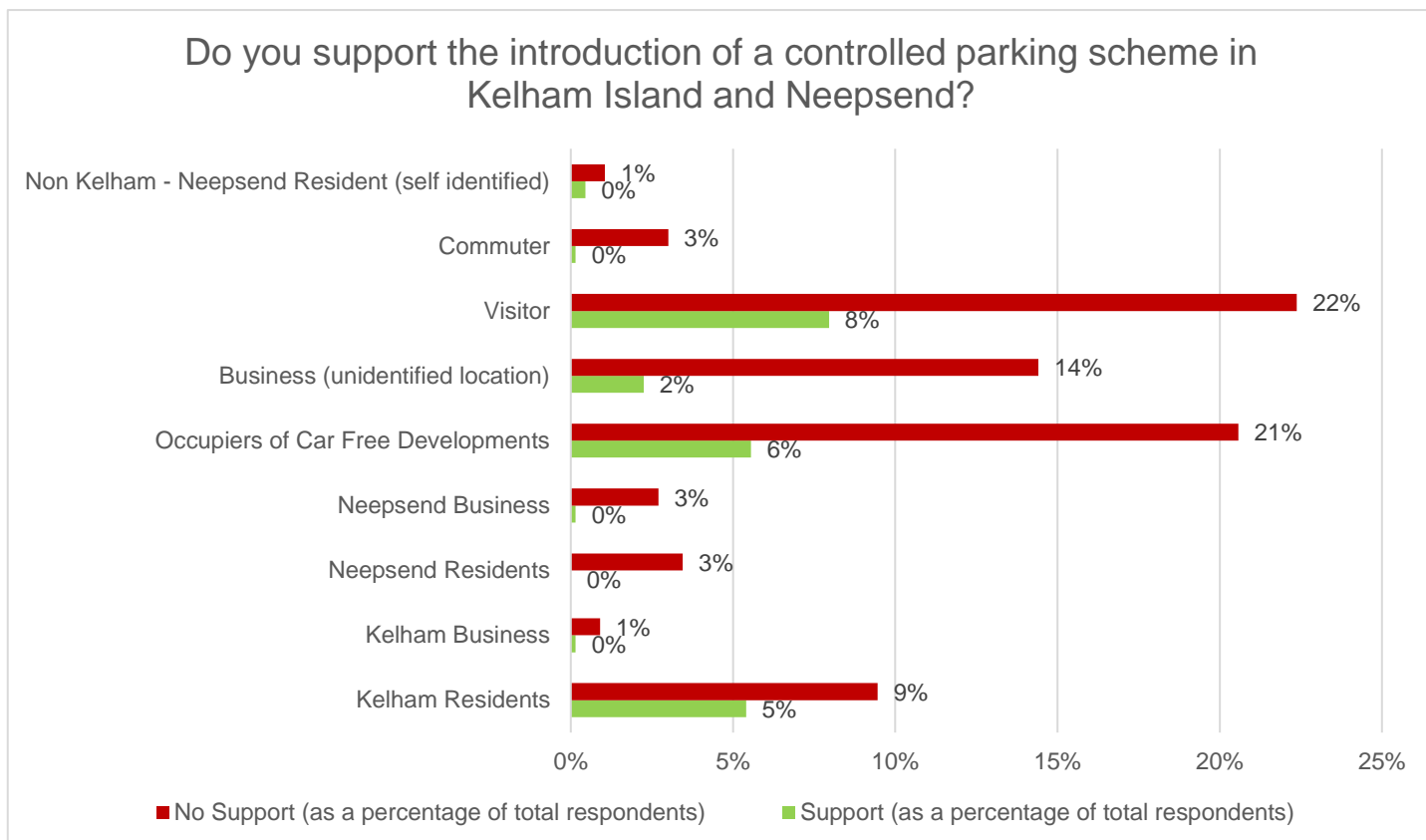
There were 13 respondents who did not answer this question and this lack of response is not represented in this graph.



User	On Street	Private Car park	Paid car park	On site
Kelham Residents	53	36	2	0
Kelham Business	7	0	2	4
Neepsend Residents	16	17	0	0
Neepsend Business	18	4	0	3
Occupiers of Car Free Developments	201	63	6	0
Business (unidentified location)	65	10	2	21
Commuter	20	1	0	0
Non Kelham-Neepsend Resident (self-identified)	14	3	0	0
Total	394	134	12	28

Do you support the introduction of a controlled parking scheme in Kelham Island and Neepsend?

666 respondents answered this question. Their responses have been grouped according to the respondent's selected reason for parking. Overall, every category of respondent expressed opposition towards the scheme. Groups with the highest levels of opposition were **Commuters** (95% opposition) and respondents that work at a **local business** (94% opposition). The lowest level of opposition to the scheme was **Visitors** as 74% of Visitors selected that they do not support the introduction of a controlled parking scheme.



User	Support	Support (as a percentage of total respondents)	No Support	No Support (as a percentage of total respondents)
Kelham Residents	36	5%	63	9%
Kelham Business	1	0%	6	1%
Neepsend Residents	0	0%	23	3%
Neepsend Business	1	0%	18	3%
Occupiers of Car Free Developments	37	6%	137	21%
Business (unidentified location)	15	2%	96	14%
Visitor	53	8%	149	22%
Commuter	1	0%	20	3%
Non Kelham - Neepsend Resident (self-identified)	3	0%	7	1%
Total	147	22%	519	78%

3. Feedback Analysis - Open Questions

An extensive summary of the main issues raised by respondents through the open-ended questions in the online survey is provided below in tables. The tables list key themes that arose. Feedback from each open question is also split into separate tables according to respondent categories to provide more detailed analysis. Analysis considers both those responses received via the online feedback form and also via email.

3.1 Summary of Feedback Received in Response to the Question: “Please use the space below to tell us about your parking problems.”

The first question analysed is outlined below:

- **Please use the space below to tell us about your parking problems.**

Across all respondent categories, many respondents commented that existing parking is limited and insufficient and this can often make parking difficult for them. However, many respondents also expressed the perception that the proposed parking scheme would exacerbate parking problems. There was a significant number of respondents who stated that existing parking is adequate and the scheme is therefore unnecessary.

Respondent category: Kelham Residents

Total Respondents: 99

Parking problems
<ul style="list-style-type: none">• 43 Respondents commented that existing parking space is limited and insufficient.• 18 Respondents commented that the proposed parking scheme would exacerbate parking problems.• 14 Respondents commented that existing parking is adequate and the scheme is therefore unnecessary.• 8 Respondents commented that there is not enough parking space for residents.• 7 Respondents commented that parking is difficult to secure due to competition from commuters.• 6 Respondents expressed concerns regarding security in the surrounding areas.• 5 Respondents commented that it is difficult for guests/visitors of residents to find a parking space.• 5 Respondents commented that existing parking tends to be adequate.• 5 Respondents expressed that private parking in car free developments creates a number of problems since it is expensive and limited.• 3 Respondents commented that dangerous, obstructive parking is a problem.• 2 Respondents commented that on street parking is busy.• 2 Respondents commented that double yellow lines will not deter anybody in Kelham since parking wardens are few and far between.• 1 Respondent expressed that the main difficulties associated with parking occur during the day.• 1 Respondent commented that there is not enough parking designated for new builds.• 1 Respondent commented that it is difficult for elderly visitors and trade vehicles to park close to properties due to current parking restrictions.
General Comments regarding the proposed scheme: Negative
<ul style="list-style-type: none">• 1 Respondent commented that the proposed area is too large.• 1 Respondent expressed general opposition to the proposed scheme.• 1 Respondent commented that two permits should be an option for residents.• 1 Respondent commented that there should be more available visitor parking permits.• 1 Respondent expressed that a majority of the residents in Moorfield Flats are asylum seekers, benefits or low incomes; it is homeless temporary housing. If they have a car that

they need yet won't be able to pay to park their car on the street it would have a further negative impact.

General comments regarding the proposed scheme: Positive

- 1 Respondent supports the introduction of a parking management scheme.
- 3 Respondents expressed that permit parking will improve the parking situation.

Respondent category: Kelham Business

Total Respondents: 7

Parking problems

- 3 Respondents commented that existing parking space is limited and insufficient.
- 2 Respondents commented that parking spaces are difficult to ascertain due to competition from commuters.
- 1 Respondent commented that the proposed parking scheme would exacerbate parking problems.
- 1 Respondent commented that dangerous, obstructive parking is a problem.
- 1 Respondent commented that their business operates from Watson house where they have 2-3 vehicles plus visitors, clients collections and deliveries on a daily basis.
- 1 Respondent commented that the Foundry Climbing Centre has a small car park for members and staff to use. Several years ago they installed a parking management scheme to restrict people not using the business from taking up the limited spaces. This had a positive impact for members and staff as they could use the 20 spaces available. There is still an overspill from the car park onto Mowbray Street and at peak times surrounding roads.
- 1 Respondent commented that parking is difficult due to road works and construction.

Respondent category: Neepsend Residents

Total Respondents: 23

Parking problems

- 10 Respondents commented that existing parking is adequate and the scheme is therefore unnecessary.
- 7 Respondents commented that the proposed parking scheme would exacerbate parking problems.
- 3 Respondents commented that existing parking tends to be adequate.
- 2 Respondents commented that existing parking space is limited and insufficient.
- 2 Respondents expressed concerns regarding security in the surrounding areas.
- 1 Respondent commented that there is not enough parking space for residents.
- 1 Respondent commented that it is difficult for guests/visitors of residents to find a parking space.
- 1 Respondent expressed that the main difficulties associated with parking occur during the day.
- 1 Respondent commented that it is difficult for guests/visitors of residents to find a parking space.
- 1 Respondent commented that there is not enough parking space for residents.
- 1 Respondent commented that there is limited private parking.
- 1 Respondent commented that the proposed scheme will worsen the parking situation and negatively affect the respondent's mental health.

General Comments regarding the proposed scheme: Negative

- 5 Respondents commented that parking should be free for residents.
- 1 Respondent commented that Sheffield City Council has not provided a number of details such as when the proposed scheme would come in to effect and the specifics of permit applications.

Respondent category: Neepsend Business

Total Respondents: 19

Parking problems

- 6 Respondents commented that existing parking tends to be adequate.
- 6 Respondents commented that the proposed parking scheme would exacerbate parking problems.
- 4 Respondents commented that existing parking is adequate and the scheme is therefore unnecessary.
- 3 Respondents commented that existing parking space is limited and insufficient.
- 1 Respondent expressed concerns regarding security in the surrounding areas.
- 1 Respondent commented that the area is overpopulated.
- 1 Respondent commented that they repeatedly receive parking tickets.
- 1 Respondent struggles to park and unload.

General Comments regarding the proposed scheme: Negative

- 4 Respondents commented that parking should be available for local businesses.
- 2 Respondent expressed concern regarding the effect that the proposed scheme will have on business access.
- 1 Respondent commented that 2 parking permits is not sufficient.
- 1 Respondent commented that the small private car park used by other businesses in the building will become a territorial dispute.
- 1 Respondent commented that parking should not be a free for all.

Respondent category: Occupiers of Car Free Developments

Total Respondents: 174

Parking problems

- 45 Respondents commented that existing parking space is limited and insufficient.
- 43 Respondents commented that the proposed parking scheme would exacerbate parking problems.
- 32 Respondents commented that existing parking tends to be adequate.
- 23 Respondents commented that existing parking is adequate and the scheme is therefore unnecessary.
- 14 Respondents commented that it is difficult for guests/visitors of residents to find a parking space.
- 12 Respondents commented that parking is difficult to secure due to competition from commuters.
- 11 Respondents expressed that private parking in car free developments creates a number of problems since it is expensive and limited.
- 11 Respondents commented that they frequently have to park some distance away from their residence.
- 10 Respondents expressed concerns regarding security in the surrounding areas.
- 7 Respondents commented that residents are not prioritised for parking.
- 7 Respondents commented that there are too many single/double yellow lines in the surrounding areas.
- 5 Respondents commented that parking tends to be busy.
- 4 Respondents commented that there are not enough free parking options.
- 3 Respondents commented that builders and construction workers in the surrounding area take up a lot of parking spaces.
- 1 Respondent commented that there is not enough parking space for residents.
- 1 Respondent commented that dangerous, obstructive parking is a problem.
- 1 Respondent commented that infrastructure is poor in the surrounding area. E.g. there are no electric vehicle chargers.

- 1 Respondent commented that there are a lot of spaces on the road but they are not marked for parking which can be frustrating because then tickets are issued when the position of the car is not an obstruction of any sort.
- 1 Respondent commented that the timed areas are useless and a nuisance.
- 1 Respondent commented that when they purchased their property, they were told that they would be able to buy a second space in the development but this was not true.
- 1 Respondent commented that the parking situation increases risk to cyclists, pedestrians, families and impacts quality of life.
- 1 Respondent commented that their car free development was not advertised as car free when they bought the property.
- 1 Respondent expressed that Green Lane is always full at the end of the day.

General Comments regarding the proposed scheme: Negative

- 16 Respondents commented that parking should be free and available for local residents.
- 3 Respondents expressed the perception that the scheme is profit orientated.
- 1 Respondent commented that they would not be opposed to a resident permit scheme but they are opposed to a pay and display scheme.
- 1 Respondent commented that on street parking is essential for local residents.
- 1 Respondent commented that they have childcare visitors that need to park near her house and the parking scheme would increase this cost.
- 1 Respondent commented that the proposed scheme would damage local businesses.
- 1 Respondent objects to the notion that car free developments will not be eligible for a permit.
- 1 Respondent requested that Sheffield City Council consider amending the proposed scheme to allow homeowners in the local area to be able to apply for car permits.
- 2 Respondents commented that public transport networks require development.
- 1 Respondent requested visitor parking permits.
- 1 Respondent expressed that restrictions should be reduced so that they do not affect local businesses.

General comments regarding the proposed scheme: Positive

- 3 Respondents commented that permit parking will improve the parking situation.

Respondent category: Visitors

Total Respondents: 202

Parking problems

- 46 Respondents commented that existing parking space is limited and insufficient.
- 44 Respondents commented that existing parking is adequate and the scheme is therefore unnecessary.
- 19 Respondents commented that there is a lack of secure cycle parking.
- 18 Respondents commented that the proposed parking scheme would exacerbate parking problems.
- 8 Respondents commented that existing parking tends to be adequate.
- 6 Respondents commented that parking should be free and available for local residents.
- 5 Respondents expressed concerns regarding security in the surrounding areas.
- 5 Respondents commented that dangerous, obstructive parking is a problem.
- 3 Respondents commented that they frequently have to park away from their destination.
- 3 Respondents commented that there are too many single/double yellow lines.
- 3 Respondents expressed the perception that the scheme is profit orientated.
- 2 Respondents commented that there is a need for improved public transport networks.
- 2 Respondents commented that parking should be improved for disabled people.
- 1 Respondent commented that it is difficult for guests/visitors of residents to find a parking space.
- 1 Respondent commented that builders/construction workers are responsible for obstructive parking.
- 1 Respondent commented that there is insufficient access signage from Penistone Road.
- 1 Respondent commented that they have mobility problems and need to park nearby.
- 1 Respondent stated that along the road is narrow and dangerous.
- 1 Respondent stated that electric cycle parking is required.
- 1 Respondent stated that since the redevelopment of old business premises for residential use, there are far more vehicles in the area.
- 1 Respondent stated that it is difficult to work out where to park because of road closures.
- 1 Respondent commented that there are no green spaces at all.
- 1 Respondent commented that there are cars parked everywhere which appears very untidy.
- 1 Respondent commented that NHS staff use the surrounding areas for parking since the NHS charges for parking.
- 1 Respondent commented that there are no clear parking instructions in the surrounding area.

General Comments regarding the proposed scheme: Negative

- 45 Respondents expressed that proposed costs would be prohibitive and discourage people from visiting.
- 28 Respondents commented that limiting parking spaces would negatively impact local businesses.
- 1 Respondent that there must be provision made to dissuade long term parking.
- 1 Respondent commented that the proposed scheme would exacerbate inequalities by affecting parking availability and access for disabled people.
- 1 Respondent commented that limited parking is not caused by commuters.
- 1 Respondent expressed that restrictions should be limited.
- 1 Respondent asked whether they will be able to park for three hours.
- 1 Respondent thought that the Wickes car park could be used for parking in the evening.
- 1 Respondent commented that given the state of the roads, no one should be charged to park in the area.
- 1 Respondent commented that if Sheffield City Council consider parking a problem, they should consider converting derelict buildings into parking.

General comments regarding the proposed scheme: Positive

- 1 Respondent expressed that permit parking will improve the parking situation.

Respondent category: Business (Unidentified Location)

Total Respondents: 111

Parking problems

- 33 Respondents commented that existing parking is adequate and the scheme is therefore unnecessary.
- 26 Respondents commented that limited parking would negatively affect local businesses and employees.
- 23 Respondents commented that existing parking space is limited and insufficient.
- 18 Respondents commented that the proposed parking scheme would exacerbate parking problems.
- 5 Respondents commented that parking is difficult to secure due to competition from commuters.
- 5 Respondents commented that existing parking tends to be adequate.
- 5 Respondents commented that they frequently have to park far away from their destination.
- 4 Respondents commented that there are too many single/double yellow lines.
- 3 Respondents expressed concern regarding access for businesses.
- 2 Respondents expressed concerns regarding security in the surrounding areas.
- 2 Respondents expressed that private parking in car free developments creates a number of problems since it is expensive and limited.
- 1 Respondent commented that Neepsend is easier to park in than Kelham.
- 1 Respondent requested that double yellow lines starting outside the Tavern be extended to cover the entrance of The Gym Group Kelham Island.
- 1 Respondent commented that commuters are not responsible for limited parking spaces.
- 1 Respondent commented that visitors are unable to park easily.
- 1 Respondent commented that visitors park without consideration of business needs in the area.
- 1 Respondent commented that the number of cars parked along Alma Street makes the area less attractive and harder for employees to get to work.
- 1 Respondent expressed that parking is too restrictive around Neepsend Lane.

General Comments regarding the proposed scheme: Negative

- 16 Respondent commented that proposed costs will be prohibitive for businesses.
- 3 Respondents expressed the perception that the proposed scheme is profit orientated.
- 2 Respondents commented that permits should be available for local employees.
- 1 Respondent expressed that the proposed scheme will result in people trying to park in private company car parks.
- 1 Respondent expressed that this plan is unsustainable in the long term.
- 1 Respondent expressed concern regarding loading and unloading on business premises and the that proposed scheme would create issues.
- 1 Respondent would support modified restrictions.
- 1 Respondent asked:
 - a. How will the business permits be allocated?
 - b. Will all tenants be granted a permit and, if so, how do they use it?
 - c. How many per tenant?
 - d. Will the Complex have any allocated spaces on Burton Road and Percy Street?
 - e. As the operator of the Complex will we be allocated business permits for our own use or to can hand out to visitors for viewings?
- 1 Respondent commented that the number and size of the parking bays outside the Complex on Burton Road and Percy Street are reduced dramatically when compared to what there is now. We object to this as it will make it more difficult for the small business tenants to operate from their units if their employees, customers or visitors cannot park close to the Complex.
- 1 Respondent asked why have the number of parking bays been reduced on those sections of Burton Road and Percy Street, particularly on Burton Road?

Respondent category: Non Kelham-Neepsend Residents (Self-identified)

Total Respondents: 10

Parking problems

- 4 Respondents commented that existing parking space is limited and insufficient.
- 1 Respondent commented that public transport networks require development.
- 1 Respondent expressed concerns regarding security in the surrounding areas.

General Comments regarding the proposed scheme: Negative

- 2 Respondents commented that the proposed parking scheme would exacerbate parking problems.
- 1 Respondent commented that existing parking is adequate and the scheme is therefore unnecessary.
- 1 Respondent commented that proposed costs would be prohibitive for visiting the area.

Respondent category: Commuters

Total Respondents: 21

Parking problems

- 2 Respondents commented that there are not enough free parking options.
- 2 Respondent commented that public transport networks require development.
- 2 Respondents commented that there are a lack of alternative parking options.
- 1 Respondent commented that existing parking space is limited and insufficient.
- 1 Respondent commented that parking should be free and available for local residents.
- 1 Respondent commented that there is a lack of safe and secure cycle parking.
- 1 Respondent commented that they are an NHS worker and need the free parking.

General Comments regarding the proposed scheme: Negative

- 4 Respondents commented that the proposed parking scheme would exacerbate parking problems.
- 2 Respondents expressed the perception that the scheme is profit orientated.
- 1 Respondent commented that existing parking is adequate and the scheme is therefore unnecessary.
- 1 Respondent commented that limiting parking spaces would negatively affect local businesses and employees.

3.2 Key Themes Arising in Response to the Question: “Please use the space below to tell us about your parking problems.”

The graphs displayed below highlight the key themes which respondents referenced in their open question responses.

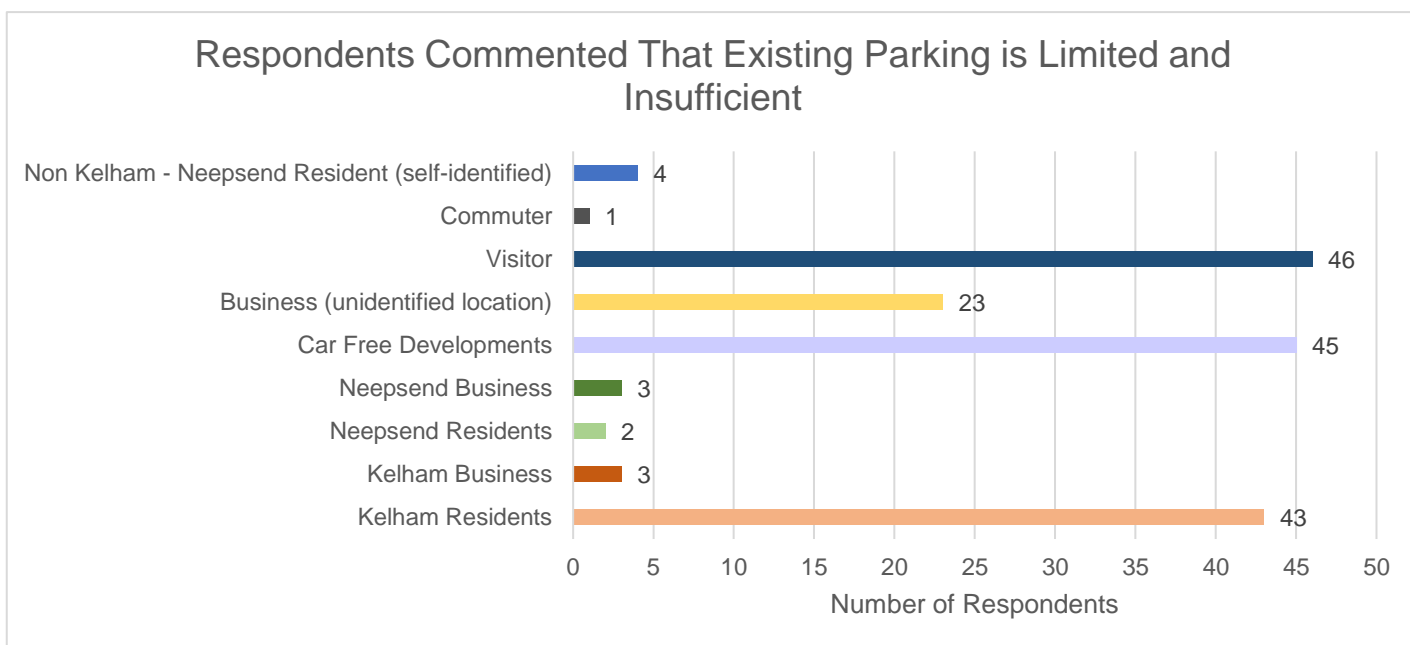
Within the online survey, respondents were asked:

- “Please use the space below to tell us about your parking problems.”

The responses to this open question expressed largely negative sentiment towards the proposed parking scheme. Although the responses contained some positive responses, the number of these comments was low and are therefore not included as graphs. Respondents generally expressed that the restrictions would cause problems for them, and make working, visiting and living in the area more difficult.

- Respondents commented that existing parking is limited and insufficient

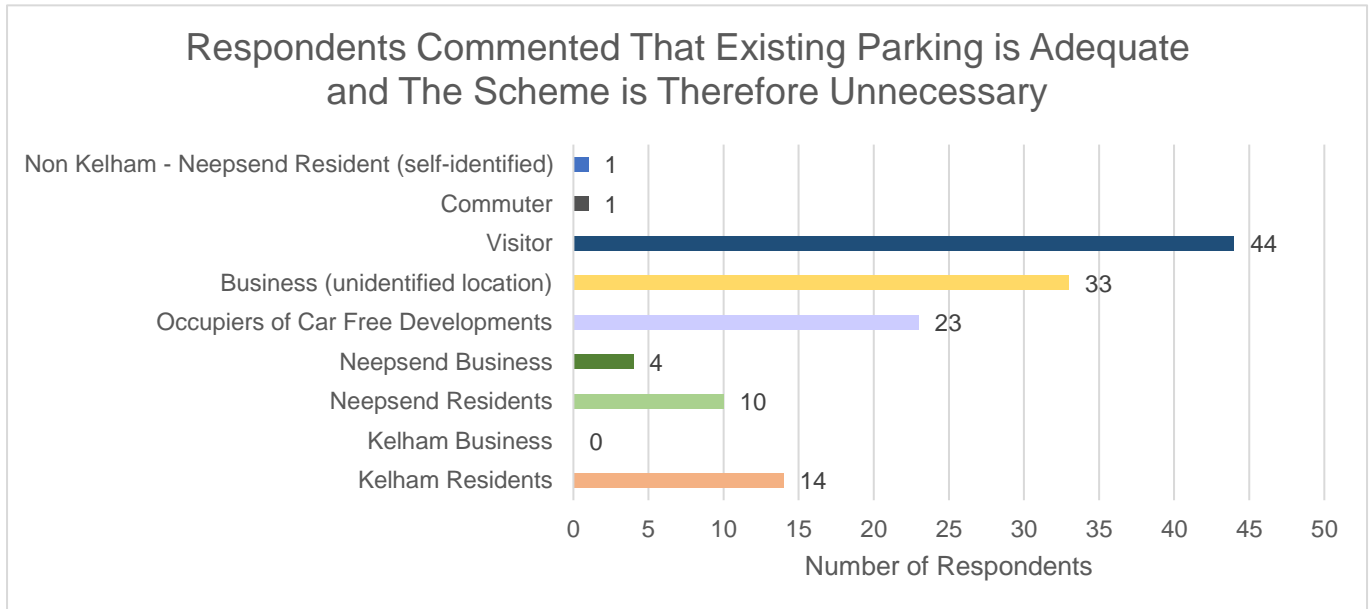
Overall, 170 respondents (26% of total respondents) expressed that existing parking is limited and insufficient. The majority of respondents that expressed this sentiment were **Visitors** (46 Respondents), **Occupiers of Car Free Developments** (45 Respondents) and **Kelham Residents** (43 Respondents).



Respondents Commented That Existing Parking Is Limited And Insufficient		
Category	Number of Respondents	Percentage of total Respondents
Kelham Residents	43	6%
Kelham Business	3	0%
Neepsend Residents	2	0%
Neepsend Business	3	0%
Occupiers of Car Free Developments	45	7%
Business (unidentified location)	23	3%
Visitor	46	7%
Commuter	1	0%
Non Kelham-Neepsend Resident (self-identified)	4	1%
Total comments	170	26%

- Respondents commented that existing parking is adequate and the scheme is therefore unnecessary

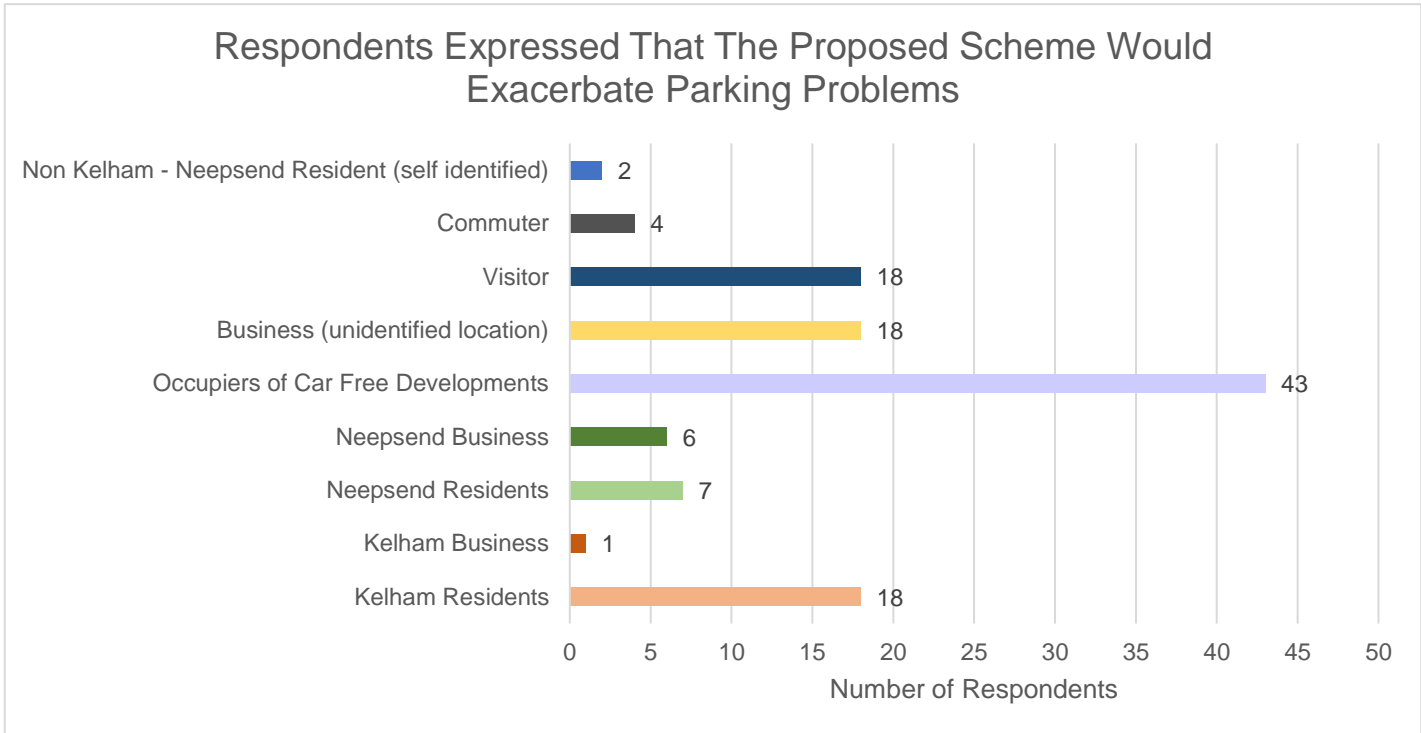
Overall, 130 Respondents commented that existing parking is adequate and the scheme is therefore unnecessary. The majority of these responses were **Visitors** (44 Respondents). 33 respondents from the category **Business (unidentified location)** and 23 respondents from the category **Occupiers of Car Free Developments** also commented that existing parking is adequate and the scheme is therefore unnecessary.



Respondents Commented That Existing Parking Is Adequate And The Scheme Is Therefore Unnecessary		
Category	Number of Respondents	Percentage of total Respondents
Kelham Residents	14	2%
Kelham Business	0	0%
Neepsend Residents	10	2%
Neepsend Business	4	1%
Occupiers of Car Free Developments	23	3%
Business (unidentified location)	33	5%
Visitor	44	7%
Commuter	1	0%
Non Kelham - Neepsend Resident (self-identified)	1	0%
Total comments	130	20%

- Respondents expressed that the proposed scheme would exacerbate parking problems

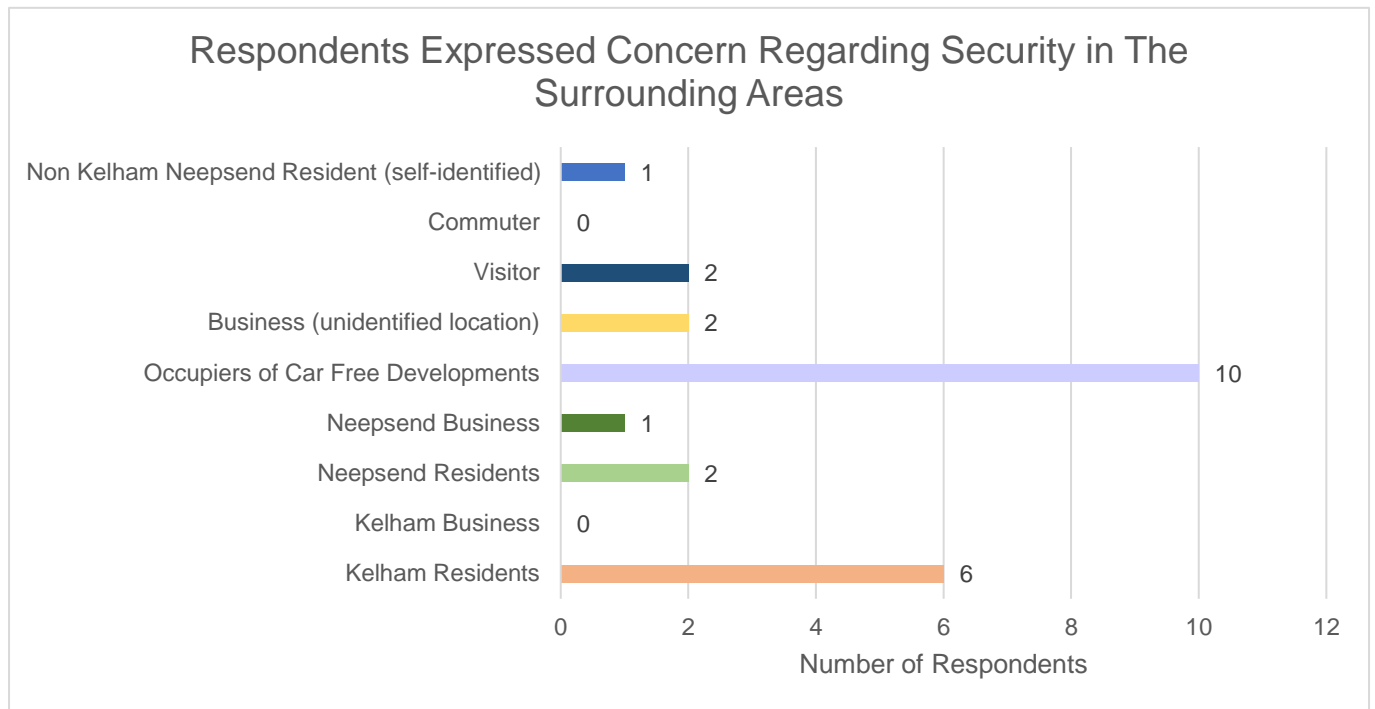
Within this question response, 117 respondents expressed that the proposed scheme would exacerbate parking problems. 43 respondents from the category **Occupiers of Car Free Developments** expressed this sentiment as well as 18 respondents from the categories **Visitor**, **Business (unidentified location)** and **Kelham Residents**.



Respondents expressed that the proposed parking scheme would exacerbate parking problems		
Category	Number of Respondents	Percentage of total Respondents
Kelham Residents	18	3%
Kelham Business	1	0%
Neepsend Residents	7	1%
Neepsend Business	6	1%
Occupiers of Car Free Developments	43	6%
Business (unidentified location)	18	3%
Visitor	18	3%
Commuter	4	1%
Non Kelham - Neepsend Resident (self-identified)	2	0%
Total comments	117	18%

- Respondents expressed concern regarding security in the surrounding area

Overall, 24 respondents expressed concern regarding security in the surrounding areas. The majority of these were **Occupiers of Car Free Developments** (10 respondents) although there were two respondent categories which did not express any of these security concerns (Kelham Business and Commuters).



Respondents Expressed Concern Regarding Security In The Surrounding Area		
Category	Number of Respondents	Percentage of total Respondents
Kelham Residents	6	1%
Kelham Business	0	0%
Neepsend Residents	2	0%
Neepsend Business	1	0%
Occupiers of Car Free Developments	10	2%
Business (unidentified location)	2	0%
Visitor	2	0%
Commuter	0	0%
Non Kelham Neepsend Resident (self-identified)	1	0%
Total comments	24	4%

3.3 Summary of Feedback Received in Response to the Question: “Please use the space below for any further comments you may have.”

The question analysed is outlined below:

- **Please use the space below for any further comments you may have.**

Overall, across all respondent categories, many respondents expressed negative sentiment towards the proposed parking scheme. A significant number of respondents stated the view that existing parking is adequate and the scheme is therefore unnecessary. Many respondents expressed concern regarding the negative impact that the proposed scheme would have on local residents and local businesses.

Respondent category: Kelham Residents

Total Respondents: 100

General Positive
<ul style="list-style-type: none">• 7 Respondents were supportive of the idea of a permit scheme for residents only.• 1 respondent supported the end of pavement parking.• 1 Respondent expressed general support for the parking scheme.• 1 Respondent commented that they would support the parking scheme if they are assured that residents would be prioritised.
General Negative
<ul style="list-style-type: none">• 19 Respondents contend that parking should be free for all residents.• 8 Respondents generally commented that the scheme would make parking more difficult.• 7 Respondents expressed concern regarding associated costs generated.• 6 Respondents expressed that there is a need for visitor parking permits.• 6 Respondents expressed concern regarding the lack of availability of proposed permits.• 5 Respondents expressed concern regarding the impact of parking availability on local businesses.• 4 Respondents were sceptical of Sheffield City Council motives, suggesting that they are profit orientated.• 4 Respondents highlighted that public transport requires development (both in terms of affordability and accessibility).• 4 Respondents expressed general opposition to the scheme.• 4 Respondents expressed general concern that parking should be free.• 4 Respondents commented that existing parking is adequate.• 3 Respondents contend that parking should be free for local business owners / employees.• 3 Respondents commented that proposed permit restrictions should be reduced – the current proposed restrictions would cause more damage than just restricting commuter traffic.• 3 Respondents stated that, legally, little Kelham is not a car free development.• 2 Respondents highlighted security in the area as a concern, suggesting that walking further distances back from the car at night is dangerous.• 2 Respondents expressed concern that there would be insufficient parking space for permit holders.• 2 Respondents commented that parking fees would result in increased stress and anxiety.• 1 Respondent stated that this scheme would create a black market for permits.• 1 Respondent stated that 2 permits offered per household should be the bare minimum.• 1 Respondent questioned why thriving areas of Sheffield are facing parking restrictions which would lessen the amount of people visiting the area.• 1 Respondent commented that this proposal would result in the area being owned by wealthy landlords who are external to the area. They would destroy the community that has been built over the years.• 1 Respondent commented that they feel that Kelham Island is becoming harder and harder for them to live in as more flats are built, transport options get worse and there is a lack of investment in the services needed for the number of people who live here (GPs, dentists, leisure centres, libraries, green space).

- 1 Respondent commented that the proposed area that the scheme would cover is too large.
- 1 Respondent commented that the proposal fails to consider compounding factors such as disability or financial status.
- 1 Respondent commented that the fact that people live in car-free developments would not have been made obvious when purchased.
- 1 Respondent asked why instead other areas of Sheffield are not helped which need more support.
- 1 Respondent commented that this scheme is not a long term solution to the problems with parking.
- 1 Respondent commented that the strategy has not been a completely holistic approach.
- 1 Respondent commented that since their residence has no car parking, permits should be made available to them.
- 1 Respondent stated that, instead, additional parking should be made available.

Other

- 2 Respondents commented that car free developments should not be permitted.
- 1 Respondent commented that permit charges should be reinvested into sustainable travel.
- 1 Respondent commented that they didn't know enough about the scheme/insufficient information had been provided to be able to comment.
- 1 Respondent requested further information about the cost of proposed permits.

Respondent category: Kelham Business

Total Respondents: 7

General Positive

- 1 Respondent was supportive of the idea of a permit scheme for residents only.

General Negative

- 2 Respondents contend that parking should be free for local business owners / employees.
- 2 Respondents expressed concern regarding the impact of parking availability on local businesses.
- 1 Respondent contends that parking should be free for all residents.
- 1 Respondent expressed concern regarding the lack of availability of proposed permits .
- 1 Respondent expressed concern regarding associated costs generated .
- 1 Respondent expressed concern regarding the effect on LGV and HGV access.
- 1 Respondent commented that existing parking is adequate.
- 1 Respondent generally commented that the scheme would make parking more difficult .
- 1 Respondent commented that parking restrictions should not apply on weekends.
- 1 Respondent commented "When the mayor gives up their private driver and parking spot outside the town hall, the police stop parking on double yellows for non-emergencies, your CEO stops partying, then maybe you can talk to us about our parking".
- 1 Respondent commented that parking charges would be extremely prohibitive to business staff since many of them are paid minimum wage.

Respondent category: Neepsend Residents

Total Respondents: 23

General Positive

- 3 Respondents were supportive of the idea of a permit scheme for residents only.

General Negative

- 10 Respondents contend that parking should be free for all residents.
- 5 Respondents commented that existing parking is adequate.

- 4 Respondents expressed concern regarding associated costs generated.
- 4 Respondents expressed general opposition to the scheme.
- 2 Respondents expressed general concern that parking should be free.
- 2 Respondents expressed concern regarding the lack of availability of proposed permits.
- 2 Respondents were sceptical of SCC motives, suggesting that they are profit orientated.
- 2 Respondents expressed concern regarding the impact of parking availability on local businesses.
- 1 Respondent contends that parking should be free for local business owners / employees.
- 1 Respondent generally commented that the scheme would make parking more difficult.
- 1 Respondents expressed that there is a need for visitor parking permits.
- 1 Respondent commented that the reason most shoppers wouldn't park in Kelham Island is likely because they don't know how accessible it is or how much parking space there is. Visiting shoppers are more likely to go to Meadowhall than the city centre. There are very few major retailers left in the city.
- 1 Respondents commented that proposed permit restrictions should be reduced – the current proposed restrictions would cause more damage than just restricting commuter traffic.
- 1 Respondent stated that, as a resident that parks on the street, they welcome commuter traffic because it helps the area thrive.
- 1 Respondent feels that the proposed scheme represents a gross ignorance of the needs of the resident.
- 1 Respondent commented that this scheme would dismantle the community built.

Other

- 1 Respondent asked when the scheme would come in to effect.
- 1 Respondent stated that they would only be paying for a 6 month permit.

Respondent category: Neepsend Businesses

Total Respondents: 17

General Positive

- None

General Negative

- 8 Respondents expressed concern regarding the impact of parking availability on local businesses.
- 5 Respondents contend that parking should be free for local business owners / employees.
- 3 Respondents commented that the proposed scheme would likely result in their business moving offices.
- 2 Respondents were sceptical of SCC motives, suggesting that they are profit orientated.
- 2 Respondents expressed general opposition to the scheme .
- 1 Respondents highlighted that public transport requires development (both in terms of affordability and accessibility).
- 1 Respondent commented that 2 paid parking permits is insufficient.
- 1 Respondent expressed concern regarding the lack of availability of proposed permits .
- 1 Respondent expressed concern regarding the impact on small businesses.
- 1 Respondent contends that parking should be free for all residents.
- 1 Respondent commented that there is a small private carpark used by other businesses in the building. This car park would become a huge territorial dispute as visitors to the area would regularly break through barriers in order to park..
- 1 Respondent commented that their concerns raised in the initial consultation seem to have been disregarded.
- 1 Respondent commented that the timing of these changes, given the ongoing global pandemic, is at best ill-planned and at worst fiscally irresponsible.
- 1 Respondent commented that the scheme would have little to no impact on environmental issues in the area.

- 1 Respondent commented that the scheme would deter people from visiting shops and cafes in the area.
- 1 Respondent commented that the scheme would damage economic growth in the area.
- 1 Respondent commented that the proposed changes would have an impact on the flow of traffic.
- 1 Respondent commented that existing parking is adequate.

Respondent category: Occupiers of Car Free Developments

Total Respondents: 178

General Positive

- 7 Respondents were supportive of the idea of a permit scheme for residents only.
- 7 Respondents expressed general support for the parking scheme.
- 6 Respondents were supportive of the reduction of commuter parking.
- 3 Respondents supported the end of pavement parking.
- 1 Respondent commented that the parking scheme would help reduce traffic.

General Negative

- 51 Respondents expressed concern regarding the lack of availability of proposed permits .
- 41 Respondents contend that parking should be free and/or available for all residents.
- 28 Respondents commented that they would move to live elsewhere.
- 24 Respondents expressed general opposition to the scheme .
- 22 Respondents expressed concern regarding associated costs generated .
- 12 Respondents were not informed that they lived in a car free development.
- 10 Respondents were sceptical of SCC motives, suggesting that they are profit orientated.
- 10 Respondents commented that existing parking is adequate.
- 9 Respondents stated that, legally, Little Kelham is not a car free development (*While there is a condition in the 12/03390/FUL decision notice (condition 48), which prohibits residents from the scheme, there was a further application (14/04300/FUL) which included removing the condition that was also granted*).
- 8 Respondents expressed concern regarding the impact of parking availability on local businesses.
- 7 Respondents expressed that there is a need for visitor parking permits.
- 6 Respondents highlighted security in the area as a concern, suggesting that walking further distances back from the car at night is dangerous .
- 3 Respondents expressed concern regarding whether there would be sufficient space for permit holders.
- 3 Respondents contend that parking restrictions should not apply on weekends or evenings.
- 3 Respondents commented that the scheme would discriminate against those with fewer financial resources.
- 2 Respondents highlighted that public transport requires development (both in terms of affordability and accessibility).
- 1 Respondent contends that parking should be free for local business owners / employees.
- 1 Respondent generally commented that the scheme would make parking more difficult .
- 1 Respondent commented that instead, more money should be spent on creating safe cycling and walking around the area.
- 1 Respondent commented that the proposed scheme would allow landlords to charge more and make money from development parking spaces.
- 1 Respondent commented that there is no proof that cars parked in Kelham Island and Neepsend belong to commuters – they contend that the cars belong to residents and visitors of businesses.
- 1 Respondent commented that residents would need parking either way .
- 1 Respondent commented that resident needs should be prioritised over business needs for permits.

- 1 Respondent commented that the council should find another way to reduce commuter traffic.
- 1 Respondent generally commented that the parking scheme is unfair.

Other

- 2 Respondents commented that Russell Street is too narrow to accommodate two proposed parking strips and the introduction would invariably lead to greater congestion and blockages. This would be further exacerbated when the entrance or exist to Kelham Central is opened up onto Russell St.
- 1 Respondent asked for a reduced rate for pensioners.
- 1 Respondent asked whether there would be long term options for paid parking.
- 1 Respondent commented that EV chargers should be provided.
- 1 Respondent feels that changes have been poorly advertised.
- 1 Respondent stated that the proposals and access surveys should have been posted out to all Kelham residents.
- 1 Respondent commented that Russell Street suffers from poor drainage – there should therefore be no parking bays on Russell Street.

Respondent category: Business (unidentified location)

Total Respondents: 124

General Positive

- 2 Respondents expressed general support for the parking scheme.
- 2 Respondents commented that the parking scheme would help reduce traffic.
- 1 Respondent was supportive of the reduction of commuter parking.

General Negative

- 40 Respondents expressed concern regarding the impact of parking availability on local businesses.
- 27 Respondents commented that the proposed scheme would be detrimental to the local area in terms of reduced footfall by visitors and being less desirable for residents.
- 25 Respondents expressed concern regarding associated costs generated.
- 25 Respondents contend that parking should be free for local business owners / employees.
- 12 Respondents expressed general opposition to the scheme.
- 9 Respondents expressed concern regarding the lack of availability of proposed permits.
- 7 Respondents commented that they would choose to go elsewhere.
- 7 Respondents commented that they would move elsewhere.
- 6 Respondents expressed the perception that the scheme is profit orientated.
- 6 Respondents commented that existing parking is adequate and the scheme is therefore unnecessary.
- 6 Respondents expressed concern about the impact the scheme would have on HGV and LGV access for loading and unloading.
- 4 Respondents contend that parking should be free and/or available for all residents.
- 4 Respondents highlighted that public transport requires development (both in terms of affordability and accessibility).
- 3 Respondents highlighted security in the area as a concern, suggesting that walking further distances back from the car at night is dangerous .
- 2 Respondents expressed general concern that parking should be free.
- 2 Respondents commented that they felt their concerns had been ignored in the consultation.
- 1 Respondent contends that parking restrictions should not apply on weekends or evenings.
- 1 Respondent expressed concern regarding whether there would be sufficient space for permit holders.

- 1 Respondent commented that a more in-depth consultation is needed with all local businesses.
- 1 Respondent commented that these areas would become more congested.
- 1 Respondent commented that alternatively, there should be a small fee every 3-4 hours in order that users of Kelham are not inconvenienced.
- 1 Respondent stated that they are currently coping with the extra pressures caused by totally inappropriate Steel Yard development but the next proposed set of changes are potentially disastrous.
- 1 Respondent highlighted that the policy documents make great play about keeping the area one of mixed economies with industrial and service businesses co-existing with domestic and leisure developments. In practice this would be tokenism as manufacturing is gradually being squeezed out. Relocating is an expensive and time-consuming process and many small businesses simply do not have the resources to do so.
- 1 Respondent expressed concern regarding the lack of availability of business permits.
- 1 Respondent objects to the implementation of double yellow lines and requested dedicated parking bays outside of their business for staff.
- 1 Respondent highlighted that the scheme would impair members of the church from parking and therefore reaching members of the community.
- 1 Respondent expressed concern that a reduction in parking spaces would encourage visitors to park over their access.
- 1 Respondent commented that 20 minutes free parking is not enough for visitors.
- 1 Respondent commented requested clarification on the double yellows over their business driveways and thought that these would restrict access to their driveway.
- 1 Respondent objects to the closure of Ball Street and Alma Street.

Other

- 2 Respondents commented that insufficient information had been provided about the scheme.
- 1 Respondent commented that there should be increased cycle parking at key points.
- 1 Respondent asked if they can get a permit as a small business owner.
- 1 Respondent requests that some information is made publicly available including:
 - a) The number of requests from residents who actually want this.
 - b) Some evidence of people using Kelham island to park for town, and some evidence of how this is a problem for the area ("there are always plenty of spaces when I need to park").
 - c) An honest reason for wanting to do this.
- 1 Respondent requested that they are informed in sufficient time about how to apply for parking permits.
- 1 Respondent requested that the finer details are clarified, i.e. would electric vehicles be exempt? Would there be loading bays to accept deliveries for the businesses that require them?.
- 1 Respondent commented that Q27 is a pointless question .
- 1 Respondent commented that there are several large car parks close to Kelham where visitors could park in the evenings and weekends.

Respondent category: Visitors

Total Respondents: 202

General Positive

- 6 Respondents expressed general support for the parking scheme.
- 2 Respondents were supportive of the idea of a permit scheme for residents only.
- 2 Respondents commented that the parking scheme would help reduce traffic.
- 1 Respondent expressed support for the end of pavement parking.
- 1 Respondent was supportive of the reduction of commuter parking.

General Negative

- 37 Respondents commented that the proposed scheme would be detrimental to the local area in terms of reduced footfall by visitors and being less desirable for residents.
- 31 Respondents commented that they would choose to go elsewhere.

- 30 Respondents expressed concern regarding the impact of parking availability on local businesses.
- 20 Respondents contend that parking should be free and/or available for all residents.
- 19 Respondents expressed concern regarding associated costs generated.
- 11 Respondents expressed general opposition to the scheme.
- 9 Respondents highlighted that public transport requires development (both in terms of affordability and accessibility).
- 9 Respondents expressed general concern that parking should be free.
- 7 Respondents expressed the perception that the scheme is profit orientated.
- 6 Respondents contend that parking should be free for local business owners / employees.
- 3 Respondents highlighted security in the area as a concern, suggesting that walking further distances back from the car at night is dangerous.
- 3 Respondents contend that parking restrictions should not apply on weekends or evenings.
- 3 Respondents commented that the scheme would make parking more difficult.
- 3 Respondents commented that there is a need for visitor parking permits.
- 3 Respondents commented that alternative scheme options should be considered with reduced restrictions.
- 2 Respondents expressed concern regarding the lack of availability of proposed permits.
- 2 Respondents commented that existing parking is adequate and the scheme is therefore unnecessary.
- 1 Respondent expressed concern regarding whether there would be sufficient space for permit holders.
- 1 Respondent commented that existing transport routes would be negatively impacted by the scheme due to increased congestion.
- 1 Respondent commented that restrictions would only shift the parking problem to other areas.
- 1 Respondent expressed concern that planned changes do not rectify the explained issues of commuters and being detrimental to local businesses. The majority of the spaces are used by local residents, and planned charges would make the use of local businesses unviable.
- 1 Respondent commented that Sheffield has a great history and schemes such as this are damaging the city.
- 1 Respondent asked why they should pay road tax and then pay to park on the road where they work.

Other

- 5 Respondents requested safe and secure cycle parking.
- 2 Respondents commented that insufficient information had been provided about the scheme.
- 1 Respondent commented that they would support a more measured approach.
- 1 Respondent commented that if Sheffield City Council want to support the many businesses, investors and people who have purchased properties in the area then there must be an acceptable, accessible and affordable solution to creating sufficient parking to allow all to flourish.
- 1 Respondent commented that street parking should be free but limited to prevent all day parking.
- 1 Respondent commented that any cost to parking should go to charity.
- 1 Respondent expressed that the consultation is framed in a way that means it would be filled in by vehicle-owners, but with effectively no input from those who do visit or live in Kelham Island on foot, cycle or public transport: This group is therefore under- or unrepresented in this consultation, and they may have views about how road space should be allocated - perhaps they'd like to see wider pavements in some places for example rather than considering the only options for road space being for moving or parked vehicles.
- 1 Respondent suggested that 20 minutes free parking could be provided for people to use local businesses.
- 1 Respondent commented that improper or illegal parking, especially that which blocks modal filters such as cycleways, should be penalised, to educate drivers.

- 1 Respondent commented that there is a need for the Don Valley Cycle Trail to be completed especially as far as Hillsborough as soon as possible.
- 1 Respondent expressed that there is a need for parking for commuters.
- 1 Respondent commented that they would be prepared to pay if they needed to visit an address in the area.

Respondent category: Non Kelham-Neepsend Resident (self-identified)

Total Respondents: 33

General Positive
<ul style="list-style-type: none"> • 1 Respondent expressed general support for the parking scheme.
General Negative
<ul style="list-style-type: none"> • 15 Respondents expressed concern regarding the lack of availability of proposed permits. • 8 Respondents expressed concern regarding associated costs generated. • 5 Respondents expressed concern regarding the impact of parking availability on local businesses. • 3 Respondents commented that existing parking is adequate and the scheme is therefore unnecessary. • 3 Respondents highlighted that public transport requires development (both in terms of affordability and accessibility). • 2 Respondents highlighted security in the area as a concern, suggesting that walking further distances back from the car at night is dangerous. • 2 Respondents expressed general opposition to the scheme. • 1 Respondent contends that parking should be free and/or available for all residents. • 1 Respondent commented that there is a need for visitor parking permits. • 1 Respondent commented that they would choose to move elsewhere. • 1 Respondent commented that the proposed scheme would be detrimental to the local area in terms of reduced footfall by visitors and being less desirable for residents. • 1 Respondent commented that "the reality of being working class in a Northern city, that has suffered immeasurably with a horrific pandemic (and global capital distorting the property market via companies based in Canary Wharf pushing independent business away from the city centre) is totally lost on the decision makers." • 1 Respondent commented that the scheme would affect property prices.
Other
<ul style="list-style-type: none"> • 3 Respondents asked for further details regarding permit availability, • 2 Respondents were unsure as to whether they were entitled to a permit or not. • 1 Respondent commented that electric charging points should be invested in. • 1 Respondent commented that they are happy to pay for parking as an annual fee but not as a daily fee. • 1 Respondent commented that legally, Little Kelham is not a car free development. • 1 Respondent asked whether electric vehicles would be exempt from parking charges. • 1 Respondent asked whether there is a plan to install electric vehicle charging stations.

Respondent category: Commuters

Total Respondents: 24

General Negative

- 5 Respondents expressed concern regarding associated costs generated.
- 3 Respondents expressed concern regarding the impact of parking availability on local businesses.
- 2 Respondents commented that the proposed scheme would be detrimental to the local area in terms of reduced footfall by visitors and being less desirable for residents.
- 1 Respondent expressed that parking should be free for all residents.
- 1 Respondent expressed the perception that the scheme is profit orientated.
- 1 Respondent commented that parking fees would result in increased stress and anxiety.
- 1 Respondent commented that the scheme would make parking more difficult.
- 1 Respondent highlighted that public transport requires development (both in terms of affordability and accessibility).

Other

- 1 Respondent asked where are the commuters going to park – alternative parking solutions should be available.
- 1 Respondent commented that they would still drive in to town regardless and that this scheme would not take their car off the road.

3.4 Key Themes Arising in Response to the Question: “Please use the space below for any further comments you may have.”

The graphs displayed below highlight the key themes which respondents referenced in their responses to this open question.

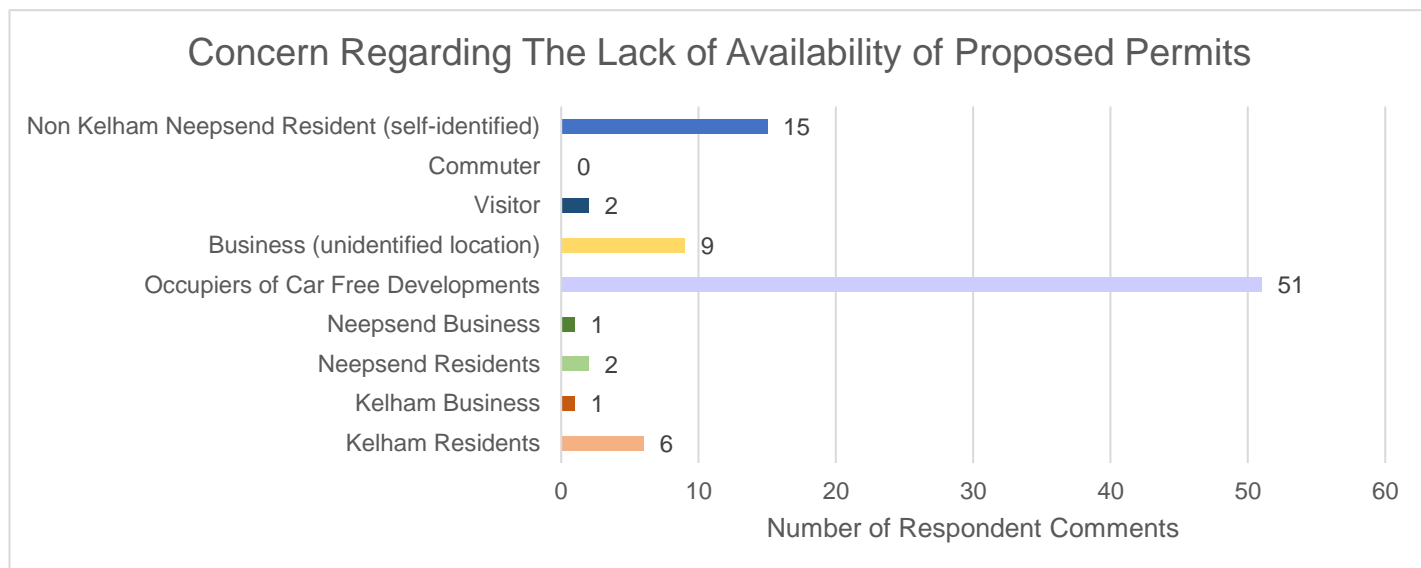
Within the online survey, respondents were asked:

- “Please use the space below for any further comments you may have.”

The responses to this open question expressed largely negative sentiment towards the proposed parking scheme. Although the responses contained some positive comments, the number of these comments was low and are therefore not included as graphs. Respondents generally expressed that the restrictions would cause problems for them, and make working, visiting and living in the area more difficult.

- **Concern Regarding The Lack of Availability of Proposed Permits**

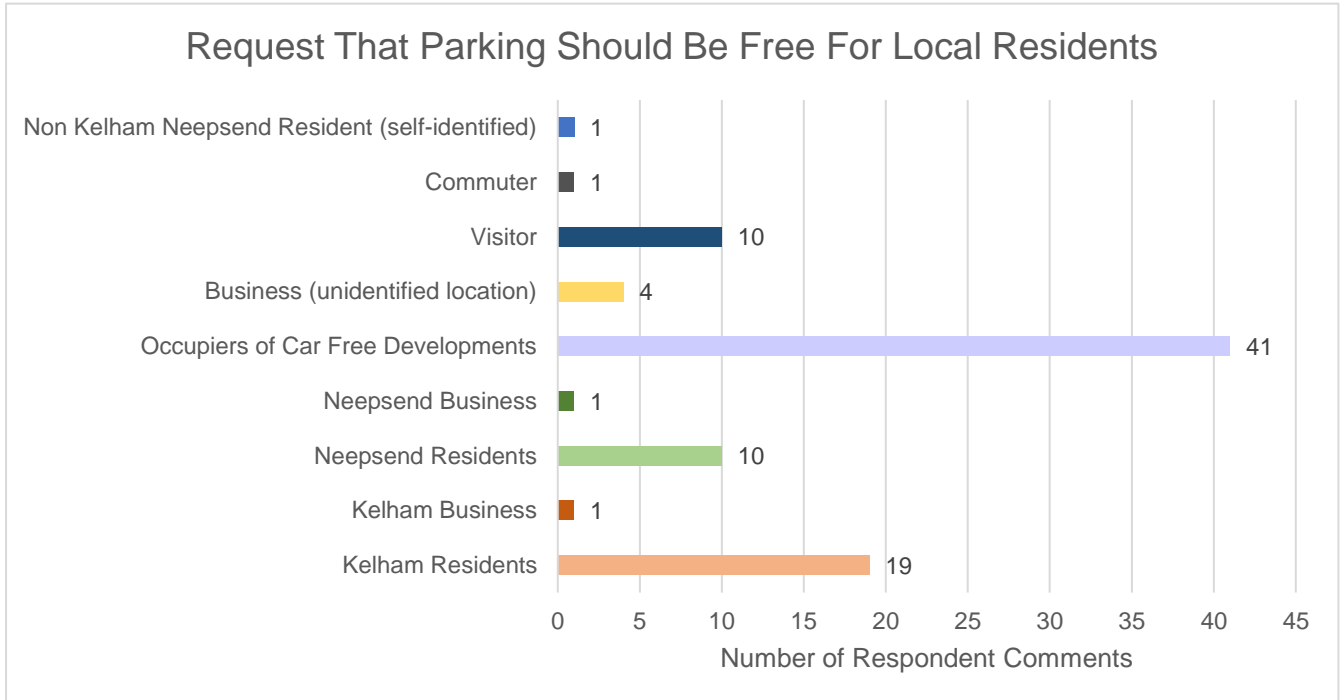
Overall, 87 respondents expressed concern regarding the lack of availability of proposed permits. **Occupiers of Car Free Developments** were the group which expressed most concern regarding the lack of availability of proposed permits. **51 Occupiers of Car Free Developments** (7% of total comments) expressed concern or dissatisfaction with this element of the scheme. Other groups expressed less concern as only 1% of respondents from other groups mentioned the lack of availability of proposed permits.



Concern Regarding The Lack Of Availability Of Proposed Permits		
Category	Number of Respondents	Percentage Of Total Respondents
Kelham Residents	6	1%
Kelham Business	1	0%
Neepsend Residents	2	0%
Neepsend Business	1	0%
Occupiers of Car Free Developments	51	7%
Business (unidentified location)	9	1%
Visitor	2	0%
Commuter	0	0%
Non Kelham-Neepsend Resident (self-identified)	15	2%
Total Comments	87	12%

- **Request that parking should be free for local residents**

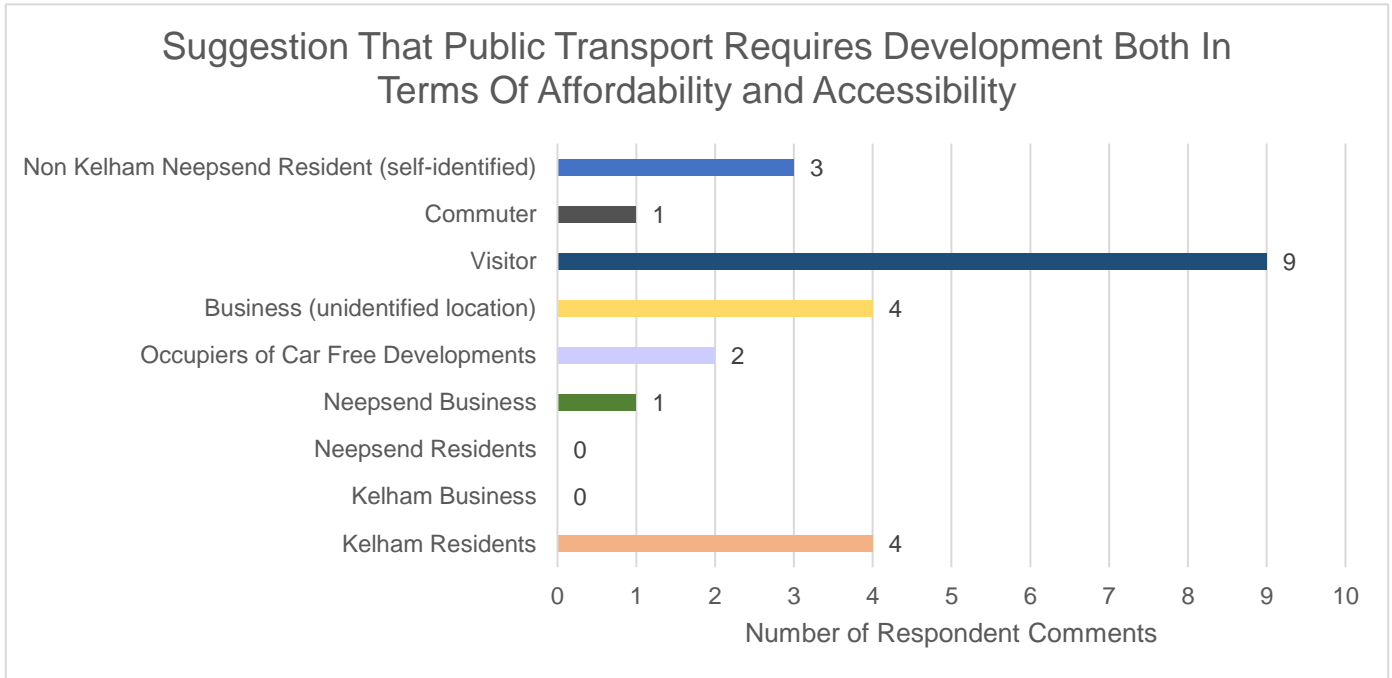
In total, 72 respondents expressed that parking should be free for local residents. **Occupiers of Car Free Developments** were the group which expressed most frequently that parking should be free for local residents. 41 **Occupiers of Car Free Developments** (6% of total comments) expressed concern or dissatisfaction with this element of the scheme. Other groups expressed less concern. 19 **Kelham Residents** and 10 **Neepsend Residents** stated that parking should be free for local residents.



Request That Parking Should Be Free For Local Residents		
Category	Number of Respondents	Percentage Of Total Respondents
Kelham Residents	19	3%
Kelham Business	1	0%
Neepsend Residents	10	1%
Neepsend Business	1	0%
Occupiers of Car Free Developments	41	6%
Business (unidentified location)	4	1%
Visitor	10	1%
Commuter	1	0%
Non Kelham-Neepsend Resident (self-identified)	1	0%
Total Comments	72	10%

- **Suggestion that public transport requires development both in terms of affordability and accessibility**

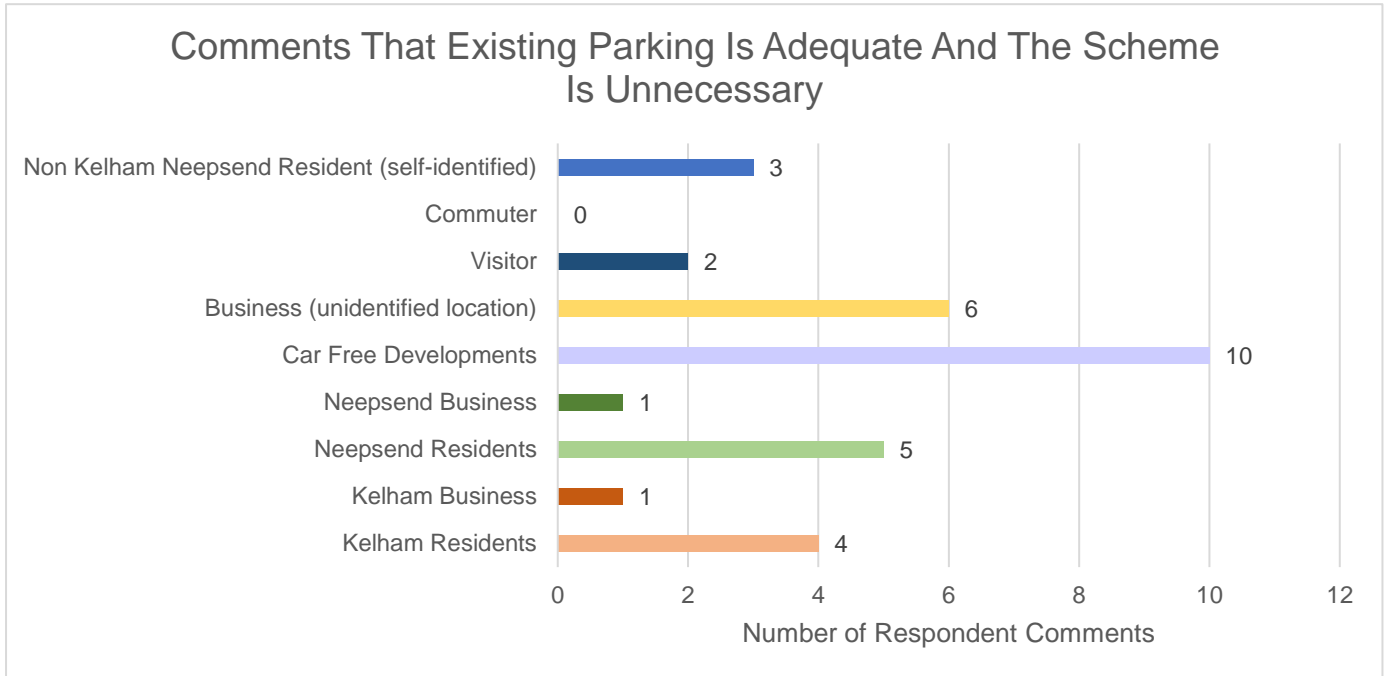
Visitors were the group which expressed most frequently that public transport requires development both in terms of affordability and accessibility. Nine **Visitors** expressed this whilst four **Kelham Residents** and four **Businesses (unidentified locations)** commented that public transport networks are currently inadequate.



Suggestion that public transport requires development both in terms of affordability and accessibility		
Category	Number of Respondents	Percentage of total Respondents
Kelham Residents	4	1%
Kelham Business	0	0%
Neepsend Residents	0	0%
Neepsend Business	1	0%
Occupiers of Car Free Developments	2	0%
Business (unidentified location)	4	1%
Visitor	9	1%
Commuter	1	0%
Non Kelham-Neepsend Resident (self-identified)	3	0%
Total comments	24	3%

- **Comments that existing parking is adequate and the scheme is unnecessary**

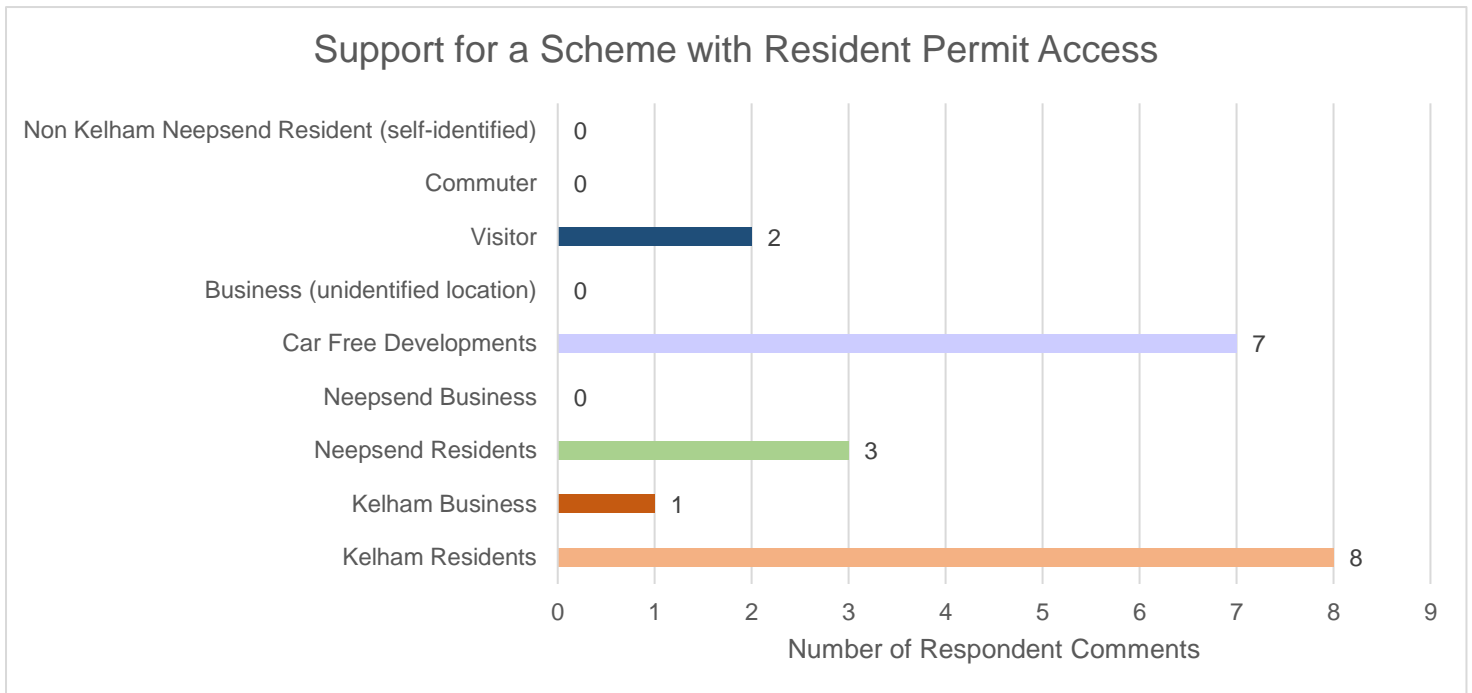
Overall, 32 respondents (5% of total respondents) expressed that existing parking is adequate and the scheme is therefore unnecessary. The majority of these were from the respondent category **Occupiers of Car Free Developments** (10 respondents).



Comments That Existing Parking Is Adequate And The Scheme Is Unnecessary		
Category	Number of Respondents	Percentage of Total Respondents
Kelham Residents	4	1%
Kelham Business	1	0%
Neepsend Residents	5	1%
Neepsend Business	1	0%
Occupiers of Car Free Developments	10	1%
Business (unidentified location)	6	1%
Visitor	2	0%
Commuter	0	0%
Non Kelham-Neepsend Resident (self-identified)	3	0%
Total Comments	32	5%

- **Support for a scheme with resident permit access**

In total, 21 respondents (3% of total respondents) expressed support for a scheme with resident permit access. **Kelham Residents** (8 respondents) and **Occupiers Of Car Free Developments** (7 respondents) were the categories which most frequently expressed support for a scheme with resident permit access.



Support For A Scheme With Resident Permit Access		
Category	Number of Respondents	Percentage of Total Respondents
Kelham Residents	8	1%
Kelham Business	1	0%
Neepsend Residents	3	0%
Neepsend Business	0	0%
Occupiers of Car Free Developments	7	1%
Business (unidentified location)	0	0%
Visitor	2	0%
Commuter	0	0%
Non Kelham Neepsend Resident (self-identified)	0	0%
Total Comments	21	3%

3.5 Summary of Feedback Received in Response to the Question: “Please use the space below to tell us why you are objecting.”

The third question analysed is outlined below:

- **Please use the space below to tell us why you are objecting.**

Overall, across all respondent categories, many respondents expressed concern regarding the proposed costs associated with the parking scheme. Many respondents also expressed concern regarding the lack of availability of proposed permits. A significant number of respondents stated that existing parking is adequate and the scheme is therefore unnecessary. Respondents generally expressed that the restrictions would cause problems for them, and make working, visiting and living in the area more difficult.

Respondent category: Kelham Residents

Total Respondents: 99

General Negative
<ul style="list-style-type: none">• 35 Respondents expressed concern regarding associated costs generated.• 20 Respondents commented that the proposed scheme would negatively impact residents more than the target group (commuters).• 19 Respondents expressed concern that the proposed scheme would negatively impact the surrounding area and local culture.• 15 Respondents commented that the proposed scheme would negatively impact local businesses.• 13 Respondents were sceptical of SCC motives, suggesting that they are profit orientated.• 12 Respondents commented that existing parking is adequate.• 7 Respondents expressed general opposition to the scheme.• 6 Respondents commented that alternative scheme options should be considered with reduced restrictions.• 5 Respondents expressed concern regarding the impact on visitors of residents.• 5 Respondents expressed concern regarding the lack of availability of proposed permits .• 4 Respondents commented that, legally, Little Kelham is not a car free development.• 3 Respondents highlighted security in the area as a concern, suggesting that walking further distances back from the car at night is dangerous.• 3 Respondents would choose to move elsewhere.• 2 Respondents commented that the proposed scheme would induce stress and anxiety.• 2 Respondents commented that existing parking is inadequate and the scheme would only exacerbate this.• 2 Respondents commented that there is inadequate space for proposed permit holders .• 2 Respondents commented that the scheme would unfairly discriminate since it does not consider people’s financial status, wellbeing, disabilities.• 1 Respondent commented that the proposed scheme would have a knock-on effect and cause more residents to park inappropriately within the private parking areas of Kelham Mills.• 1 Respondent was against adding extra bureaucracy.• 1 Respondent commented that additional parking should be provided for residents.• 1 Respondent commented that their flat was bought on the basis of free parking provision.
Other
<ul style="list-style-type: none">• 1 Respondent commented that the people parked are those frequenting local businesses.• 1 Respondent commented that there are untreated potholes on Dixon Street.• 1 Respondent commented that there is litter that needs dealing with on Dixon Street.• 1 Respondent commented that there are areas of parking such as the gym car park that could be utilised more efficiently for those who are residents of Kelham. Then on-road parking could be subject to permits for commuters/visitors etc.• 1 Respondent commented that the scheme would more effectively target commuters if the operating hours were altered.

Respondent category: Kelham Business:

Total Respondents: 7

General Negative

- 3 Respondents expressed concern regarding associated costs generated.
- 3 Respondents commented that the proposed scheme would negatively impact local businesses.
- 2 Respondents expressed general opposition to the scheme.
- 1 Respondent was sceptical of Sheffield City Council's motives, suggesting that they are profit orientated.
- 1 Respondent commented that existing parking is adequate.
- 1 Respondent commented that the proposed scheme would negatively impact the surrounding area and culture.
- 1 Respondent commented that there is inadequate space for proposed permit holders.
- 1 Respondent commented that the scheme would unfairly discriminate and does not consider people's wellbeing/financial situations/disabilities.
- 1 Respondent commented that parking should be free for business owners.
- 1 Respondent commented that the scheme would make loading and unloading difficult.

Respondent category: Neepsend Residents

Total Respondents: 24

General Negative

- 12 Respondents expressed concern regarding associated costs generated.
- 11 Respondents commented that the proposed scheme would negatively impact local businesses.
- 9 Respondents commented that existing parking is adequate.
- 9 Respondents commented that the proposed scheme would negatively impact residents more than the target group (commuters).
- 7 Respondents expressed concern that the proposed scheme would negatively impact the surrounding area and local culture.
- 5 Respondents expressed concern regarding the lack of availability of permits.
- 4 Respondents were sceptical of Sheffield City Council's motives, suggesting that they are profit orientated.
- 4 Respondents expressed concern regarding the impact on visitors of residents.
- 4 Respondents expressed general opposition to the scheme.
- 3 Respondents commented that there is inadequate space for proposed permit holders.
- 2 Respondents commented that alternative scheme options should be considered with reduced restrictions.
- 1 Respondent commented that the proposed scheme would induce stress and anxiety.
- 1 Respondent highlighted security in the area as a concern, suggesting that walking further distances back from the car at night is dangerous.
- 1 Respondent commented that these costs defeat the purpose of the respondent deciding to live in the area.
- 1 Respondent commented that commuters bring business to the area.

Other

- 1 Respondent commented that they would support permits for residents if they were free.

Respondent category: Neepsend Businesses

Total Respondents: 19

General Negative

- 9 Respondents commented that the proposed scheme would negatively impact local businesses.
- 8 Respondents expressed concern regarding associated costs generated.

- 5 Respondents commented that existing parking is adequate.
- 4 Respondents commented that the proposed scheme would affect access for HGVs and LGVs loading and unloading.
- 3 Respondents expressed the perception that the scheme is profit orientated.
- 3 Respondents expressed concern that the proposed scheme would negatively impact the surrounding area and local culture.
- 3 Respondents commented that there is inadequate space for proposed permit holders .
- 3 Respondents expressed concern regarding the lack of availability of proposed permits .
- 2 Respondents would choose to move elsewhere.
- 2 Respondents commented that alternative scheme options should be considered with reduced restrictions.
- 2 Respondents commented that the scheme would unfairly discriminate since it does not consider people's financial status, wellbeing, disabilities.
- 2 Respondents expressed general opposition to the scheme.
- 1 Respondent commented that the proposed scheme would negatively impact residents more than the target group (commuters).
- 1 Respondent highlighted security in the area as a concern, suggesting that walking further distances back from the car at night is dangerous.
- 1 Respondent commented that the scheme would destroy the city's transport routes.
- 1 Respondent commented that the scheme would impact on local property prices.

Other

- 1 Respondent commented that inadequate consultation has been conducted.
- 1 Respondent requested a site visit.

Respondent category: Occupiers of Car Free Developments

Total Respondents: 174

General Negative

- 87 Respondents expressed concern regarding the lack of availability of proposed permits.
- 47 Respondents expressed concern regarding associated costs generated.
- 46 Respondents commented that the proposed scheme would negatively impact residents more than the target group (commuters).
- 39 Respondents would choose to move elsewhere.
- 37 Respondents commented that existing parking is adequate – the scheme is unnecessary.
- 28 Respondents commented that being able to park nearby is essential for their work .
- 24 Respondents were not aware that they lived in a car free development.
- 18 Respondents expressed general opposition to the scheme.
- 16 Respondents commented that the proposed scheme would negatively impact local businesses.
- 15 Respondents commented that alternative scheme options should be considered with reduced restrictions.
- 14 Respondents commented that the scheme would unfairly discriminate since it does not consider people's financial status, wellbeing, disabilities.
- 13 Respondents expressed concern that the proposed scheme would negatively impact the surrounding area and local culture.
- 12 Respondents highlighted security in the area as a concern, suggesting that walking further distances back from the car at night is dangerous.
- 12 Respondents commented that there are no alternative parking solutions if the proposed scheme is implemented.
- 10 Respondents were sceptical of Sheffield City Council's motives, suggesting that they are profit orientated.
- 10 Respondents expressed concern regarding the impact on visitors of residents.
- 7 Respondents commented that existing public transport networks are inadequate and inaccessible (routes/cost).

- 6 Respondents commented that there is inadequate parking space for proposed permit holders.
- 4 Respondents expressed concern that the scheme could influence a reduction in property value.
- 2 Respondents expressed concern regarding the impact on disabled access.
- 1 Respondent highlighted that car parks/garages in developments have limited availability.
- 1 Respondent does not believe that existing parking is restrictive to pedestrians.
- 1 Respondent commented that, legally, Little Kelham is not a car free development.
- 1 Respondent commented that they feel forced out.
- 1 Respondent commented that there is no proof that cars belong to commuters – they state that they belong to residents a visitors of businesses
- 1 Respondent commented that there are too many single yellow lines
- 1 Respondent commented that the scheme would allow landlords to charge increasing amounts of money for parking spaces.
- 1 Respondent commented that the proposed scheme would induce stress and anxiety .
- 1 Respondent commented that the change penalises property owners.
- 1 Respondent commented that existing parking is inadequate and the scheme would only exacerbate this.
- 1 Respondent commented that residents would have to park further away.
- 1 Respondent commented that SCC should treat Kelham as a neighbourhood rather than as an extension of the city centre.
- 1 Respondent commented that they need the parking for their family home.
- 1 Respondent commented that the scheme would not alleviate traffic.
- 1 Respondent highlighted that there is no cycle parking.
- 1 Respondent stated that the scheme would result in a loss of skilled workers in the city.
- 1 Respondent commented that the scheme unfairly prioritises business.
- 1 Respondent commented that these restrictions would just move the problem elsewhere.
- 1 Respondent objects to alternative private parking with extortionate prices set by landlords.

Other

- 1 Respondent suggested that permits should be available for current residents but not available for future residents.
- 1 Respondent commented that there is a high concentration of residents in Kelham.
- 1 Respondent commented that the Council should invest in additional free parking instead.
- 1 Respondent would like to see evidence that the problem is actually commuter traffic.

Respondent category: Businesses (unidentified location)

Total Respondents: 111

General Negative

- 53 Respondents commented that the proposed scheme would negatively impact local businesses.
- 41 Respondents expressed concern regarding associated costs generated.
- 17 Respondents commented that free parking is necessary for them to be able to work in the local area.
- 16 Respondents commented that the scheme would discourage people from visiting the area.
- 15 Respondents expressed concern that the proposed scheme would negatively impact the surrounding area and local culture.
- 14 Respondents commented that the proposed scheme would negatively impact local businesses and residents more than the target group (commuters).
- 13 Respondents commented that existing parking is adequate – the scheme is unnecessary.
- 10 Respondents commented that existing public transport networks are inadequate and inaccessible (routes/cost).
- 10 Respondents commented that parking should be free for local businesses.

- 10 Respondents expressed concern regarding the lack of availability of proposed permits.
- 10 Respondents commented that more permits should be provided for local businesses.
- 9 Respondents were sceptical of Sheffield City Council motives, suggesting that they are profit orientated.
- 9 Respondents commented that there are no alternative parking solutions if the proposed scheme is implemented.
- 8 Respondents commented that the scheme would negatively affect HGV and LGV loading and unloading.
- 7 Respondents commented that the pressures on parking are not caused by commuter traffic.
- 6 Respondents commented that alternative scheme options should be considered with reduced restrictions.
- 3 Respondents highlighted security in the area as a concern, suggesting that walking further distances back from the car at night is dangerous.
- 3 Respondents expressed concern regarding the reduction in parking spaces.
- 3 Respondents expressed general opposition to the scheme.
- 2 Respondents commented that there is inadequate parking space for proposed permit holders.
- 2 Respondents commented that parking should be free for residents.
- 1 Respondent commented that existing parking is inadequate and the scheme would only exacerbate this.
- 1 Respondents commented that the scheme would unfairly discriminate since it does not consider people's financial status, wellbeing, disabilities.
- 1 Respondent specifically highlighted Gardeners Rest Community Pub as vulnerable to being damaged by this scheme.
- 1 Respondent commented that they would move their business premises elsewhere.

Other

- 1 Respondent commented that traffic should be one way from Green Lane to Russell Street and from Alma street onto Russell Street.
- 1 Respondent commented that they don't believe that local business owners have requested restricted parking which would directly affect their staff and customers.
- 1 Respondent commented that there is prostitution in the area.
- 1 Respondent commented that there are other more pressing concerns and traffic management priorities.
- 1 Respondent commented that the money should instead be invested in public transport.
- 1 Respondent commented that charities would suffer.

Respondent category: Visitors

Total Respondents: 202

General Negative

- 87 Respondents commented that the proposed scheme would negatively impact local businesses.
- 67 Respondents commented that the scheme would discourage people from visiting the area.
- 55 Respondents expressed concern regarding associated costs generated.
- 25 Respondents expressed concern that the proposed scheme would negatively impact the surrounding area and local culture.
- 22 Respondents commented that the proposed scheme would negatively impact local businesses and residents more than the target group (commuters).
- 14 Respondents commented that existing public transport networks are inadequate and inaccessible (routes/cost).
- 13 Respondents were sceptical of Sheffield City Council's motives, suggesting that they are profit orientated.
- 9 Respondents commented that existing parking is adequate – the scheme is unnecessary.

- 6 Respondents commented that alternative scheme options should be considered with reduced restrictions.
- 6 Respondents commented that the proposed scheme would negatively impact mental health.
- 5 Respondents expressed concern regarding the reduction in parking spaces.
- 5 Respondents commented that existing parking is inadequate and the scheme would only exacerbate this.
- 5 Respondents commented that parking should be free for residents.
- 5 Respondents highlighted security in the area as a concern, suggesting that walking further distances back from the car at night is dangerous.
- 4 Respondents commented that parking should be free for local businesses.
- 3 Respondents commented that there are no alternative parking solutions if the proposed scheme is implemented.
- 3 Respondents expressed concern regarding the lack of availability of proposed permits.
- 3 Respondents commented that the pressures on parking are not caused by commuter traffic.
- 3 Respondents commented that the scheme would only exacerbate the problem and move it elsewhere.
- 2 Respondents commented that free parking is necessary for them to be able to work in the local area.
- 2 Respondents commented that the scheme would unfairly discriminate since it does not consider people's financial status, wellbeing, disabilities.
- 2 Respondents expressed concern regarding the impact on visitors of residents.
- 1 Respondent expressed general opposition to the scheme.
- 1 Respondent commented that there is inadequate parking space for proposed permit holders.
- 1 Respondent commented that being able to park nearby is essential for their work.
- 1 Respondent commented that this scheme would make free movement around the city very difficult.
- 1 Respondent commented that this would cause traffic disruption.
- 1 Respondent commented that parking problems exist because of bad planning, not because of motorists.
- 1 Respondent commented that this would increase the cost of picking up orders.
- 1 Respondent commented that residents who purchased property in the area and didn't know about this scheme would be unfairly affected.

Other

- 1 Respondent stated that at the moment, the area is not set up to meet these requirements.
- 1 Respondent commented that cycle routes are unsafe and hilly.
- 1 Respondent commented that the money should instead be invested in public transport.
- 1 Respondent commented that the scheme would dissuade businesses from investment in the area.
- 1 Respondent commented that charities would suffer.
- 1 Respondent commented that the scheme would drive yet more people to shop in out of town areas with ample parking, but those areas are populated by multi-national businesses which do not reinvest money back into the local economy.
- 1 Respondent commented that Sheffield City Council should sort out a free car park for residents and leave the rest free for visitors.
- 1 Respondent commented that housing complexes should incorporate parking.

Respondent category: Non Kelham-Neepsend Resident (self-identified)

Total Respondents: 10

General Negative

- 3 Respondents expressed concern regarding associated costs generated.

- 2 Respondents commented that the proposed scheme would negatively impact local businesses and residents more than the target group (commuters).
- 2 Respondents commented that the proposed scheme would negatively impact local businesses.
- 1 Respondent commented that existing public transport networks are inadequate and inaccessible (routes/cost).
- 1 Respondents commented that parking should be free for residents.
- 1 Respondent commented that the scheme would unfairly discriminate since it does not consider people's financial status, wellbeing, disabilities.
- 1 Respondent commented that existing parking is adequate – the scheme is unnecessary.
- 1 Respondent commented that parking should be free for local businesses.
- 1 Respondent commented that the proposed scheme would negatively impact the surrounding area and local culture.

Respondent category: Commuters

Total Respondents: 21

General Negative

- 10 Respondents expressed concern regarding associated costs generated.
- 5 Respondents commented that the proposed scheme would negatively impact local businesses and residents more than the target group (commuters).
- 5 Respondents commented that free parking is necessary for them to be able to work in the local area.
- 5 Respondents commented that there are no alternative parking solutions if the proposed scheme is implemented.
- 4 Respondents were sceptical of Sheffield City Council's motives, suggesting that they are profit orientated.
- 3 Respondents commented that the scheme would discourage people from visiting the area.
- 2 Respondents commented that existing public transport networks are inadequate and inaccessible (routes/cost).
- 2 Respondents commented that the scheme would only exacerbate the problem and move it elsewhere.
- 2 Respondents expressed concern regarding the lack of availability of proposed permits.
- 2 Respondents commented that parking should be free for residents.
- 1 Respondent commented that the scheme would unfairly discriminate since it does not consider people's financial status, wellbeing, disabilities.
- 1 Respondent expressed general opposition to the scheme.
- 1 Respondents commented that existing parking is adequate – the scheme is unnecessary.
- 1 Respondent commented that parking should be free for local businesses.
- 1 Respondents commented that alternative scheme options should be considered with reduced restrictions.
- 1 Respondent highlighted security in the area as a concern, suggesting that walking further distances back from the car at night is dangerous.
- 1 Respondents expressed concern regarding the reduction in parking spaces.
- 1 Respondent commented that the proposed scheme would negatively impact mental health.
- 3 Respondents commented that the proposed scheme would negatively impact local businesses.
- 1 Respondent commented that private parking goes against common interest.
- 1 Respondent commented that as a taxi driver, Sheffield City Council have made it harder to collect passengers from Kelham.

3.6 Key Themes Arising in Response to the Question: “Please use the space below to tell us why you are objecting.”

The graphs displayed below highlight the key themes which respondents referenced in their open question responses.

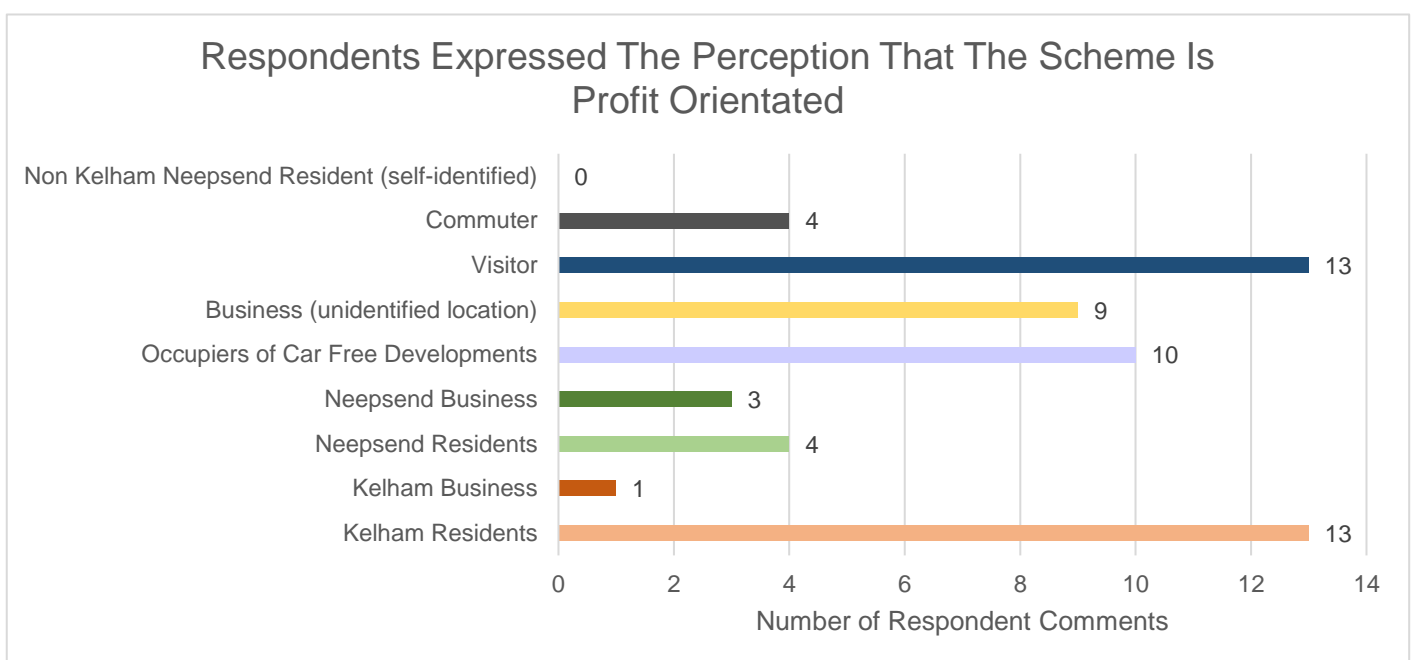
Within the online survey, respondents were asked:

- **“Please use the space below to tell us why you are objecting.”**

The responses to this open question expressed largely negative sentiment towards the proposed parking scheme. Although the responses contained some positive responses, the number of these comments was low and are therefore not included as graphs. Respondents generally expressed that the restrictions would cause problems for them, and make working, visiting and living in the area more difficult.

- **Respondents expressed the perception that the scheme is profit orientated**

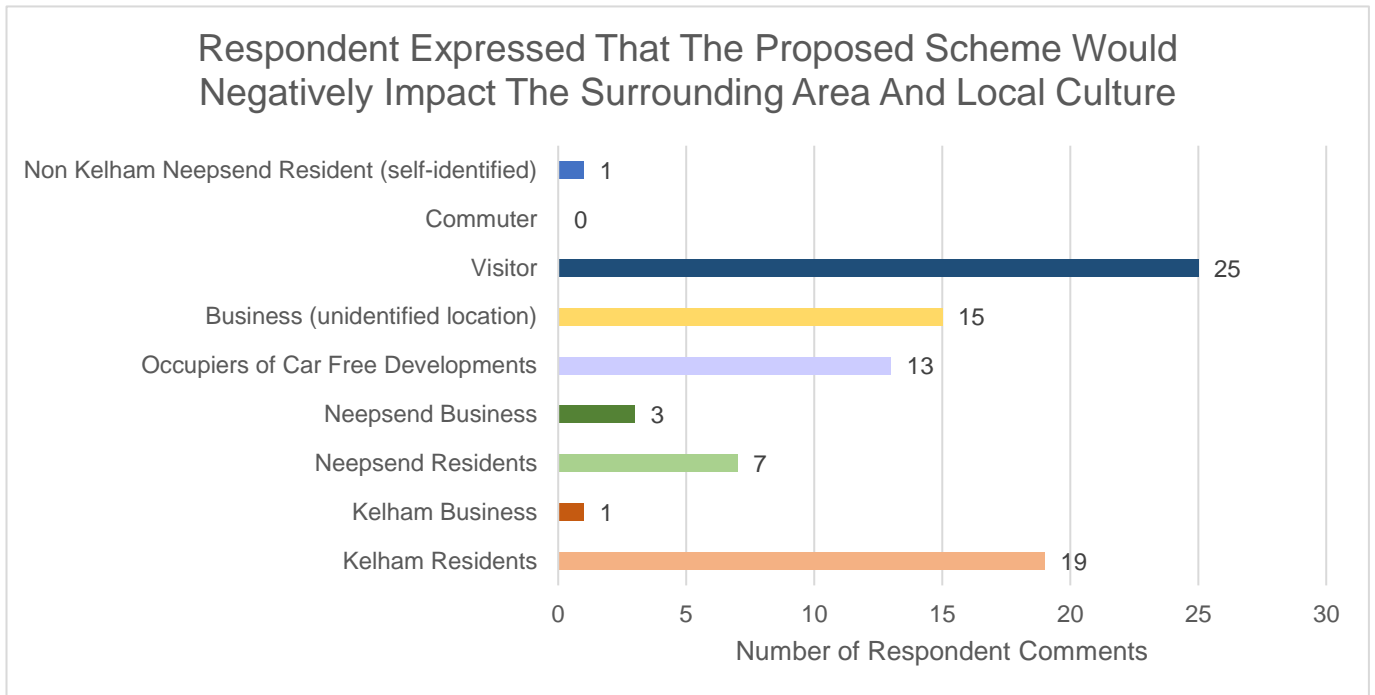
Overall, 57 respondents expressed the perception that the proposed scheme is profit orientated. These respondents largely suggested that the scheme would do little to alleviate any existing parking problems.



Respondents Expressed The Perception That The Scheme Is Profit Orientated		
Category	Number of Respondents	Percentage of Total Respondents
Kelham Residents	13	2%
Kelham Business	1	0%
Neepsend Residents	4	1%
Neepsend Business	3	0%
Occupiers of Car Free Developments	10	2%
Business (unidentified location)	9	1%
Visitor	13	2%
Commuter	4	1%
Non Kelham-Neepsend Resident (self-identified)	0	0%
Total Comments	57	9%

- Respondents expressed that the proposed scheme would negatively impact the surrounding area and local culture

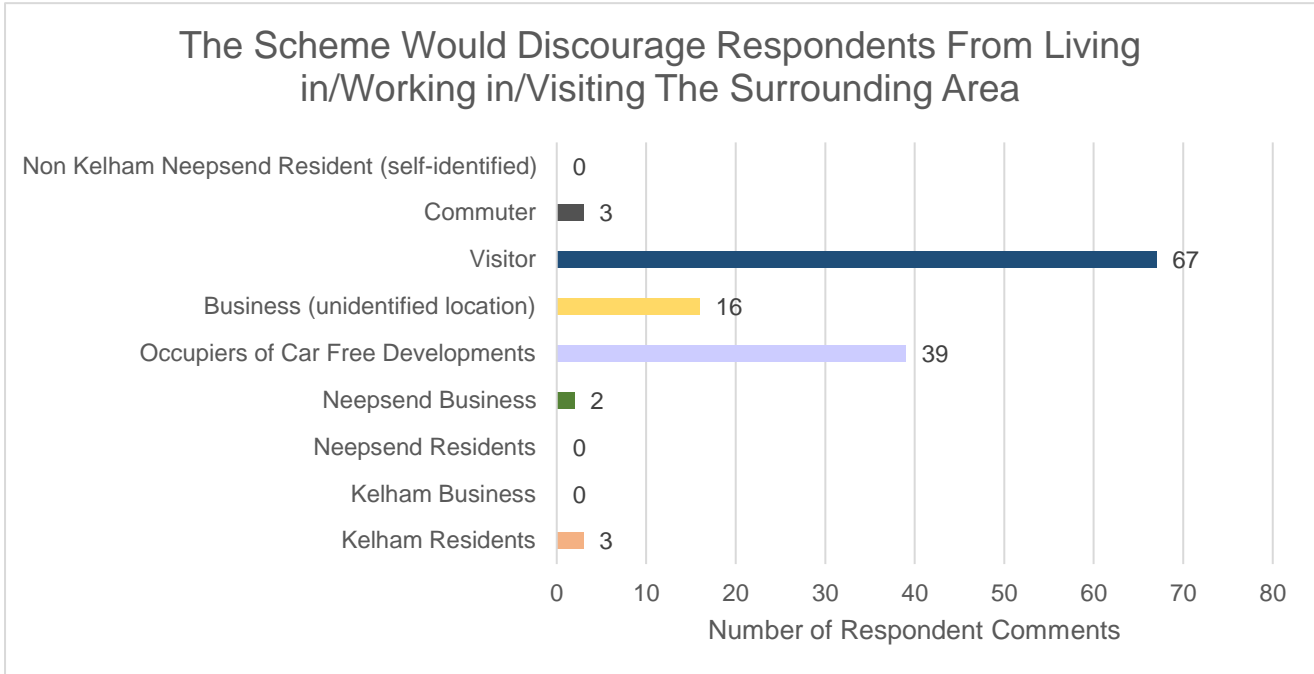
13% of total respondents (84 respondents) expressed that the proposed scheme would negatively impact the surrounding area and local culture. 25 **Visitors**, 19 **Kelham Residents** and 15 **Businesses (unidentified location)** commented expressing this concern.



Proposed Scheme Would Negatively Impact The Surrounding Area And Local Culture		
Category	Number of Respondents	Percentage of Total Respondents
Kelham Residents	19	3%
Kelham Business	1	0%
Neepsend Residents	7	1%
Neepsend Business	3	0%
Occupiers of Car Free Developments	13	2%
Business (unidentified location)	15	2%
Visitor	25	4%
Commuter	0	0%
Non Kelham-Neepsend Resident (self-identified)	1	0%
Total Comments	84	13%

- Respondents commented that the scheme would discourage them from living in/working in or visiting the surrounding area

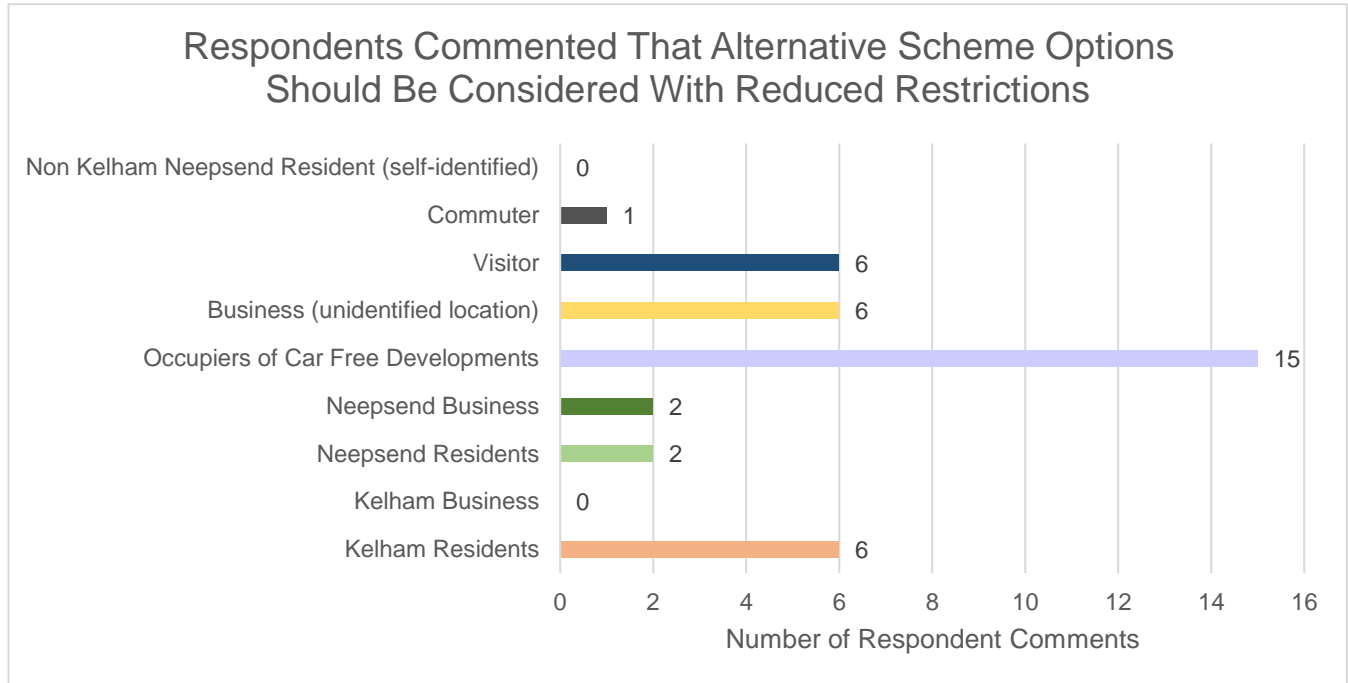
Overall, 130 respondents (20% of total respondents) commented that the proposed scheme would discourage them from living in, working in or visiting the surrounding area. The majority of these responses were from **Visitors** (67 respondents) and **Occupiers of Car Free Developments** (39 respondents).



The Scheme Would Discourage Respondents From Living In/Working In/Visiting The Surrounding Areas		
Category	Number of Respondents	Percentage of total Respondents
Kelham Residents	3	0%
Kelham Business	0	0%
Neepsend Residents	0	0%
Neepsend Business	2	0%
Occupiers of Car Free Developments	39	6%
Business (unidentified location)	16	2%
Visitor	67	10%
Commuter	3	0%
Non Kelham-Neepsend Resident (self-identified)	0	0%
Total comments	130	20%

- Respondents commented that alternative scheme options should be considered with reduced restrictions

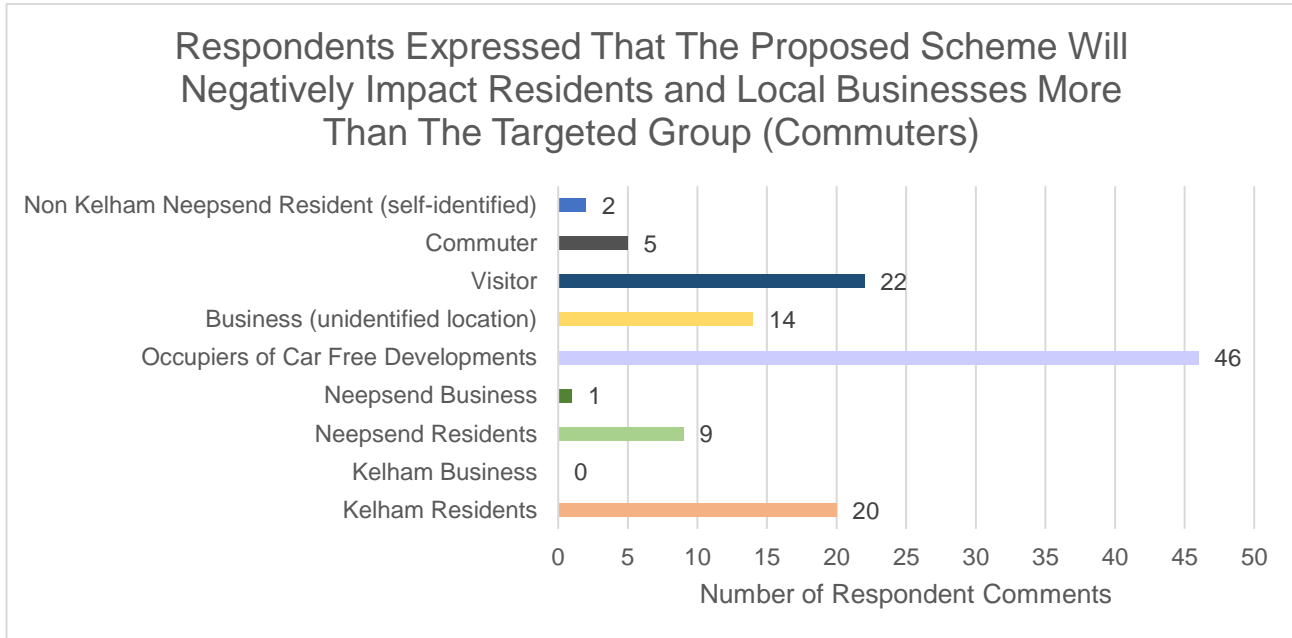
In total, 38 respondents did not express total opposition or approval towards the introduction of a parking scheme but instead suggested that alternative and reduced restrictions should be considered. The majority of respondents who expressed this were **Occupiers of Car Free Developments** (15 respondents).



Respondents Commented That Alternative Scheme Options Should Be Considered With Reduced Restrictions		
Category	Number of Respondents	Percentage of Total Respondents
Kelham Residents	6	1%
Kelham Business	0	0%
Neepsend Residents	2	0%
Neepsend Business	2	0%
Occupiers of Car Free Developments	15	2%
Business (unidentified location)	6	1%
Visitor	6	1%
Commuter	1	0%
Non Kelham-Neepsend Resident (self-identified)	0	0%
Total Comments	38	6%

- Respondents that expressed that the proposed scheme would negatively impact residents and local businesses more than the targeted group (commuters)

119 respondents (18% of total respondents) commented that the proposed scheme would negatively impact residents and local businesses more than the targeted group (commuters).



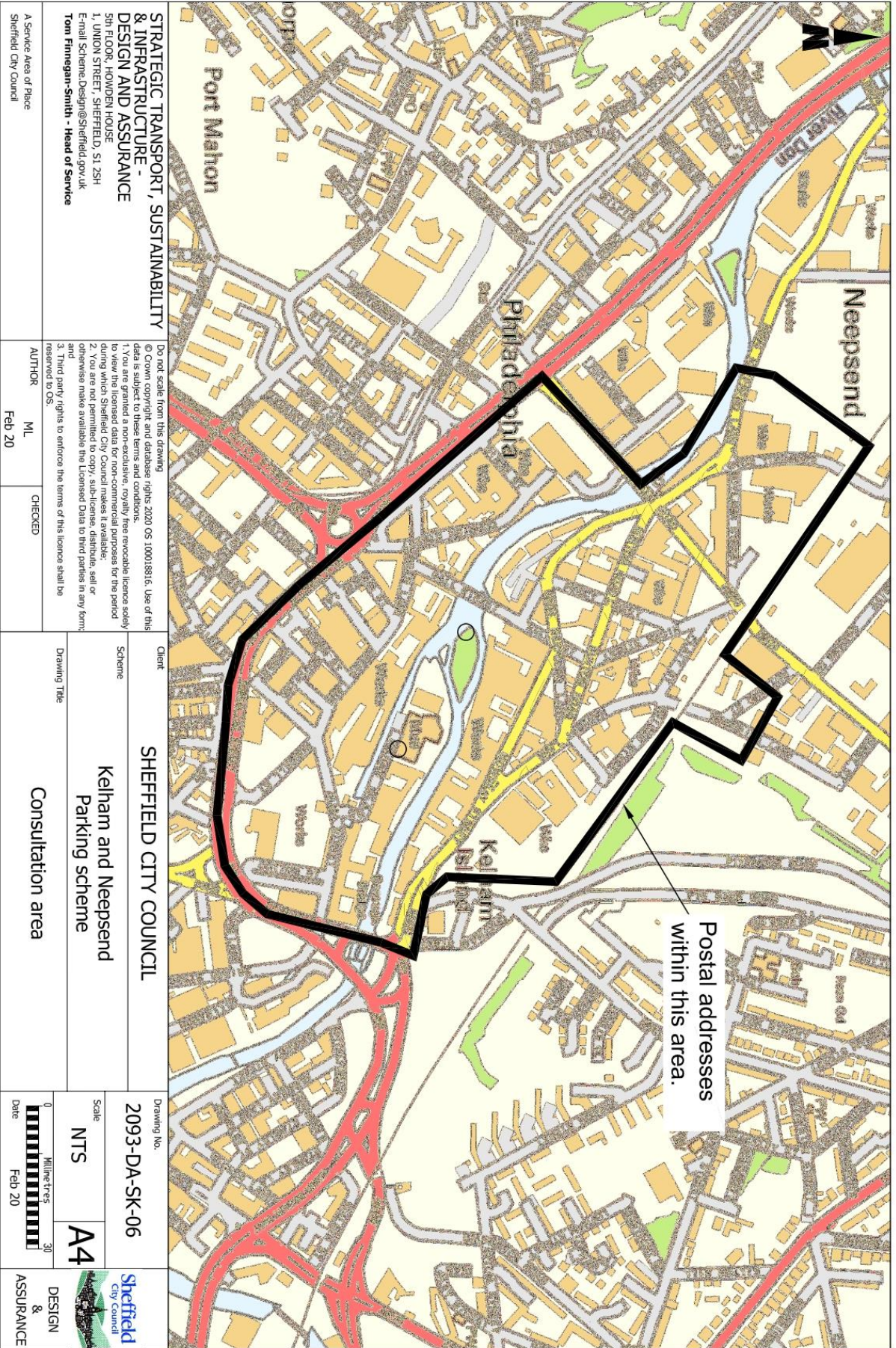
Respondents Expressed That The Proposed Scheme Would Negatively Impact Residents And Local Businesses More Than The Targeted Group (Commuters)		
Category	Number of Respondents	Percentage of total Respondents
Kelham Residents	20	3%
Kelham Business	0	0%
Neepsend Residents	9	1%
Neepsend Business	1	0%
Occupiers of Car Free Developments	46	7%
Business (unidentified location)	14	2%
Visitor	22	3%
Commuter	5	1%
Non Kelham-Neepsend Resident (self-identified)	2	0%
Total Comments	119	18%

Appendices

Appendix 1

Consultation area

See following page



STRATEGIC TRANSPORT, SUSTAINABILITY & INFRASTRUCTURE - DESIGN AND ASSURANCE
 5th FLOOR, HOWDEN HOUSE
 1, UNION STREET, SHEFFIELD, S1 2SH
 E-mail: Scheme.Design@sheffield.gov.uk
Tom Finnegan-Smith - Head of Service

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 AUTHOR ML
 Feb 20 CHECKED

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 Scheme: Kelham and Neepsend Parking scheme
 Drawing Title: Consultation area

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 Sheffield City Council DESIGN & ASSURANCE

Appendix 2

List of key stakeholders contacted

See following page

Two Brothers Coating Ltd
 RCC Furniture (formerly Biscuit Furniture)
 Ally Fraser Wood Works
 Oakbrook Services Ltd
 Kelham and Neepsend Neighbourhood Forum
 Kelham and Neepsend Neighbourhood Forum
 Northern Powerboats
 Haus Homes
 7 Spices Balti
 Natinal Emergency Services Museum
 Armadillo Self Storage
 Edmund Winder Watts Limited
 Reflections Photography
 Hampton by Hilton
 The SEO Works
 Velocity Village
 SSB Law Solicitors
 Forde Recruitment
 Girl Guiding Sheffield
 A for Appointments
 Colloco
 Royal Navy
 Grazie
 Smokin Bull
 Everyday Loans
 Leopold Hotel
 Shakespeares
 Omnia Space
 Fairways Property Management
 Anytime Fitness
 Avison Young
 Zerum Consult Limited
 Quod
 DLP Planning Ltd
 HD Sports
 Eurocell
 CEF
 MKM Building Supplies
 South Yorkshire Ducting Supplies Ltd
 CTW Hardfacing Ltd
 Two Brothers Coating Ltd
 Biscuit Furniture
 Ally Fraser Wood Works
 Oakbrook Services Ltd
 Westpack
 P and W Automobile Services
 Grind Café
 The Fat Cat
 Craft and Dough
 Kelham Island Tavern
 Stew and Oyster
 The Milestone
 The Old Workshop
 Yellow Arch Studios
 Bar Kelham
 Kelham Island Brewery
 Nether Edge Pizza
 Trippets Lounge Bar
 Peddler Warehouse

The Foundry Climbing Centre
 Church - Temple of Fun
 The Gardeners Rest
 Cutlery Works
 The Parrot Club
 Gaard Coffee Hide - Kelham
 The Blind Mole
 Forge Coffee Roasters
 Icarus and Apollo
 Kelham Wine Bar
 Riverside Kelham
 Joro Restaurant
 William Wright
 DF Creative Studios
 Ink & Water Design
 Kelham Island & Neepsend Community Alliance
 Kelham Island & Neepsend Neighbourhood Forum
 This is Kelham
 Sheffield Industrial Museums Trust
 Russell's Bicycle Shed
 The Mill Hair Studio
 Neepsend Brew Co
 The Depot Bakery
 Kelham Arcade
 Glow Yoga
 Kelly Smith Tattoos
 Tonearm Vinyl
 Purdy's Hair Salon
 Soupagency
 Black Beacon Sound
 Kelham Barber
 Sheffield City Council
 Ellesmere Youth Project
 Q Fashion
 Abbeydale MOT Centre
 Carryliam & Co Skip Hire
 Evereal Luxury Travel Ltd's
 Glenmill Carpets & Beds Ltd
 Crews Support Service Ltd
 Total Car Parks
 Crews Support Service Ltd
 Pye Bank Church of England Primary School
 Astrea Academy Sheffield
 Watoto Pre-School
 Abbeyfield Primary Academy
 St Catherine's Catholic Primary School
 City Life Christian Church
 Christ Church Pitsmoor
 Pitsmoor Methodist Church
 St Catherine's Church
 At - Taqwa Centre
 Rock Christian Centre
 Dar UL Uloom Siddiqia Masjid
 Burngreave Tenants and Residents Association
 Burngreave Tenants and Residents Association
 Burngreave Messenger
 Burngreave Clean Air Campaign
 Friends of Parkwood Springs
 Friends of Abbeyfield Park

Peoples Kitchen Pitsmoor
Natal Emergency Services Museum
Broadblast Ltd
EE Ingleton Engineering Ltd
EE Ingleton Engineering Ltd
EE Ingleton Engineering Ltd
EE Ingleton Engineering Ltd
This is Sheffield
Absolutely Scooters
Crusty Cob
Owner of Regent Works
Regent Works' Lawyer
Sabre Toolmaking
CTW Hardfacing Ltd
CTW Hardfacing Ltd
Sabre Toolmaking
Broadblast Ltd
Russell's Bicycle Shed
Dicks Board Store
Two Brothers Coating Ltd
Biscuit Furniture
Ally Fraser Wood Works
Oakbrook Services Ltd
P&W Automobile Services
Stagecoach Bus
P J McAearny Machine Tools
Sabre Toolmaking
Woodward & Taylor
CTW Hardfacing Ltd
South Yorkshire Ducting Supplies Ltd
The Sheffield Brewery Company
Kelham Island & Neepsend Neighbourhood Forum
Waterall Brothers Ltd
Bigdog Studios
Crusty Cob
P J McAearny Machine Tools
The Hop Box
Crusty Cob
Christ Church Pitsmoor

Appendix 3

Citizen Space Survey

See following pages

Kelham Island and Neepsend parking scheme

Overview

The Kelham Island and Neepsend areas are popular for long stay commuter parking because they are close to the city centre and parking is free and unrestricted. This leads to a lack of parking opportunities for customers of local businesses as well as for residents.

The council proposes to introduce a controlled parking scheme that would operate seven days a week between the hours of 8.00am and 8.30pm throughout the area.

Why your views matter

We want to know what you think about these proposed changes.

Introduction

1 What is your name?

Name

2 What is your email address?

Please enter an e-mail address so we can contact you with updates about this scheme. You can also enter your postal address or a telephone number in the further information box in the your view section if you wish to be contacted by post or telephone.

Email

3 How did you hear about this consultation?

(Required)

Please select only one item

- Leaflet in the post
- Notice on street
- Council website
- Friend/Colleague
- Other

4 Where do you live?

Enter the name of the area or street you live in. *(Required)*

5 Why do you park in Kelham Island and Neepsend?

(Required)

Please select only one item

- I am a resident
- I am a local business owner
- I work at a local business
- I am a commuter
- I am a visitor

Resident parking

6 How many vehicles does your household have?

7 Where do you normally park your vehicle(s)?

	On street	Private car park	Paid for car park
Vehicle 1 <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 2 <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle 3 <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8 For any vehicle you park on street do you experience problems parking close to where you live?

Please select only one item

- Yes
- No

9 Please use the space below to tell us about your parking problems.

Local business parking

10 How many employees do you have?

Please select only one item

- 0-5
- 6-10
- 11-15
- 16-20
- 21-30
- 31-40
- 50+

11 Where do your employees normally park (tick all that apply)?

Please select all that apply

- On street
- Private car park
- Paid car park
- On site

12 How many business/operational vehicles does your business have?

13 Where do you park your business/operational vehicles (tick all that apply)?

Please select all that apply

- On street
- Private car park
- Paid car park
- On site

14 Do your employees experience problems parking close to your business?

Please select only one item

- Yes
- No

15 Do you have problems parking your business/operational vehicles close to your business?

Please select only one item

- Yes
- No

16 Please use the space below to tell us about your parking problems.

Employee parking

17 Where do you normally park?

Please select only one item

- On street
- Private car park
- Paid car park
- On site

18 Do you experience problems parking your vehicle close to where you work?

Please select only one item

- Yes
- No

19 Please use the space below to tell us about your parking problems.

Commuter parking

20 Where do you normally park?

Please select only one item

- On street
- Private car park
- Paid car park

21 Do you experience problems finding somewhere to park?

Please select only one item

- Yes
- No

22 Please use the space below to tell us about your parking problems.

Visitor parking

23 When visiting the area do you find it difficult to find somewhere to park?

Please select only one item

- Yes
- No

24 At what time do you usually visit?

	Morning	Afternoon	Evening	Night
Weekday <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Weekend <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

25 Please use the space below to tell us about your parking problems.

Your view

26 Do you support the introduction of a controlled parking scheme in Kelham Island and Neepsend?

(Required)

Please select only one item

- Yes
- No/object

27 Would you continue to park in Kelham Island and Neepsend if you had to pay?

(Required)

Please select only one item

- Yes
- No
- Don't know

28 Please use the space below for any further comments you may have or to add your postal address or telephone number if you wish to be updated by post or telephone.

Equalities

29 What is your age range?

Please select only one item

- 24 and under
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- 85 and over

30 Sex

Please select only one item

- Female
- Male
- Other (please state below)

If you chose other, please state here

31 Do you have a disability or a long-term health condition?

Please select only one item

- Yes
- No

Reason for not supporting

Under the The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 if you wish to object to this proposal you need to state the grounds on which your objection is being made.

32 Please use the space below to tell us why you are objecting

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Appendix D – Kelham Island and Neepsend Parking scheme – consultation responses

Where do you live? - Area or street address	Do you support the introduction of a controlled parking scheme in Kelham Island and Neepsend? - Support	Please use the space below to tell us why you are objecting - No support - reason
	Yes	Not Answered
S2	No/object	Because it has a cost to car users should be free residents and businesses
Tom Lane	Yes	Not Answered
	No/object	We have to unload vehicles from the road outside of our business premises, these vehicles range from small vans to arctic lorries. Stopping that stops our business from being able to supply industry for animal feed and flour mills. This means we are key workers. Making people pay to park outside the business further impacts on the financial aspect of being able to work here.
Cornish Street	No/object	I think bringing in parking restrictions is completely unnecessary and just a cash grab by Sheffield City Council. Although it can get busy to park there are always spaces to be found and there are no safety issues due parking. Many people live and work in the area and to expect them to pay near their homes is unacceptable. We chose to live in Kelham Island as it was affordable partly based on the fact there was no paid parking. We will struggle to pay for on street parking fees. This is causing me a lot of stress and anxiety.
Bardwell Road	No/object	Another ridiculous idea by SCC, just leave things the way they are currently. Fight back against the Green Party and stop destroying the cities transport routes.
Hales Park	No/object	Do not want to pay
Alma Street	No/object	Stupid idea
Wickersley	No/object	This would ruin local businesses! Our customers always say that the reason they have found us is because they have come because it's free to park and have had a walk round the local area / river and seen us!! If people have to pay to park, they will just choose to go into town, which is a shame for Kelham! Not only for our customers, staff like myself who work some days 15 hours a day who are going to have to pay to park outside their work so that it's safe for them to get to their car when they leave at 1/2am!! I completely think that paid parking would ruin Kelham Island, especially after all of the money that has been spent making it the upcoming area it is now!!

Green Lane	No/object	You refer to commuters parking here as a reason to introduce the charges but the vast majority of parking is by residents and so I don't see how these proposals will benefit residents at all. Unless you plan to issue free permits then you will clearly be introducing charges to people who live here making it even more costly. It's the residents that have made this a vibrant community that continues to attract development and business which will benefit the council long term. Opportunities should be sought to support residents living here not penalise them.
Dun Fields	Yes	Not Answered
Kelham Island	Yes	Not Answered
Penistone Road	No/object	Unless supported by residents parking permits, this change would cost local residents a huge amount of money at a time when the cost of living is rising.
Little Kelham Street	Yes	Not Answered
Adelaide Lane	No/object	The cost is unfair for residents. Residents rarely have a parking space available with their flats/houses so being charged to pay to park somewhere streets away from where they live is a terrible thing to do. It is not too busy or congested currently that people can't find places to park, but many people will not want to pay for parking so private car parks and small areas where there is no fee will become too busy. I want my family to be able to visit without paying for parking which will mean the cost of their visit is so much more than it already costs.
Dun Fields	No/object	I am objecting as a resident of a 'no car development' in the area covered by the parking scheme who owns a car and has been parking on street in the area without difficulty for several years. The scheme as planned would result in me no longer being able to park my car anywhere near my home without paying over £2100 a year in daily on street parking charges. There are no private parking spaces available for residents in my building, and there's a lack of private car parks in the area where I could pay to park. I require my car as each weekend I make long distance journeys which are usually not possible or feasible via public transport (as they'd take significantly longer and be much more expensive than driving). You need to let those residents who currently own cars in the buildings you've designated as 'no car developments' park their cars in the area. Why not offer some sort of grandfathered permit scheme which allows current car owning residents of no car developments to obtain a permit, but then closes off access to permits to any future residents. That way current residents who park on the street will not be significantly inconvenienced by this scheme, but in the future, you'll still have a method to reduce the number of cars attempting to park in the area?

Tower Rise	No/object	It is unfair to the residents of the area, and it will discourage visitors like myself from using the businesses in the area.
Green Lane	Yes	Not Answered
S8 8EA	No/object	At the moment we have no parking restrictions outside my business. As it stands, we can load, and unload and customers can park 24hours per day 7 days a week. Looking at the new parking restrictions we would have yellow lines along both sides of the road with some parking at the start and on the other side from my workshop, this will leave us with no loading area or parking. At the moment we have no problem with people parking here all day and going to elsewhere so parking restrictions are not needed, unlike Kelham Island.
Cornish Street	No/object	As previously mentioned with Kelham Island being already such an expensive place to live, I would really struggle if I had to pay parking on top of this. I previously moved out of s1 because of the parking situation so Kelham Island was perfect for me. The parking at the minute is adequate for our needs. I have lived there for a year and not struggled parking in that time so think it is totally unnecessary and will definitely negatively impact me and my housemate tremendously.
Little Kelham Street¶¶	No/object	There are plenty of car parks nearby which require payment. You have already significantly reduced the amount of street parking due to the roadblocks put in place around the area. This is a residential area and should be free for residents.
Kelham	No/object	As a resident in a property where the parking was never released, on street parking is essential for all of those in my building. Removing this is damaging TO local residents, who do manage to get satisfactorily parked. Removing parking due to 'commuters' would actively damage those who reside in the community. Please rethink this damaging proposal.
Little Kelham Street	Yes	Not Answered
Dun Fields	No/object	Introducing parking charges and removing the ability of residents to buy permits is incredibly unfair. Nowhere on our contract did it state we would have a 'car free household'. All four of our houses are professionals and require our cars for daily use. Had this been stated anywhere we wouldn't have lived in Kelham to begin with. Similarly introducing parking charges to the few remaining spaces will make it incredibly expensive to simply live here.
Crookes	No/object	It's an awful idea to bring in paid parking, it would put me off visiting the local restaurants and would be detrimental to the community
South Road	No/object	It would change the times I would be able to visit my friends and go for walks with them in the area. Since it is multiple of us in the area to see our friends, it would

		become too expensive to continue our plans which have been good for mental health.
	Yes	Not Answered
Little Kelham Street	No/object	I believe something needs to be done about parking but making all roads a monetize pay per hour is the complete wrong way to go about it! We need residents permits, how do you expect residents to park that don't have car parking? Our flat offers a parking space for 14K, the average person with one salary can't afford a flat and a parking space.
Ecclesfield	No/object	Parking in the city centre is already difficult and expensive, having to pay to park in Kelham Island and Neepsend would make me and most people I know who park there even more likely to just go to Meadowhall.
Green Lane	Yes	Not Answered
Mexborough	No/object	As stated over charging workers yet again to work and park a car. I cannot commute on public transport it would take 2 hours and 2/3 changes on transport to get to and from work. Lots of people cannot commute and drive to work and need these free parking spaces
Kelham Island	Yes	Not Answered
Cornish Street	Yes	Not Answered
Jordanthorpe	No/object	It is too expensive to pay to park in Sheffield.
Little Kelham Street	Yes	Not Answered
Kelham Island	No/object	
	Yes	Not Answered
Chesterfield	No/object	I travel from chesterfield to Kelham Island to work. I have to drop/pick up children from childcare on route so public transport is not an option. Having to pay for parking on top of all the other cost of living increases is, personally, not an option.
S3 8DF	No/object	I object to time slotted parking restrictions as they are simply a ticketing trap. A better option would be to give the residents of the local area permits to park (which can be charge and I would agree to pay this annual fee on this basis). This would reduce the impact of commuter parking in the areas that residents should be given priority as there is no other options for residents to park.
Burton Road	No/object	This scheme will hurt business across Kelham Island as the economy is rebounding from Covid Restrictions. This is a cynical attempt to make up money cut from council budgets and will have little to no impact on environmental issues in the area. People will still need to use cars/vans but will now be forced to spend more money at a time when businesses have never been more stretched. This will also deter customers from attending shops and cafes in the area. The timing of these changes given the ongoing global pandemic is at best ill-planned and at worst fiscally irresponsible. Risking jobs and growth in the area as well as possibly impacting on local property prices.

S6	No/object	You need to seriously look at why people park there and provide alternative parking. You can't want people to use public transport when it's completely unreliable and too expensive. You're just shifting the problem to a different area.
S20 7NA	No/object	The council have ripped the heart out of my city with their incompetent parking decisions and no doubt will do the same to Neepsend at the cost to small business, they've seen the area pick up from a no-go area to the place to be and now want their price of it leave well alone Sheffield council let the small businesses prosper without interference from the set of ***** at town Hall
Percy Street	No/object	It will become more expensive to park in Kelham all day, and possibly even more difficult to find a space.
Little Kelham Street	No/object	Bringing in pay and display parking will make it impossible for us to park where we live due to our development being a no car development and being unable to purchase additional parking from the developer. We are both doctors in this household and need our cars to travel to our jobs in the hospitals in the area, especially when on call and called in for emergencies. As we will not be allowed to purchase permits, we wouldn't be able to park and own a car, and therefore unable to go to work. Please do not bring in these changes. Alternatively opening up the permits to flats in Kelham Island would be welcomed.
Silkstone Common	No/object	I have parked at Kelham Island for over 15 years. There used to be a large car park on Alma Road which charged a very reasonable £2.00/£2.50 a day, the land lay unused for a few years and now it has been built upon. A lot of people are unable to use public transport for work which is expensive and in limited supply (I live in a rural area) and have limited time in which to travel to pick up/drop children. On little more that minimum wage a lot of people in retail do not have much option but to find cheaper parking and they are bringing much needed footfall into the city centre.
Wincobank	No/object	This will literally stop me from just popping by. If I've been out and about or for a swim at Hillsborough or Ponds Forge, I generally like to go for a browse, drink or food. Having to worry about parking fees will stop me from doing this. I'll just go to Meadowhall. I don't mind paying to park in the city centre, but the cost is too high for multiple visits a week or a month.
Shalesmoor	Yes	Not Answered

Cornish Street	No/object	At present there are no issues with parking in Kelham Island. The proposed changes are going to penalise residents of the area, imposing a greater financial burden on people, at a time when the cost of living is already sky rocketing. The idea that a problem stems from commuters parking around here is simply laughable. There are no parking issues during the day, and you only have to wander around the area at night and see most parking spaces full to realise that the people parking here are residents, who may now be forced out of the area if these planned changes go ahead. You also state that you are looking to change the parking to help customers of local businesses - the people who frequent the businesses around here most, on the weekdays at least, are the residents themselves. This is just another example of Sheffield council being out of touch with local people. You are going to price people out of the area which will damage local businesses and create a greater financial burden on the people that decide to remain here. This is a ridiculous proposal and comes across quite transparently as a money-making scheme for the council. A council that already taxes us too much, yet you now want more.
	Yes	Not Answered
Acorn Street	No/object	I have never struggled to find on street parking in the Kelham area. This scheme would effectively force me to move from my home. As I live in one of the so-called "car free developments", I would not qualify for a resident permit (I note a large number of residences in Kelham seem to fall into this category). This would mean I would have to pay the best part of £1000/annum extra for private parking, at a time when the cost of living is spiralling out of control this would be potentially disastrous for me. I strongly protest the proposed scheme and suspect I won't be the only person who would be affected in this manner. The current parking scheme is completely adequate

Shalesmoor	No/object	As residents of a car free development, your notice leaflet acknowledges the fact that we wouldn't be able to get a permit but then fails to offer any alternative or pragmatic advise as to what the hundreds of residents living in these developments are expected to do. At the time that we moved in we were told that as residents we would not be eligible to apply for a permit, but at the time there was no permit and no plans to permit, and if there was, then this was not communicated to us. As parking is not really an issue in the area at the moment (other than when local events are being held) and we do not struggle to find a space, the inability to purchase a licence has not been an issue. However, the introduction of this scheme will penalise those of us living in these developments. Many of these developments offer the most affordable accommodation in Kelham and are essential to attracting young professionals and students to the area, which in turn is essential for the local economy. By introducing a parking scheme and offering no fair alternative for those of us living in these developments, you are unfairly disadvantaging people in the area on lower incomes. It would be unfair to expect people in this situation to then pay further 'pay and display' charges every single day, thus further disadvantaging us. What's more, is that by introducing more yellow lines you are creating an issue where there isn't currently one. I understand that our opinions will probably go unheard and unaddressed, as is usually the case with Sheffield City Council, but people in these developments pay thousands and thousands of pounds in rent every year, and many of us spend our money locally which is vital for the success of small local businesses. We have all worked around the traffic regulation controls imposed in 2020 for the benefit of the wider community (even though this also reduced parking space and access in the area), but for ourselves, your further proposed change would probably mean we have to leave the area for good.
Meersbrook	No/object	Residents should not have to pay for parking.
Mosborough	Yes	Not Answered
Dun street	No/object	It's not fair for residents in Kelham Island to have to pay for parking or not be granted a permit based on which buildings they live in. This is not a student accommodation, it is a block of flats which contains many residents who have to commute to work meaning their cars are not there most the day anyway (personally I leave at 8am and don't return until 5.30pm) not being able to park near my home address would have a huge impact on whether I even choose to continue living in Kelham Island especially in a household with 2 cars. Granted it can be frustrating when commuters leave their cars and head into town however living here for over 6 months now, I can say I have never struggled with parking before.

	No/object	This scheme is appalling, it states it will help residents of the area to park close to their home, however in actual fact isolates the majority of the residents of being to park anywhere! The residents that make up Kelham Island and Neepsend are those stated in the list of developments unable to apply for a permit, how do you expect these residents to continue living here, where do you expect them to park their cars if everywhere else is a double yellow and The only other option being to park the car near their property (if there is any space left) for £2 a day minimum if parking after work! Where will the residents get the extra £730 from? Where will I park if I get home after work and all spaces are full, please do show me on the map where I can park if that is the case? If this scheme comes into action I will have to move home and can see a lot of other following suit it is damaging to the area and is a shocking proposal.
Dun Fields	No/object	Because permits will not be available to parking free apartments which is crazy as the other apartments already have a space to park in within the apartment grounds.
Green lane	No/object	No issue, just charging people For parking to make money
Meersbrook	No/object	I object to having to pay to park for people that live in that area. My daughter lives there and struggles to pay bills with the cost of living that has risen by a large amount she would struggle to pay parking charges.
Handsworth	No/object	It's bad enough paying in the centre to visit restaurants etc now having to pay at Kelham is a joke
Mowbray Street	No/object	We can park outside already. We don't need to be controlled. You did not consider us you only consulted us after you had decided. You built allowed-too many short-term accommodation units that soon will be slums.
Bradway	No/object	I'm a taxi driver and the council have made it harder to collect passengers from Kelham Island. Why have you closed Ball Street Bridge and Alma Street with barriers why not make it a taxi zone with cameras and fine all other vehicles Dursley this would generate income only need cameras up.
Kelham Island	No/object	I live in Kelham Island and having to pay to park outside my house is ridiculous.
Sothall	No/object	I pay road tax. People can park on my road and do as I live near Rother Valley so I do not see why I can't park on other public roads. I did not support parking restrictions at Rother Valley and object to parking restrictions at Kelham Island/Neepsend.
Wadsley Bridge	No/object	See previous answer, stupid short-sightedness from our ***** counsellors yet again
Cornish Street	Yes	Not Answered
Paradise Street	No/object	It's the only place I can park my car where it's close to my home and I don't need to pay a ridiculous amount of money to park. My family live in the north of Sheffield so I need a car to visit them as the public transport system

		is overly expensive and woefully unreliable, please rethink this.
Sheffield	No/object	Our business will be impacted in a bad way. See previous comments.
Handsworth	Yes	Not Answered
Adelaide Lane	No/object	- It will be harmful to local businesses- we don't have much of a parking issue here anyway- I do not want to pay to park where I live
Dun Fields	Yes	Not Answered
Woodthorpe	No/object	Local workers and residents will not be able to park near their workplace/homes without being charged or having to move their car after a couple of hours. If public transport in the city was more efficient, then the proposal may work. But for now, it may deter a lot of customers.
Mowbray Street	No/object	The fact that we can park one car on the street was the reason we chose to move to Kelham. It has great motorway and city links, which is why it was initially great for us as young professionals to choose to live here for our commute to other areas of Sheffield and Derby. Yes sometimes there can be issues getting a space close to where we live but a short 2-minute walk was not an issue. We would not be eligible for a parking permit and would therefore have to relocate. If we were eligible, then we would consider taking up a parking permit. There will be more flats coming to the area in the coming months and years and they should have sufficient parking spaces being built underground to avoid the influx of additional spaces needed.
	No/object	Residents do not have enough spaces to park. This is supposed to be an 'up and coming area' yet you cannot get parked and now will be less spaces. Residents need to park and not have to pay. Ridiculous.
Kelham Island	No/object	I will have nowhere to park near my home
Sheffield	No/object	It would make visiting the area to use restaurants very difficult. I don't want to use public transport as a single woman. I would need to catch two buses and also walk. I would not do that in the evening
Brightside Lane	No/object	Because it's a 'let's now kill off any trade around Kelham Island' People will avoid the area and local Businesses will suffer more than they are doing already.
Eagle Lane	No/object	It will cost me £2132 a year which is extortionate
Hillsborough	No/object	There is no problem at the moment. it will be detrimental to evening business in Neepsend.
Sothall	No/object	There is insufficient free parking as it is. Sheffield continues to develop however part of that is making it functional and accessible. How that area is now is functioning well.
Kelham Island	No/object	Cost of potential resident parking permits. Cost of paying to park in general. Cost to visitors to my property. Cost to local businesses with a potential reduced visitor rate. This will also have a knock-on effect and cause more

		residents to park inappropriately within the private parking areas of Kelham mills - this is already a problem.
Acorn Street	No/object	If this parking scheme came into fruition and as many developments in Kelham Island are supposedly a car free development, (which is new information to us as residents that have lived here for 2.5 years), we would without doubt move out of Kelham Island and live somewhere else. We are already paying nearly £100 per month to have one car in a private car park which is very expensive, further added to the fact we wouldn't even be eligible to apply for a KINPS permit. Given that the list of car free housing developments is extensive and composes nearly every flat building within Kelham Island, I strongly suspect that most residents who have cars and in the same position as us will vacate this area and ultimately further compromise business round this area (which you say you are trying to help with this parking scheme) as we shop/support local. If you want to encourage people to not drive and be car free, then you ultimately need to improve public transport to and from this area of the city. I feel this scheme will ultimately drive people away, particularly residents, who have lived here for some time now.
Mowbray Street	No/object	I am a resident in Kelham Island. There are parking spaces for residents to park. I park most days in a space to park. I don't think it's fair to make people pay when they live in this area.
Acorn Street	No/object	If this parking scheme came into fruition and as many developments in Kelham Island are supposedly a car free development, (which is new information to us as residents that have lived here for 2.5 years), we would without doubt move out of Kelham Island and live somewhere else. We are already paying nearly £100 per month to have one car in a private car park which is very expensive, further added to the fact we wouldn't even be eligible to apply for a KINPS permit. Given that the list of car free housing developments is extensive and composes nearly every flat building within Kelham Island, I strongly suspect that most residents who have cars and in the same position as us will vacate this area and ultimately further compromise business round this area (which you say you are trying to help with this parking scheme) as we shop/support local. If you want to encourage people to not drive and be car free, then you ultimately need to improve public transport to and from this area of the city. I feel this scheme will ultimately drive people away, particularly residents, who have lived here for some time now.
Hales Park	No/object	It is wrong to change residents to park on their own road
Adelaide Lane, Sheffield	No/object	Local residents have the right to park their vehicle near their residence without having to pay for parking.
Parson Cross	No/object	Because there is literally nowhere else to park, and the bus service is almost non-existent!

Sheffield	No/object	We already pay for so many areas of Sheffield. Why is Kelham different from another residential area?
	No/object	As I mentioned, it makes my life difficult, and this is not good.
Meadowhead	No/object	If free parking wasn't available, I wouldn't visit
Adelaide Lane	No/object	It would put people off visiting an up-and-coming area. Guests visiting would have to pay
Millhouses	No/object	
S35	No/object	I am a parent of a resident who lives in Kelham Island. My daughter and her flatmate both own a car which is vital for work. A single allocation of a parking permit would cause untold problems as they both need quick access to their vehicles for "on call" and shift work. Aside from that, a limited budget means extra parking costs would be unaffordable to them. As a regular visitor and a user and supporter of local business I would also be compromised and forced to avoid going to the area. I feel that any level of restricted parking around Kelham would only make matters worse for the majority of its residents and visitors and have a detrimental impact on the area.
Kelham Island	No/object	The flat I live in is advertised as on street parking. This is rare enough, leaving walks late at night to an unsafe place mostly. I'd be all for a scheme favouring residents, or some compromise to benefit residents like me who are paying for a flat that was sold with so called on street parking. To charge residents for parking goes against many factors which ultimately leaves me with no choice but to leave. I am all for any decision that benefits paying residents.
Neepsend	No/object	I don't want to pay
Mowbray Street	No/object	I think making pay parking around Kelham is an awful idea. Due to the nature and heritage of Kelham Island, many residents live in renovated factory style buildings or flats. This means that for the square footage of buildings there are multiple residents. Most residents do not have the luxury of a car park or space to park and rely heavily on the free street parking. By charging people to park this will financially disadvantage many residents, especially those who have been living here under the same costs to consider (rent, bills etc) for years. There are homes that house multiple people, such as students and young professionals who again, rely on the free street parking and have multiple cars. The parking should remain free, it would put many residents in a financially difficult position, and I am aware that this idea has angered individuals.
High Green	No/object	Visiting convenience
Kelham Island	Yes	Not Answered

Mowbray Street	No/object	The changes penalise property owners in Kelham Island. There should not be a restriction for residents to gain a parking permit. It is unacceptable to ask residents to pay for parking outside their own homes.
Adelaide Lane	No/object	I do support paid for parking for visitors during peak times. In order to try to limit car use etc. However, I do think it is important that residents of the area are not penalised in this way - we need to park! I would support a permit scheme for residents.
Kelham Island	No/object	We currently are able to park close to our home for free, I don't think it's fair to make residents who don't have enough permit spaces pay for parking where they live
Adelaide Lane	No/object	My objection to this proposal has already been stated in my previous comments. It would affect the local community! Kelham Island is now a thriving area where people want to visit and live because of the venues that are on offer here. If you enforce paid parking in the area, it will have a negative impact. It would also have an effect on my own wellbeing and mental health as it would restrict family and friends in visiting me.
Kelham Island	No/object	Read previous comments. There is no need to have parking charges as there are adequate levels of parking and this is simply just another way for Sheffield council to make more money. I have been a resident here for over 10 years and have had no problems.
Mowbray Street	No/object	I live on Mowbray Street as a tenant renting a flat and would therefore not be eligible for a parking permit according to the leaflet. I think this is extremely unfair because my landlord (and I'm guessing many other landlords) has either sold or is renting out the parking space that is allocated to my flat to someone else, I do not have access to that parking space. Therefore, if this scheme was to go ahead as it is, I would be unable to park where I live with no options at all. The people it affects are those who are tenants in flats with no ownership to parking spaces and will only allow landlords to charge more and make more money for these spaces. I am an A&E doctor and therefore work shifts patterns, often returning home at 2am. I would not be able to continue living in this area returning from these shifts alone at that time if I am unable to park in the area, it is not safe. If this scheme is to go ahead, there cannot be entire buildings where the tenants are not eligible for permits, otherwise many people like myself will simply have to move out of the area, the landlords will not be able to get other people in and Kelham Island will decline as an area. Please think about people's safety before declaring that entire buildings of people will not be able to buy a permit because of circumstances outside their control. I would like updates on whether or not this scheme will go ahead because I will have to start looking for another place to live if it is and the rules do not change about my eligibility for a permit.

Russell Street	No/object	The traffic should be one way from green lane to Russel Street. From Alma Street onto Russel Street. With hard standing for the Kelham Island Tavern to have a patio culture on the front of that building seeing as it's the oldest pub in the area.
Kelham Island	Yes	Not Answered
Kelham Island	Yes	Not Answered
Kelham Island	No/object	I do not experience any problems parking on the street, and neither do my friends or family when they come to visit. I also have work colleagues who park in the area, and Kelham Island is one of the only free places to park in Sheffield. The free spaces bring more people to Sheffield, as many people would opt to work from home or visit further out if they did not have the option of free parking. Food places like The Grind, Peddler Market and Cutlery Works will suffer if there are no free parking spaces. The council already have enough pay and display car parks, do they really need any more? Maybe focus efforts on improving the transport service or dealing with the shocking level of homelessness in Sheffield City Centre (money better spent on giving someone a bed for the night), than imposing yet another charge on the people and businesses who live, work and socialise in Sheffield.
Kelham Island	Yes	Not Answered
Little Kelham Street	Yes	Not Answered
Green Lane	Yes	Not Answered
Mowbray Street	No/object	I will have nowhere to park my car, it will be ridiculously expensive to park on the street outside where I live. I don't have an issue as it stands. I can't even get a permit under your guidelines. This proposal screws over so many people it is stupid.
Adelaide Lane	No/object	We do not see an issue with the current parking situation and worry about the cost to businesses of a potential loss of custom.
Kelham	No/object	Because we have lived here for ages, and we have no trouble parking on the streets when we need to. There is space. All residents in the area should be allowed a permit if it has to lead to that.
Kelham	No/object	I don't experience a problem with parking. Have to park on the street. You basically enforcing yet another tax on residents at a time where cost of living is already increasing rapidly, national insurance is increasing, people are already being affected financially. It is heavy handed, disproportionately impacts residents of the area. Terrible idea
Basegreen	No/object	Because this council are destroying businesses all over the city by stopping motorists from going. These businesses work hard to build up a trade and turn an area around to make it nice to visit, then SCC council come along and try to charge motorists, chase them away then kill all the businesses and area. Get out of our city !!!!!

Cotton Mill Walk	No/object	I live in a 'car free' development so wouldn't be eligible for a permit. We were never able to get a parking space in the development as they are so expensive and there aren't enough. Many are given to the businesses not residents. Myself and my partner share one car but have to park on the street. I use my car to get to work and my partner does cycle. I support the proposal of permits but think 9 developments not being eligible for them is unfair and supports the more wealthy who can afford the expensive spaces.
Eagle Lane	No/object	The 'car free' status of certain developments unfairly discriminates against certain residents. While I appreciate a planning agreement may have been made with developers, no mechanism has been applied to ensure tenants and property owners are aware of this status and any future implications. While I agree with the implementation of a permit scheme, it must not discriminate between which residents are allowed to apply for permits. Any inability to apply for a permit has massive implications for my existing employment, which requires I maintain a car.
	No/object	Not good for current residents
Green Lane	Yes	Not Answered
	No/object	At a time when all other costs of living are going up while wages stagnate, I think it's incredibly cruel to add yet another cost to live. I would understand the introduction of free resident parking permits to limit the number of tourist and commuter parking but charging people who have moved into the area on the basis of free parking is cruel. This is only going to affect residents who have no choice but to park their cars here and will now have to pay yet another fee for the privilege of just existing in this area.
Dun Street	No/object	I think it's fine to pay to park but with my property being unable to purchase a permit even at a higher cost I feel let down by this proposal. It could actually devalue my property and other options need to be made available. For example, I would love to not have a car if an affordable car share scheme operated in the area. Perhaps someone instead of building an apartment block could build an affordable safe car park? I rarely drive but own a car for the few occasions where it's needed, I would really like for the Scheme to also make suggestions for what those 'forced out' actually do in this situation. I actually do feel forced out, it's personally never been a problem to park, and I support the pedestrianisation of the area but an alternative for those left out needs to be presented.

Dun Street	No/object	I object to this scheme as we live in one of the developments which is car free. Lots of the residents in our housework in hospitals so need to be able to drive to work on call. In addition, I think lots of people choose to visit Kelham Island due to the free parking, and wouldn't visit the local businesses if they had to pay to park, especially when Ecclesall road etc has free parking after 6:30. We rarely have problems parking within walking distance of our house, even if we have a short walk it is better than not being able to park at all as we only have one driveway between all 5 residents. When I previously lived in permitted areas, I had no less problems parking than I do now.
Brampton Bierlow	Yes	Not Answered
Kelham Island	No/object	In all the time I've lived in Kelham Island (nearly 14 years) I've never had trouble finding a parking space. Not have visiting relatives. There is ample parking space everywhere. The private car parks are not full. This seems like a money-making scheme because someone finally cottoned on that there's a popular area of the city which doesn't have parking charges. This is going to cost my relatives when they want to stay. The area is rife with car break-ins, and there is often glass on the streets. I don't think it's a privilege to pay to park in this area.
Lancaster Street	No/object	I have lived in Kelham for 2 years and travel to work each day. I very rarely have an issue with parking when I get home from work. If I do it is just a matter of having to park slightly further from my apartment than I usually would. Trying to justify that residents would have to pay for a parking permit due to additional costs to the council is scandalous. I would not have any objections if local residence would have free parking permits. With increasing cost of living, having to pay another £93 on top of the increases in taxes is another cost which I cannot afford.
	No/object	I am against making life more expensive for residents, businesses, their customers and their visitors. The council have done nothing to deserve this money and have no grounds on which to take it from us/customers/visitors. I am against adding extra bureaucracy.
Mowbray Street	Yes	Not Answered
Pitsmoor	No/object	It makes it harder for people to use services that are not available closer to their homes (such as different types of shops, eating establishments, banks) when they have health problems restricting the time available for them to get jobs done away from home. It increasingly restricts free movement around the city, increasing inequalities between different parts of the city. It's making the challenges in my life even harder to deal with but adding

		a big transport factor to every task that needs completing, like visiting a bank branch.
	No/object	See 31. You're cutting off the very residents that are helping Kelham Island to thrive in the first place. "We believe that the people who benefit should pay towards the costs..." Who is benefiting here?? This is a scheme designed to make things easier mostly for businesses by the looks of things. If there are areas causing issues for wheelchair/pushchair users, add some double yellows to those specific areas. Don't completely overhaul the whole area and not even give access to permits for many residents.
Mowbray Street	No/object	As stated above. We live on Mowbray Street and own 2 car but only one can go in the communal car park. I am happy to pay for a yearly permit but not to pay £6.50 a day to park my car. I think people living on Mowbray Street should be allowed to apply for a permit.
Mowbray Street	No/object	Free on street parking is essential for the daily lives of residents in and around Kelham Island & Neepsend. £6.50 is exploitative. People move in on the understanding that there are practical facilities such as parking available to remove these would be entirely unfair.
Dun Fields	No/object	The proposed parking scheme is atrocious and will have detrimental impact to everyone in Kelham Island and Neepsend. As I resident who has a car in a car free zone what do you expect us to do? The proposed costs are extortionate to visitors and residents. There is no proof that the cars parked in Kelham Island and Neepsend are of commuters, the cars in the area are only those of residents and visitors of businesses. You mention that this is help businesses due to commuters parking in the area, but that is a damn right lie. This is a money grab at the expense of flat owners in the area many of which have already been massively affected by the cladding scandal. I know that all the objections raised will be ignored so the cheek to ask for our opinions then go ahead with the scheme is an insult and disgusting behaviour. I hope you see sense and abolish the scheme.
Solly Street	Yes	Not Answered
Mowbray Street	Yes	Not Answered
Leicestershire	No/object	I don't believe it's fair to force residents who don't have off street parking to pay daily to park their car, it would just become unmanageable
Leicester	No/object	There is already a shortage of parking. Residents in Kelham Island already have high council tax costs. Parking fees will make people want to leave the area and make it less desirable
Mowbray Street	Yes	Not Answered

	No/object	I believe with the current break in problem. I don't see how paying for a permit without any increased security can be tolerated. Nowhere in the leaflet does it mention a more secure parking arrangement
Kelham	No/object	I rent a flat with one friend and we have a car each but only one parking space allocated. We both need cars to work and already pay a lot to live in the area. I can't afford to pay for parking every day and this would discourage my friends to visit and spend money at the local businesses
Cornish Street	No/object	It would be super inconvenient and unfair to have to pay to park at my own home. We regularly have guests / significant other who stay over, and they would have to pay and display which would get very expensive very quickly.
Acorn Street	No/object	Excluding very large residential buildings eligibility for the scheme.
Dun Fields	No/object	Too many single yellow lines
Dun Fields	No/object	
Dun Street, Kelham	No/object	Following this plan to restrict parking, my flatmate and I will be unable to park within Kelham, near to our flat. We are unable to apply for a permit, and the parking in our apartment block is fully subscribed. The proposed changes to the plan will cause significant difficulty and expense to the two of us. I understand the desire to reduce the commuter use of Kelham, and we would be willing to pay for permits if we must but making parking impossible for us in Kelham is absurd. Perhaps a scheme that creates some resident permit/pay parking, and leaves some unrestricted parking would be a better compromise? Alternatively, please allow all residents of the Kelham area to apply for permits. If neither of the above is possible, please advise on viable parking options for us, at reasonable cost.
Kelham Island	No/object	I think it will have a massive impact on businesses in the area and I think there are only a small amount of areas doing well in Sheffield especially after the pandemic. I don't want to see another area of the city become run down once again.
Newark	No/object	Please see commentating box 28, entered there in error and phone will not allow me to copy
Lancaster Street	No/object	Parking in Kelham is fine currently and it being free is a very positive thing for all. It brings people to Kelham to experience peddler market, visit the cafes, shops, restaurants and see their friends. There's never any problem, parking for free is great for everyone and everyone is currently happy. By charging everywhere, less people will visit and support the local business. Residents will be hit hard financially, and it will turn people against the authorities. This parking scheme will not benefit anyone either resident or business who lives in Kelham and who likes to visit Kelham. This is just taking advantage of people and making quick money at the expense of others. You even stated that a space isn't

		even guaranteed if we purchased a permit. This is a poor scheme, very much like the cycle scheme that was abandoned. Please think of the residents and businesses happiness and wellbeing. This scheme will spoil Kelham and send its great progress backwards. I hope you are actually listening to people's feedback and not just initiating a formality that is just meaningless.
Little Kelham Street	Yes	Not Answered
Acorn Street	No/object	We rely on the free parking around our apartment block being as the private parking around Acorn Street costs £90 a month. This is a cost we cannot afford and as part of your scheme you will not be allowing people who are part of affected apartment blocks to get a permit. This is very unfair as it will force us to have to pay £90 a month for a space around Acorn Street. The scheme will also make it harder for friends and family to visit and stay over as it will incur more costs and potentially deter them from coming.
Dun Street	No/object	We'd have nowhere to park, my partner working night shift relies on the free parking and so he wouldn't be able to do his job. We'd definitely consider moving out of the area, which means we'd spend a lot less money on the small shops and local businesses which we love. We also wouldn't get any visitors to our apartment, which would again mean we would travel elsewhere for drinks and food.
Newark	No/object	Do not think proposal will improve parking situation and penalises the residents.
Liverpool	No/object	To support the current residents of Kelham Island
Chesterfield	No/object	I am objecting because there is not a reasonable, affordable alternative that's been proposed, tested and then put into place. For example, public transport is more expensive and slower than driving, and also poses more of a threat to people who might visit in the evening when travelling alone. Asking people to pay is simply creating an area that's only accessible for those with excess money and, in a time when the cost of basic living is increasing at an alarming rate, I object to the introduction of charges for parking. If an alternative is required then there needs to first be: alternatives (as mentioned), guarantees that current and future residents will all be able to get a parking space (at least one space for every apartment or house already there, plus any built in the future), and any money raised from parking charges to be spent in a fair and transparent way. At the moment, the area is not set up to be able to meet these requirements and therefore charges should not be brought in.

Lizzie Lane	No/object	I live on Lizzie Lane with my partner. We have two cars which we both need for our jobs. I am a junior doctor, meaning I rotate jobs at present every 6 months. Being able to park nearby is absolutely necessary, not least when I finish a shift at 3am in Rotherham A&E. The proposed plans will be hugely disruptive to where I can park at this time as we are named under the non-eligible for parking permit developments. I object on this basis, and feel it is strange to call it a car free development when lots of houses have garages...! We feel that being made to park 15-20 minutes away from our house in unacceptable.
Intake	No/object	Kelham Island and Neepsend are both populated with small and artisan business who have currently got a good flow of customers which would be adversely affected if parking restrictions were introduced, instead of deterring people try encouraging them with free parking and going one step further by freeing up some council owned space for additional free parking.
Springvale Road	No/object	I park on Bowland St near where I work on Neepsend Lane. I have to travel here frequently meaning the cost of parking would accumulate to a substantial expense. I don't agree that those working in Kelham Island should be subject to charges as a result of commuter parking for the city. As I have previously mentioned in this form, I believe permits would be a suitable workaround for those working in the area of paid parking is to be implemented.
Haworth Crescent	No/object	Previously stated that I commute in from Rotherham, and park on Boyland Street, ideal as its next to work. Often for all day (8am-10pm) Along with a ton more people who need to park there for working here. Chefs and floor staff who don't have any other way. There is nowhere else to park locally that is free/cheap and/or safe. It's ideal for nipping to the shop if needed for work purposes, stock without paying to go in and out every time. Adding payments is stupid, and selfish for them who work around here to keep Sheffield going. And since it's in a quiet area/road, there doesn't seem any point. I would happily pay for a permit to park their yearly/monthly.
Kelham Island	No/object	In general, I would support a parking scheme in Kelham Island and Neepsend if implemented fairly and effectively. At present, I acknowledge that it can be challenging to find parking as a resident due to commuters taking advantage of free parking in the area. The permit and pay & display scheme could help to mitigate these issues that we as residents currently face. However, I must strongly object to the scheme currently being proposed, specifically with regards to the 'car free developments' clause. I own a property and a single parking space in Kelham Island - one of the car free developments - where I live with my fiancé. We are both doctors working at different NHS hospitals in the wider

		<p>Yorkshire region; having access to a car is essential for us to be able to get to work, and as we work in different hospitals in different cities and towns, it is simply not feasible for us to share a car. Our current parking situation is such that one car resides in the parking space that I own, whilst the other has to be parked on the road. If the proposed parking scheme were to be implemented in its current form, we would either have to park the second vehicle outside of Kelham - the nearest free parking being at least half a mile from our front door - or we would have to use the pay and display machines whenever we wanted to park outside of night-time hours. It goes without saying that neither of these options are acceptable to us. We need to be able to get to the hospital in emergency cases when on call, which means walking half a mile to our car is simply not practical or safe. Equally, we frequently work night shifts and hence our vehicle would be on the road during the hours that charges are applicable, resulting in a charge of £6.50 each and every shift. This is not an additional expense that we can afford in order to be able to work. The Kelham Island neighbourhood is popular amongst healthcare professionals due to its excellent proximity to the two major hospitals in the city, as well as its access to the motorway. I know that there will be many of my neighbours and colleagues left in a similar situation if this parking scheme were to come into play in its current form. Whilst I understand that we all have a responsibility to reduce our reliance on cars and become more 'car-free' in the years to come, there will be people and families that absolutely rely on having two cars, and the sudden implementation of this scheme will leave those who live in these so called 'car free' developments in a very challenging situation. I propose changing the proposed scheme such that any and all residents in Kelham can apply for parking permits, irrespective of the development they live in; or, failing that, that residents in 'car free' developments have the opportunity to apply for a permit on a case-by-case basis. Thank you for taking the time to read this response.</p>
Dunn Street¶¶	No/object	<p>I live on Dunn Street and I am not allowed a parking space due to other people in my household having a space. My residence only allows one space per household, which means a lot of people at my residence have to park on street as it is common there is not only one car per household. There are lots of families at my residence who I would presume would also struggle with parking if this scheme came into place. As I wouldn't be able to apply for a permit, I don't know what I would do as I require my car to travel to work which is not available via any public transport. Please advise or change the permit allowances for those who cannot park at their residence. Thank you, Charlotte</p>
Birkendale	Yes	Not Answered

Mowbray Street	No/object	I moved into my flat on Mowbray Street 3 years ago and have worked as an NHS doctor those 3 years and my partner works as a social worker. Sudden I will have to pay an extortionate amount of money to park outside my apartment. So, should I 1) move house 2) sell my car leaving me unable to drive to the hospital I work at or 3) pay an extortionate fee? All 3 of these options are quite clearly unreasonable options to be sprung on me suddenly. When I moved into this flat it was not clearly advertised as a 'car free development' and I wasn't warned that 3 years in the future I would no longer be able to park outside my own flat without pay a ridiculous amount of money. I often arrive home late, and this means I have to walk about 5 minutes to my flat and there is always parking albeit a short walk away. If I can manage to do this after a 12-hour night shift, I struggle to see what other people are finding so difficult?
Kelham Island	No/object	I live in Kelham Island and need the free street parking to park my car
Archer Road	No/object	Please consider implementing a pay and display car park instead on one of the run-down lots or areas that would be suitable for a few cars, such as the blocked off area just past the house skatepark. Covid has decimated small businesses and you are pushing people to larger businesses that have free parking as standard. Making on street parking chargeable will do nothing but drive people away from the area who are just popping into a coffee shop or to collect an order also the sheer amount of workers down there do not need another crippling living expense added on after years of freely being able to park at work. With the huge living cost increase this is a very deaf thing to do and why people are at a loss of confidence with both local and national government. Put people before profit. Do better SSC.
Little Kelham Street	No/object	I live here and have been parking on the streets of Kelham for 2 years - no issues. No need to step in and change unnecessarily.
Adelaide Lane	No/object	My household and our neighbours and visitors have never had difficulties parking and we do not feel that fees should be imposed upon residents and local business users
Mowbray Street	No/object	I see no benefit in introducing a controlled parking scheme, in fact the places around Kelham where restriction's/bus lanes are already in place are completely disregarded. I've worked in Kelham for 15+ years and all I've seen vast changes to the road, parking etc over the year, none of which have made any difference to the volumes of traffic.
Dun Fields	Yes	Not Answered
Clough Grove	Yes	Not Answered
Walk Mill	Yes	Not Answered
Harvest Lane	No/object	
Mayfair Court	Yes	Not Answered

Crookes	Yes	Not Answered
Burton Road	No/object	This will have a detrimental impact on our employee's parking near the business and also reduce the ability for our customers to park their vehicles to load or for large 45ft container lorries to park for loading / unloading. This will result in the road becoming blocked which has been proposed as a main route through the area.
Mansfield Road	No/object	As an independent business owner in Kelham, I think this idea is ridiculous to say the least. I have been driving to work 6 days a week for 2 years as I own a restaurant. The idea that I soon may not be able to park for free at my work, which I stay at for 10 to 11 hours a day is very concerning. I, my business partner and head chef all must drive to work, we all need to visit suppliers on a daily business to meet the demands of our customers and then be at work so driving is essential. After reading your leaflet I simply don't believe that local business owners have requested restricted parking which will directly affect their staff and customers. Most businesses in Kelham are small independent hospitality sector businesses. Staff cannot afford to pay £6.50 a day to park for a 5 hour shift. it seems crazy to penalise these employees who must drive, especially those who leave late in the evening. Why do businesses only get an offer of 2 permits? as stated above most businesses will have more than 2 employees who must drive to work! You are even stating you will be also REDUCING the number of current spaces. why? Why operate 7 days a week? completely unrequired! why must people have to pay on SUNDAYS to visit or work in Kelham? It is such a bad idea I was in disbelief when I read the leaflet. As I said prior the actual amount of long stay parkers in Kelham is tiny compared to short stay visitors. I drive and move my car regularly in a daytime, there are always spaces popping up all over the place, cars moving etc. there is not an issue with long stay parking in Kelham. There are so many areas in Kelham and Neepsend where a car park could be built to accommodate paid parkers. Huge unused warehouses or dirt ground that can be turned into car parks. please leave the roads alone. The bridge has already been closed, please allow those who travel a long way to work in Kelham and who have made Kelham Island what it is, to park and not be charged nearly £50 per week just to be able to work (if starting early which most chefs etc have to do)if it wasn't for the independents in Kelham it would be nowhere near as much of a pull for people to visit, and its these people who will be hit the hardest. I agree that there are not always a lot of available spaces, but your proposal will hit those who work here the hardest. especially when offering such a low amount of permits. please review your policy as I really hope this doesn't happen, it will affect my business and others negatively and we have already had enough over the

		last 2 years. this is just another money-making scheme which effects the wrong groups.
S12 2RB	No/object	Increased fees for my workers and more difficult conditions for lorries bringing essential raw material to site. We pay out taxes, rates and employment costs and have done so for almost 50 years, but the council seems hell bent on trying to harm our business by increasing costs and making deliveries more difficult. Someone from the council needs to visit us at Ingleton's to get a sense of the difficulties that this is causing. Not that I expect this will happen !!
Ecclesfield	No/object	While it can be difficult to find parking in Kelham Island, I have never witnessed people parking there to commute into the city centre. In reality there are lots of small businesses and student accommodation in Kelham Island, which don't have their own car parks. This is the primary reason why on-street parking is quite busy. It is not particularly common for people to park in Kelham Island to then walk 20 minutes into the city centre, and the number that do this almost certainly pales in comparison to those that live and work in the area and simply don't have another choice. At the end of the day, charging those who work in the area an extortionate £6.50 per day is not the way to go about fixing the parking situation in Neepsend. There are car parks at <£3.20 per day just off Alma street, but these were made inaccessible from the Neepsend side when Ball Street Bridge and part of Alma Street were pedestrianised, so now you have to join the dual carriageway and sit in traffic for an extra 5-10 minutes per day to reach the only realistically affordable paid parking (which is already saturated without the council driving those that park on the street into it with their inflated prices).
Crookes	No/object	The area needs more parking areas not fewer. There is tonnes of derelict land that could be used to create clean and safe parking in the area. Charging people to park on these unkempt and dirty side roads is a joke. Only last week I had to avoid broken glass on the streets that laid there for the whole week before it was cleared away. The overcrowding is not due to too many people parking there to work in town, it's that more business and residential units have popped up without any consideration for parking requirements. Our planning teams should **** and make these developers include realistic parking schemes when submitting plans. No vehicle developments are a joke when the city centre offers nothing in terms of retail, people have to travel and use vehicles to collect larger goods
Laughton Common	No/object	Because I don't expect to have to pay to park to work with other overheads it won't be worth coming to work.
	Yes	Not Answered

S11	No/object	I am objecting because I do not believe you are trying to solve a real problem that local residents or businesses actually have, and if you are then this is a terrible solution that I'm sure nobody wants. Perhaps you should just be honest that this is a money-making scheme.
Little Kelham Street	Yes	Not Answered
Hillsborough	Yes	Not Answered
Mowbray Street	No/object	people now have to commute further for work and restricting parking to these people by enforcing a charge would be detrimental to said people, basically a pay cut. the only people to benefit financially would be the very people who are should be helping those less fortunate.
Grenoside, Sheffield	No/object	I object due to safety reasons with the ongoing prostitution in the area and having to walk past them on a daily basis. I also object due the daily cost. I work 5 days a week and couldn't afford to pay it and to be honest Platt Street on which I work on only has car parked on it that work on the road.
Gleadless Common	Yes	Not Answered
Stannington	No/object	I am objecting as I feel that the businesses in the area have had enough of a struggle to stay open during the pandemic. By introducing parking charges, it may possibly cause people to reconsider visiting the area therefore reducing the trade to the many businesses. I already feel that parking charges in the city centre are totally ridiculous, expensive and I avoid the area for this reason preferring to shop at Meadowhall or in Hillsborough where 90 minutes free parking is available in several of the local car parks. So much revenue was used to introduce the cycle lane as a temporary measure at Shalesmoor, that caused an enormous amount of issues for Shalesmoor. I feel that this scheme will have a detrimental effect on the area.
Dun Street	No/object	As a tenant we were not made aware of our flat being a car free development, this will be the same with hundreds of others. At least give the selected accommodations a chance to apply for a permit as you are forcing individuals to move, meaning changes to lifestyle and work. Ridiculous!
Dun Street	No/object	I completely disagree with this proposal, I feel it makes it impossible for residents to park in the area or have visitors especially for families/couples living in buildings that you will not offer permits. I feel this project devalues the area and I do not see the benefit to this.
Dun Street	No/object	As said before ridiculous idea and will just ruin the area that has so much potential. Can't believe I pay my council tax for this idea to be brought forward.

Killamarsh	No/object	Unfair Parking Charges, forcing Motorists and people who live in the area to have to find alternative parking. If this goes ahead what areas are next, the City Centre is turning into a no-go area. The Parking Fees are just another Tax, Motorists on low wages trying to earn a living while the Council wants to charge them for going to work.
Newsham Road	Yes	Not Answered
Alma Street	No/object	I work for the NHS, I have to have a car for my job, if this scheme goes ahead, I will most definitely move out of the Kelham Island area as it will make it impossible for me. I know many people who live in developments which have been listed as "car free" who need a car for work. I believe if introduced, this Scheme will push residents out of the area, and also reduce the amount of visitors Kelham Island receives. Lockdown has made things hard for people, especially me, an NHS professional, this will only make things harder for the area and the people who live within it.
Neepsend Lane	No/object	I think this measure will not fix any of the problems mentioned. Will just make life more difficult for people working in Kelham Island and also the costumers. Not to mention the neighbours... it's a shame you are even thinking about charging to park here...
Mowbray Street	No/object	As I mentioned on the previous page, I moved as a tenant on Mowbray Street in 2015, unaware it is a "car free" development, and while it is busy, have never had a problem leaving my car reasonably close by further along Mowbray Street. This proposal will force me in the short term to leave my car however far away is necessary such that it is in an unrestricted area, no doubt inconveniencing those residents close by to said area. In the longer term it would force me to move further out from the centre of Sheffield or even outside of Sheffield and commute (to the University of Sheffield), rather than the 20-minute walk to work I currently have. These options are not attractive to me, and hence I object to this proposal.
Cornish Street	No/object	- the prices for permits are very expensive - it could damage businesses because people might think twice about pulling up and buying a coffee etc - it takes away the freedom of parking around Kelham - I don't see a big issue with parking in Kelham. There are always spaces- there are untreated potholes and lots of litter on Dixon Street that need dealing with -
Neepsend	No/object	I'm a young profession trying to become established in my chosen career. It's unnecessary extra expenses that defeat the purpose of me deciding to live in this area.

High Green	No/object	Because commuters on lower salary / minimum wage cannot afford daily parking charges like town and this gives us the opportunity to commute to work and not worry about expensive parking bills. I also personally believe that private parking goes against common interest and is an unethical practise to take money from everyday citizens who cannot work from home and must travel to work in expensive parking areas. I also know of residents who do not have access to their own car park in the area who rely on free parking
Holywell Heights	No/object	Because I park for free, why would I want you to introduce something that costs? Also, I go to the cafes in Kelham, most people go because parking is free. If there's a charge it will put people off from supporting businesses, there
Oxspring	Yes	Not Answered
Hackenthorpe	No/object	I have worked in the area for the past 8 year and over the years it has become very hard to get parked with new buildings being built in the area. We see on a daily basis people parking up and walking down the road towards town. Therefore, using our spaces that we need to use to be able to work. We can't afford to pay for parking and 2 business permits is not enough for everyone at my work. We can't share a permit. You will be making us look to leave our place of work which is not something we want to do.
Deepcar, Sheffield	No/object	I am objecting to this because I need to park around here for work but I would not be able to afford to pay for parking on a daily basis and would then be forced to look for another job. I have worked round here for 15 years and never had trouble with parking apart from having to park a bit further away which is not a big issue. There are a few businesses around this area who have a number of employees and having only 2 permits for a business is ridiculous.
Barnsley	No/object	Previous comments explain all. It's all a money-making scheme.
Cotton Mill Walk	Yes	Not Answered
Crookes	No/object	
Mowbray Street	No/object	If you provided more permits per business, this shouldn't be a problem. I don't see why residents and businesses should be affected in this area for the problem caused by city centre workers, perhaps provide more affordable parking for them, instead of creating more disruption. As there has been a lot of construction of flats in this area perhaps the parking should have been considered before signing off the new buildings instead of introducing parking permits as an afterthought. Solve the problem at the source i.e., City Centre Parking instead of moving the problem to somewhere else.

Rotherham	No/object	objecting to this obscene parking proposal as this would have a negative effect on staff including myself. this would impact me, and the business financially and only benefit the government/council.
Mowbray Street	Yes	Not Answered
Hollinsend Road	No/object	Because parking is hard enough without paying
Chapelton	No/object	
	Yes	Not Answered
Little Kelham Street	No/object	See last page
Little Kelham Street	No/object	I have been a resident on Little Kelham Street for the past 3 years and strongly OPPOSE this proposed parking scheme. For starters, parking isn't even bad around Kelham - so why charge? It's idiotic and unnecessary. Like I say, I have been a resident of Little Kelham Street for the past 3 years and developers charged residents £12,000 for a parking space. I do have a parking space, but my partner does not since we simply cannot afford the highly price cost that developers charge - so by you/the council putting these parking schemes into place affects the residents. Parking is FINE in Kelham Island - please leave it alone.
Little Kelham Street	No/object	I am objecting to the proposed scheme as residents of little Kelham Street and similar developments will have nowhere to park under the proposed scheme. Residents of car free zones must also be allowed to apply for permits, or scrap the idea altogether
Mowbray Street	No/object	I'm objecting to residents not being able to apply for a parking permit if they live in a development that comes with 1 allocated parking space. Most households (especially married, full time working couples) have more than 1 car & should be able to get a permit. It's ridiculous that you're even proposing these changes.
Mowbray Street	No/object	Money making from the wrong people, lots of low paid workers that will suffer.
Ranmoor	No/object	Please see previous comments. We must be able to have space to legally load and unload and operate large vehicles around our site.

Dun Fields	No/object	I'm strongly opposed to this scheme. As I live in a block where no permit is possible you are essentially pricing me and my partner out of driving. My girlfriend is required to drive to work daily, and I care for my elderly parents. So, what you are doing is making sure we have to park far away from our home. This obviously means I won't be able to drive to my parents in a hurry should one of them have an accident and my partner must walk long dark walks to her car every morning and evening. I'm sure you probably know that Neepsend/upper Thorpe aren't exactly safe places to walk for women in the dark, so this scheme essentially puts her wellbeing (and other women) at serious risk! While there are businesses in Kelham it is primarily residential properties. It's not believable this scheme would be in any way beneficial to residents. I would assume there are no alternatives planned at all? No car park / additional bus routes. You can't solve a car problem by simply banning people from residents from using them!! There has to be additional alternative infrastructure provided. People rely on cars for more than just convenience!!! I bought my property and was told there was road parking available. Yes, the property developer should have applied for permits but you are completely neglecting us by implementing this proposed plan. For once think of the people who stand to lose most! Not gain a little. Your consideration would be very much appreciated
	No/object	I am in support of the permit holder parking only, HOWEVER there is not enough space for permit holders. You are proposing to have most of the roads as double yellows? Visitors to the area will continue to pay for on street parking so where will residents that have paid for permits park? You need to offer additional parking somewhere for residents of the area if this is the case, you can't expect residents to pay 6.50 a day and a permit? If anything, it should be majority permit only with MINIMAL spaces for pay and display.
Mowbray Street	No/object	I think it's absolutely ridiculous that you are now making people pay for the parking. I moved to Kelham Island because it's perfect location and can park for free. I struggle to live here as it is and now, you're making people pay. You're just doing it to be greedy, as it's clearly been fine for years. Absolute joke. Not happy at all. The local business will definitely loose out as you will put people off coming down here. I know I wouldn't come down to local restaurants if I had to pay.
Tinsley	No/object	It really is affecting my mental health, you are driving me out of work as I won't be able to afford to park.
Rutland Road	Yes	Not Answered

Kelham Island	No/object	Hello, Despite being a single car household, my flat in Kelham Island did not offer a parking space and according to the scheme, I would not be entitled to a permit. I and many other residents would be required to pay over £40 a week using the pay an
Alma Street	Yes	Not Answered
Stannington	No/object	The residents of Kelham have signed contracts to rent property in good faith and cannot afford any further extra costs. This area is already struggling from road closures, causing further traffic as you have to drive twice as far around Kelham just to get out of the area. Which equals more car fumes.
Waverley	No/object	It's a disgrace that at a time of increased energy bills and tax that the council is also looking to charge people for parking that's not even remotely close to the town centre. If you want people to come back to the city this is the wrong way to go about it. These plans need tearing up and that energy needs putting into other much needed areas
Lancaster Street	No/object	This is an unnecessary change that ensures residents are the ones to lose out. Parking is limited and during peak hours it is sometimes hard to find a space directly outside my apartment. This is not an issue as I have never failed to park, occasionally I will have to park a short walk from my apartment. Converting the area to paid and permit parking will do little to ease this. There are a limited number of parking spots and while a minority of cars are (possibly) for people that work in the city and walk in, most people that park here are required to be here. Residents are the only people that lose in the proposed changes having to either pay or lose the ability to park their car. This will just turn the parking issue into a resident's issue and move the overflow of cars to a different area. Visitors to the many bars and restaurants in Kelham will think twice before attending if you make it difficult to park here.
Cornish Street	Yes	Not Answered
Ashwood Road	No/object	I am objecting to this because my colleagues and myself will be unable to park and so will be unable to attend work.
Burton Road	Yes	Not Answered
Sheffield	No/object	I work 3 days a week on Percy Street, S3 8BT and should not have to pay for parking or a permit. We are a multi-tenanted building with 11 units with occupied tenants. Those tenants have staff/clients/customers who all need to park on or around Percy Street. These people cannot pay for parking this is ridiculous!!!
n\	No/object	I feel as though I have done this over the previous 31 questions.... otherwise, what was the point of the survey??

Woodhouse	No/object	I'm a small, self-employed business who is struggling in the current climate, I'll also be facing an increase in rent soon. This parking scheme will put me under even more pressure to make ends meet so I do NOT support it. I'm based on Burton Road and from my experience the people that park around there is all from local businesses or their customers and NOT commuters. I believe that this parking scheme will be detrimental to the area and the businesses that operate from there.
Little Kelham Street	No/object	I deeply reject the idea that certain residents of Kelham Island are not able to apply for a parking permit. We are tenants within Kelham Island, and do not have any access to the parking spaces available for purchase within that development (which we couldn't afford anyway at the cost of £14,000). As such, we have to park our car on the streets in the nearby area. Whilst I would be fine with paying the fee for a resident's permit, I find it utterly ridiculous that since I live in a 'car free' development, I would not be allowed to access such permits. Myself and my partner rely on use of the car for our livelihoods, but under your current plans we would be forced to pay more than £2000 a year just to park our car where we live, something we simply cannot afford and would likely force us to live elsewhere. Your plans are therefore highly discriminatory towards those that do not have the financial means to fork out £14,000 for a permanent parking space or £2000 a year for street parking. Whilst there is some merit to introducing a parking scheme in the area to stop commuters taking advantage of free parking, there should be no circumstances in which the residents of the area are negatively impacted by the change, and in some cases (such as ours), priced out of living in the area by the City Council. You must therefore reconsider your plans, and make arrangement for all residents who need one, to have access to a parking permit.
Cornish Street	No/object	See earlier comments
Mowbray Street	No/object	My partner and I are residents on Mowbray Street who also happen to own a car. I object to this new proposal because there is not enough parking in the buildings themselves, and as such we'd be unable to get a parking space, and therefore would have to pay the extortionate amount of money to park on the street without a parking permit. We moved into this flat with the pretence that we'd be able to park on the road (and I'd imagine this is what developers and planners thought at the time when this block was designated as a no-parking block). We may be able to pay the £2k a year it would cost us in this situation, but we don't believe we should have to, given we pay comparable rents and live in a comparable area to others in Kelham. All this is doing is removing the ability for us to park in this area and giving it to other people in other flats. How is this equitable at all? This is a literal postcode lottery at its worst. The current system

		<p>at least is fair in some sense - it means those with the most patience gets the parking spaces (not that parking is even a problem most of the time...) If this goes through, we won't be getting rid of our car. Instead, we will have to find other places to park, most likely in Burngreave, or perhaps in Neepsend, and will eventually likely move out of the area. I know people in Little Kelham Street who are in a similar situation, who have to use their car because of the dire state of public transport in Sheffield (particularly to high value areas like the parkway business park). Or what about the people in Shalesmoor who park over here, where previous parking changes have come into effect? If people have bought a flat, what are they supposed to do? Be pushed into the arms of developers who will extort them even further for limited parking space (we're already talking £10-15k a spot here, before these changes go ahead!) This feels like a bit of a bad joke because half the buildings have been designated car free on the basis that some lazy/greedy developer doesn't have to provide parking because there is on street parking... and now there is no on-street parking. Even as a labour and green voter (I have only ever voted for those two parties) I do feel like there is a little bit of liberal disdain coming from those parties for what the average person wants - in this case owning a car - and disdain is reflected in schemes like this. But I'm afraid the cat is out of the bag on this one. Powered private transportation has become seen as somewhat of an expectation for the modern person, however much those in power see this as an undesirable situation. It has to be caveated that driving rates are falling, but once you get a car when you have a family people rarely tend to go back. Not giving everyone in the area the opportunity to even buy a parking permit feels a little bit like a punishment, as if we are not supposed to be able to own a car when everyone else is? Should we not have the same desires or expectations as our neighbours a few blocks down? Or should we be punished just because "someone needs to be punished for the amount of driving that goes on in general"? In general, I support traffic easing measures, and I think certain things like reducing the number of lanes in an area is a good idea - because of induced demand. However, it only works if there are alternatives. As such, this might actually deter people from coming to use local businesses, because, as noted above, at the current time public transport in Sheffield is not good. With this new scheme, you may get students going to places like Cutlery works, Steel Yard and the shops near the depot bakery, but what is the chance people will drive to Kelham to park and pay, when they could just as well go into the city centre, pay the same amount and have more options. Not to mention, by not allowing residents to have parking, you deter people with families and young professionals (who expect to have a car) - i.e.,</p>
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		<p>those with money to spend, and instead replace them with students. If you think that city centres and local areas can survive and thrive without aspirational working class or lower middle class people living in them, then good luck with that, they just become shells of their former selves. I reckon my partner and I spend more and more consistently in local businesses living here and utilizing a parking space around 50-80% of the time than the customers that parking space would get on a normal day, if it were used 3 or 4 times on a Saturday and Sunday. We go to 3 or 4 local business every single week, something we shan't be doing if we have to move out of the area because of this parking charge. As one of the commenters said on the last connecting Sheffield consultation (that I've only just found out about - thanks for leafleting that to us...), "another council nail in Sheffield's coffin". To be honest, I don't fully understand the business case since parking is rarely if ever an issue, even on weekends. The only time it becomes difficult to park is when peddlers market is on, or when there is a game at Hillsborough. Also, if you were bothered about parking at all, then have some vision and buy up that bit of land that is basically a dump next to Jewson's and turn that into a council car park. I guess cynically this is what brings me to the point that this feels like a half-baked money grab from the council - it's not really about parking availability in the area, it's about revenue as always. The previous plans did basically nothing, but pave a few walking routes, add a roundabout, and add some token greenery. This does even less but causes annoyance to local residents too! Once again targeting younger people because "they have no one else to vote for". Well thanks for that. And this is coming from someone who has voted for labour and green in every single election ever, what a mug I am. P.S. How has it cost £624,000 to come up with this plan? All you've done is draw some lines on a map (probably a couple of days work for some surveyors), print some flyers (around a few thousand pounds for a print of 10k A3 bifold) and put a form field on a website (less than a day's work for a web dev). Then to implement all you have to do is put up a few signs, paint a few lines (maybe a week's work for a couple of workmen) and have a website where you can pay? £50-100k tops...</p> <p>https://www.thestar.co.uk/news/politics/parking-scheme-back-on-agenda-at-sheffields-popular-kelham-island-after-two-year-delay-3544111 Ridiculous .P.P.S So Why are you unable to see what others have said? This is a ridiculous state of affairs in a democracy. What kind of a panopticon-style farce is this? Maybe its intentional to avoid people gathering and agreeing or generating any kind of "common knowledge" because the council just wants the facade of stakeholder input and will ram through whatever it wants anyways. Put some effort in</p>
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		<p>and learn about better ways of doing digital democracy e.g., https://consider.it/, https://pol.is/home, https://www.technologyreview.com/2018/08/21/240284/the-simple-but-ingenious-system-taiwan-uses-to-crowdsource-its-laws/ because this system is not up to cop. We should also be able to see the representations made to the council by local businesses and residents, as is proper in an open system, such that points may be discussed, questioned and refuted. (I am sceptical that this isn't just some councillors pet project, and that these aren't just convenient but 'phantom representations'. P.P.P.S. How hard is it to create a *digital* survey that has a reasonable numbering scheme, instead of one that jumps from question 9 to question 26???? (Yes, I can see why you'd have that on a paper one... but you'd also see questions 10 to 25 as well....) And why do these boxes not have formatting? This response would have been much clearer with bullet points...P.P.P.P.S. Nice how the council managed to slip the last consultation about connecting Sheffield, another stupid money-grabbing bus gate, with only token greenery. Feel really valued as a resident of Kelham right now. https://connectingsheffield.commonplace.is/proposals/neepsend-kelham-city-centre Also not sure that the leaders of the resident associations really represent the whole area on this matter either, as I'm not sure if they're elected etc.</p>
Danesmoor	No/object	<p>Ridiculous. I am not from the area; I live in chesterfield and visit Kelham/Neepsend to go to businesses/bars/restaurants. I will not do this if I have to pay for parking so these unfortunate businesses who are recovering (at best) from COVID fiscal implications, will suffer again.</p>
Shiregreen	No/object	<p>The cost to park will deter the many volunteers that support say Gardener's Rest in their community ventures. This is not the bustling centre that Kelham Island proper is.</p>
Wadsley	No/object	<p>This scheme will be ruinous for businesses in the area. Where will all the cars go when you stop them parking there. The bus services are very unreliable due to driver shortages. Most people can't just walk or cycle to work or leisure, especially in the dark. Women don't feel safe at night walking those dimly lit backstreets. A car is a necessity for them.</p>
Doncaster	No/object	<p>One of the main attractions is the free parking in the area.</p>
Bardwell Road	No/object	<p>I shouldn't have to pay to park outside my work that I have done 6 days a week for years just because someone has painted a shipping container grey, nailed some pallet wood to the inside and is attracting sheep that think its trendy to sit and drink overpriced coffee while watching a job moving skip waste the size of Ben Nevis.</p>

Dun Street	No/object	Hello, Despite being a single car household, my flat on Dun Street did not offer a parking space and according to the scheme, I would not be entitled to a permit. I and many other residents would be required to pay over £40 a week using the pay and display machines just to park near where we live. This is a very large amount of money that I and many others will not be able to afford along with rent and the many expensive bills which are continuing to rise due to inflation. If the changes go ahead, I would be forced to move to another location which is devastating. In addition, I have not experienced any issues with the current parking system and I do not understand why there is a need to add in more yellow lines. I do not believe that the current parking is restricting pedestrians or are blocking access in anyway. The changes to the parking scheme are completely unnecessary. I expect further justification as to why these changes are needed. I look forward to your response, Hannah
Melbourn Road	Yes	Not Answered
Ansell Road	Yes	Not Answered
S10	Yes	Not Answered
Crookes	Yes	Not Answered
Oliver Road	Yes	Not Answered
Parsonage Crescent	Yes	Not Answered
Crookes	Yes	Not Answered
Sharrow Vale	Yes	Not Answered
Little Kelham Street	No/object	In general, having permits for residents is not a bad idea, and I'd be more than happy to pay for one if I was able. However, the current proposal does not support all residents (who are bringing money to the area) if only certain residents are allowed to apply for a permit.
Greenhill	Yes	Not Answered
Mona Road	Yes	Not Answered
Endcliffe	Yes	Not Answered
Grenoside	Yes	Not Answered
Carterknowle	Yes	Not Answered
Nethergreen	Yes	Not Answered
Oughtibridge	Yes	Not Answered
Nether Edge	Yes	Not Answered
Heeley	No/object	Doesn't seem to be based on what ordinary people need. Most people in this extremely hilly city are unable to bike ride and bike routes are unsafe. Public transport is woeful and unsafe in an airborne pandemic. Concentrate on improving cycling and public transport facilities first, then make car use harder when those proper alternatives exist. This is clearly just an attempt to raise revenue and won't reduce pollution at all.
Southey Green Road	Yes	Not Answered

Dronfield	No/object	This scheme will have a detrimental effect to low paid workers. Especially for companies who have multiple staff as there is only two spaces available for each business. I work in Kelham myself and the majority of people who I have spoken to (who work around me) do not live local to this area and public transport would not be an option as they live over half an hour away.
Percy Street	No/object	Stable lives are a small organisation that provides support in the community we would be impacted negatively with additional costs such as permits or parking charges. Also it would impact the service we provide as time would be spent looking for alternative parking
Bradway	No/object	I do not believe restricting spaces will solve the problem, but rather exacerbate it. It appears to me that a huge amount of traffics is generated by staff and customers at local businesses who will be severely disadvantaged by a parking charge and fewer spaces.
Fieldhead Road	Yes	Not Answered
Mowbray Street	No/object	There are inadequate reasons to introduce the proposed Parking Scheme. There is adequate on street free parking at present. We have never been unable to find parking during working hours. There has been inadequate consultation. This week (01-02-2022) was the first we have heard of the scheme. The provided leaflet suggests the reasons are based on the requests of local businesses, yet as a local business, we were not consulted. The decision to make the parking scheme is irrational and unreasonable. The scheme will create a lack of parking opportunities for local businesses and customers. The associated costs will be too high to reasonably expect a small business to pay, or make their employees pay in parking fees. This would cost my company over £10,000 a year in parking fees if we are to pay for all our employees parking. Two paid parking permits is insufficient. These are not reasonable or proportionate costs to expect a small business to pay and will mean we will have to move premises outside of the area.
Broomgrove Road	No/object	Wouldn't be able to park for work, including to pick up critical survey gear
Sheffield, S7	No/object	Introducing parking restrictions does not address the root cause and will only shift the problem of parking to other areas. Measure as above need to be combined with major improvements in public transport and with public transport being subsidised, so it becomes cheaper and more convenient than driving.
Park Hill	Yes	Not Answered

Rosamond Drive	No/object	We attend music and other events at the community pub The Gardeners Rest and use the eating and other establishments. We travel by car often giving lifts to others. The proposed restrictions would make this very difficult, and we are not able to come except by use of lengthy taxi journeys that would be too expensive. The proposals would not solve the problem and would significantly damage the local businesses after they have just started to recover from COVID
Garden Street	No/object	Thin end of the wedge, a tax on the hard-working poor. Decision makers should be ashamed of using this as a poor excuse to raise revenue.
Meersbrook	No/object	Removing and reducing the ability to park around Kelham Island is going to cause immeasurable damage to local businesses and livelihoods. Until London-standard public transport facilities are in place across the region, you cannot reduce the ability for people to travel to places by car in this way. The public transport provision we have at present is pitiful in comparison, and your proposals do nothing for the huge majority of people for whom slow and irregular busses and the small tram network are totally inconvenient. Businesses around here will just be forced to move, pushed elsewhere. I appreciate and support the need for more integrated streets and infrastructure, championing cycling, walking, etc, etc, but there are many ways in which this can be done without alienating other public highway users, who simply rely on the ability to park their car outside their business or home. Please try harder.
Foxhill	No/object	This would have an impact on people visiting, less foot fall for the businesses, people will avoid the area as they have to pay. Also, another money-making scheme for the council.
Worrall, Sheffield	No/object	Platt Street is not a Residential Area but is occupied by small businesses as are the surrounding areas. The constant need to take deliveries is ongoing and never seems to stop over a 6-day working week. To stifle this sounds like nothing more than another way to punish vehicular drivers and to pick our pockets even further. We constantly need to unload and load up our own vehicles to carry out our daily works. To put double yellow lines everywhere seems counterproductive and would only cause unnecessary conflict which is avoidable. Our Business has here for almost 40 years and we have managed well enough in that time without silly parking restrictions. Most of our Office staff start work at 7.00am - 7.30am and like to park as close as possible to our workplace to avoid walking through what is otherwise an undesirable area full of prostitutes and other undesirables making any walk to work at that hour dangerous and unsafe, I could go on and on and on!!We therefore ask you to reconsider these unpopular plans

		and allow us to carry out our business the way we think is best for everyone. Thank you
Deepcar	No/object	I will visit the area less and this will affect the businesses I support in that area.
S6	No/object	I would support a parking scheme but not what is suggested. The stated problem is people parking there during the working day and walking into the city centre for work. If this is the case, then 20:30 is far too late to end restrictions. 18:30 would be more appropriate and still protect the businesses relying on visiting customers, such as the pubs and restaurants which draw people in.
Ramsey Road	No/object	I work in Kelham Island and object to the parking and there is nowhere else to park near to work other than on street.
Hillsborough	No/object	I believe it will have a significantly negative effect on local businesses.
Fir Vale	No/object	which appear to be of no interest to the council, until now. I believe it would be detrimental to the hospitality businesses in the area if parking restrictions were introduced. For the past few years there have been no parking problems on the roads I have mentioned. Other roads where there are residents may need controlled parking.
Woodland Road ¶	No/object	There is little enough parking available at present. We cannot afford to lose any more. It is not only my personal problems, but the Gardeners Rest would also lose custom as many regulars come from outside the district.
Nicholson Road S8	Yes	Not Answered
Woodseats	Yes	Not Answered
Whirlowdale Road	Yes	Not Answered
Wadsley	No/object	Too few parking areas. It's been free so far. Why have to pay. It will destroy local cafes pubs etc.
Dun Street	No/object	- We would not be able to park on our street or anywhere near our house (being classed as car free development despite only having 1 drive for 5 cars)- Risk of having to walk further to get to car at night/in dark - Cost of permit/parking charges- Happy with current parking situation - Would not feasible to stay in Kelham/current property if changes were to go ahead
Broomhill	Yes	Not Answered
Woodseats	No/object	People have worked hard and spent their own money to build some excellent businesses over the last few years, including through the pandemic. You are now threatening those businesses for the sake of bleeding a few motorists who keep this area going. It's not even as if you provide excellent, affordable transport alternatives.
Storrs Stannington	No/object	
Fairbank Road	Yes	Not Answered

Chatham Street	No/object	I object to this parking scheme; I don't see the need for this parking scheme parking is not a problem in this area. I park daily as a local resident and have never had any issues. I don't think the reasoning behind this change is genuine, its being done to raise money from the area. It's going to add a large yearly overhead for me, that being money I don't have and people will still park here.
Barnsley	No/object	As explained in the other comments box, it feels like employees of businesses in this area and residents who aren't applicable for free parking are being exploited / punished. The parking in the area isn't that bad that's impossible to find a space at the minute.
Little Kelham Street	No/object	I've stated in the last box. Money making scheme by the council - you're not working with or for residents and tenants but to continue lining the councils' pockets. It is not fair that our friends and family should have to pay to park to visit us. Public transport and parking charges in town are too high - these should be looked into first.
Sheffield	No/object	This proposal is going to have a negative effect on a lot of people and businesses. A large number of employees need to drive to work for numerous different reasons so only allowing 2 permits per company just isn't feasible. People cannot afford to be paying £6.50 per day, it is ridiculously expensive. How about giving local residents and employees a discount? Or allow companies to buy as many permits as they'd like? The current proposal just does not work. People in the business are already worrying about what they are going to do, it could be the difference between people staying at the company or leaving. This is going to hit a lot of businesses hard, and some difficult decisions are going to have to be made for a lot of employees. There needs to be a better solution for the local hardworking people of Kelham Island and Neepsend.
Mowbray Street	No/object	I have been a resident in Kelham Island for 6 years, nearly 5 in the same property and I cannot believe you have audacity to not allow me to park on my own road. My apartment building was built in 2012, 10 years ago. when there was an agreement of 'car free' development, developers and the council had absolutely no idea how popular Kelham Island would become for young professionals. I, and so many others, are being specifically punished for something that is way outdated. I was also never made aware of this agreement.
Stannington	No/object	
Sheffield	No/object	By putting this pay and display parking in place will highly affect our business and the business in the area. We cannot recommend this doesn't come into force. By putting this pay and display parking in force will hinder business as customers won't want to come down and visit.
Hillsborough	No/object	Need more parking, not less or controlled parking, or permits for people who work locally.

Stannington	No/object	Ridiculous situation. You are trying to drive people from the area.
Cornish Street	Yes	Not Answered
Kelham Island	No/object	Unexpected added cost Nothing gained - as a resident we rarely find it hard to find a space now and if there is to be no improvement to the accessibility/safety of parking when paying for a permit I see no point. There are areas of parking such as the gym car park that could be utilised more efficiently for those who are residents of Kelham. Then on road parking could be subject to permits for commuters/visitors etc.
S3 8DZ	No/object	I object to the proposal as it would force myself and other residents of the local area to give up their vehicles or pay for private parking ran by Vehicle control services limited. A company designed to deliberately entrap for financial gain. I believe the solution is more flexibility around single yellow line parking. I have lived at these residents for nearly a year and have always managed to find a parking space within a 0.5mile radius of my apartment.
Adelaide Lane	No/object	Free parking is essential for residents and helps encourage people to visit the bars and shops in the area
Shirecliffe	No/object	
Mowbray Street	No/object	I live on Mowbray Street which I had no idea is a "car free development" that means we couldn't get a resident permit if parking controls are put in place. I agree that commuters shouldn't take advantage of free parking, but I feel ALL residents should be able to get a permit. I absolutely cannot afford to pay £1000 a year to park my car. Even if I could afford it, we were not given the option of renting a car parking space when we moved because there was none available. So where is my car going to go once the controls are in place? I chose this flat location because of the on-street parking. It's not fair that these plans which are supposed to "help" residents are going to make things far more difficult for me.
S3	Yes	Not Answered
Chesterfield	No/object	I have previously explained this. You'd put me out of work I commute from outside of Sheffield with no other way to get to work. With the current rises in the economy and no pay rise I wouldn't be able to afford to pay. I struggle now. I feel safe parking there as a woman travelling on my own at early and late nights
Green Lane	Yes	Not Answered
Green Lane	Yes	Not Answered
Cornwall Works	Yes	Not Answered
Lancaster street	Yes	Not Answered
Little Kelham Street	Yes	Not Answered
S8 0HL	No/object	I don't object or agree, as long as we still get free parking for business use and have loading zone

Dun Fields	No/object	I am objecting based on the proposal to restrict residents in 'car free' housing from obtaining a parking permit, therefore not allowing them to park near to where they live.
Pitsmoor	No/object	By hitting out at commuters you are also affecting visitors who want to use the bars and restaurants.
Greenhill	Yes	Not Answered
Kelham	No/object	The proposal does nothing to improve the parking situation, it's just another stealth tax by our party happy council.
Wadsley	Yes	Not Answered
Grenoside	No/object	I park on the street 5 days a week for work, and I would simply not be able to convince myself to give up nearly 1 hours pay to park my car just to go to work I would rather find elsewhere to work. And I know a lot of the other staff also think so
Renishaw	Yes	Not Answered
Stannington	Yes	Not Answered
Crookes	No/object	I come to Kelham Island for meals with friends as we live in different areas and it's a good meeting point. If I had to pay for parking I'd go to another area of Sheffield. As getting taxis is so challenging and the transport links to Kelham from Crookes is so poor driving is often the only option when it's dark
Kelham Island	Yes	Not Answered
Green Lane	Yes	Not Answered
Mowbray Street	Yes	Not Answered
Leeds	Yes	Not Answered
Barnsley	No/object	I objecting because the proposed scheme would ruin local businesses and industries, as they rely on being able to park at work after commuting and customers of the local businesses would reduce massively if they had to pay to simply park to access their premises. We have already seem uproar amongst our neighbouring businesses that are panicking about the scheme, which doesn't seem to have taken us into consideration at all.
Broomhall	No/object	Having free parking provides flexibility in parking. I typically cycle to work, however on the odd occasion I do drive. If parking permits were required, this would severely restrict my flexibility as I do not drive enough to justify a permit. I think it would also drive down business locally as a lot of people appear to come here for lunch/ coffees and enjoy ability to drive. Public transport is not sufficient or cheap enough to support parking zones on Kelham/ Neepsend.

Lizzie Lane	No/object	<p>Whilst I am not averse to the idea of a controlled parking zone, I have two objections: 1. Residents being excluded from applying for permits. We live in a complex in Kelham Island, which has been designated a no car development, and as such we would not be eligible for a parking permit under the current plans. I am unsure as to why it has been designated a no car development due to the number of private and shared garages. We were also not made aware by the developer that it was a no car development and the potential this would have to restrict parking in our area, so feel this has not been made at all clear. Without the option to apply for a permit, it would become untenable for myself and other residents to live and park in this area. Looking at the areas covered, we would be required to park 15-20 minutes' walk from our homes under the new plans, in unsafe, quiet and industrial parts of town, or in areas of town where parking is already busy. The other option would be to pay £2,000+ to pay to park. Either option is absolutely unacceptable and would greatly reduce the quality of life in the area, and likely result in myself and others moving out of the area. The plans in their current form appear to be prioritising businesses and others above residents in the area, which is incredibly disappointing. 2. Reduction in parking spaces. Whilst I understand and appreciate the need to make Kelham and Neepsend more accessible, such a significant reduction in spaces is likely to make parking incredibly difficult in the area for residents, especially as all spaces are currently planned as being able for both permit parking and paid for parking.</p>
Kelham Island	No/object	<p>The current timings of the proposed scheme are inconvenient for residents. If the ambition is to stop all day commuter parking why not bring in a scheme where restrictions are in place between 12noon and 2pm Monday - Friday for example (as the do near train stations elsewhere in the country) as opposed to a charging scheme that will affect local businesses and inconvenience residents.</p>
Kearsley Road, Sheffield,	No/object	<p>There are other ways of controlling the flow of traffic other than putting parking permits. Your proposal especially at this point in our business life is yet another blow to businesses who are on their knees trying to get things going.</p>
Eckington	No/object	<p>Can't afford to pay to park everyday as on minimum wage</p>
Fairview Road, Dronfield	No/object	

Cross Myrtle	No/object	I work in Kelham Island and I find the parking is currently okay considering the parking is free, and because of this I often visit Kelham on the weekends on my day-off to visit the local businesses (Kelham Island barbers, Millowners, and Gaard etc.), as well as, taking part in the monthly litter pick on Saturdays at Kelham Island. The reason why I visit this place so often in my free time is because I like Kelham Island and I can park there for free without any issues. However, if I had to start paying for parking, I would not use this area in my spare time because I would have to pay a considerable amount of money to park for work and as well as leisure which I do not have the funds for as I am working professional.
Pitsmoor	Yes	Not Answered
Kelham Island	No/object	I am objecting to this proposed traffic scheme as it is unfair to the council taxpayers who live in these areas to have to pay extra money to park outside their own houses. As spaces are being limited and not everyone is able to afford the extra £93 you want them to pay a year for the luxury of parking outside their own house. This scheme benefits the people that have the money to afford it and leaves the people who can't with nowhere to go.
Acorn Street	No/object	The scheme would reduce the amount of parking for residents which the council will be charging for this pleasure.
Green Lane	No/object	I am a young professional on minimum wage and work full time in Kelham. I wouldn't be able to afford the parking costs or the expensive permit as my wage already goes entirely towards my rent/bills. Public transport wouldn't be an option for me either as that is also expensive and I require my vehicle for my job in lettings. I also don't believe these measures will make more parking available as these plans look to decrease the number of spaces available by adding more double yellow lines to unmarked areas. This won't be a popular decision as there will be many people with permits and not enough spaces to accommodate paying residents/workers. It will push poorer people out of Kelham or financially cripple those already struggling as the cost of living is about to rocket this year
Rotherham	Yes	
Adelaide Lane	No/object	This scheme has many flaws. The stated aim is to stop commuters but running it for more than a couple of hours in the middle of the day reveals that this is not the case. You would only need to operate a few hours for it to stop people parking all day. Running it until 8:30pm makes it clear that it is simply a money-making scheme. It also states that the money will be for the local area but in reality it then states it is just for the development and up-keep of the scheme and to make schemes elsewhere, this is not extra money for the area. This will also detriment businesses. Many people visit in the evenings to go for dinner, making them pay for parking will deter

		them (another reason this should only be for a few hours during the day). While I understand the intention of the scheme it needs to be seriously re-worked to be viable.
Penistone Road	No/object	Council tax in this area is already extremely high, it is not financially viable
Kelham Island	No/object	Those who live in the area and still need cars to commute to work will be driven out of the area Commuters being prioritised over residents Having to pay over £2000 a year to park where I live
Acorn Street	No/object	Already very little parking would be even less and much further away for residents
Ecclesfield	No/object	A thriving area will be decimated forcing businesses to close
Orchard Crescent, Sheffield ¶	No/object	As one of the owners of this business I strongly object to the proposals to restrict parking in the Neepsend area. People who park there in the daytime do so as they work in the area not in the town centre. The bus service is far too unreliable as it often does not turn up at all. Our bar manager who does not drive is often late as his bus has not turned up and often can't get a bus home as it does not come. This is unacceptable. He cannot afford a taxi to and from work. The proposed parking meters will not be of any use as no one knows if they will be able to get a parking place. The Pub would suffer dreadfully. People who either do voluntary work or paid work will suffer. The handyman who is a volunteer is there nearly every weekday will not go as he cannot carry his tools with him, and another volunteer will not pay to park as it won't be worth it for him. He works with vulnerable young adults who come from Freeman College to help train them up for various jobs. We have community groups who attend and will stop coming. Some come from Doncaster, Rotherham, Barnsley and Huddersfield so it's not appropriate to come on a bus. There are ukulele sessions and a guitar group who have too much to carry to come on a bus and we have musicians who need cars to bring their equipment. The community run pub will lose all this custom. Other businesses in the area have customers who mainly come in cars so they will suffer loss of trade as will the Kelham Flea Market and many other businesses in the area. The council have decimated the town centre and have now turned their sights on doing the same to a thriving area round Kelham and Neepsend. Businesses in the area are trying to recoup what was lost during covid and this will just be a nail in the coffin. This community needs support as it has an important role in supporting so many community groups.

Browning Close	No/object	You are targeting all vehicle users for the natural behaviour of a select number and for reasons not verified here. The problems are not all the fault of motorists but largely of bad planning. This is an upcoming area and these impingements smack of town centre greed and failings...see empty shops and parking/entering town restrictions. Cars are not about to disappear. They may be electric, but they multiply in numbers commensurate with population expansion. You have to make space for them like it or not. It is already nightmarish in town day or night. Of course, people park nearby. But you are only increasing problem areas by repeating mistakes here. Please Sheffield. It is now 2022.
Cross Lane, Crookes	No/object	Further restriction on motorists is neither necessary nor warranted, especially in such an entrepreneurial area. Are you ashamed of our entrepreneurial spirit in Sheffield? Don't answer that. I know it for a fact. This is nothing short of eco-political motivation and when the city needs to regenerate, you should be ashamed of this attempt to control everything and take the free spirit out of it. Find something worthwhile to do with your time, funded as it is on my behalf by Council Tax.
Acorn Street	No/object	Charges are unreasonable for students and low-income earners living in this area, with the unprecedented rise in cost of living I would urge you to reconsider such decisions
Worrall, Sheffield	No/object	Having studied the proposed scheme closely, and with over 35 years working and studying in this industrial area of Sheffield, I can only conclude that the proposal is to the overall benefit of no-one. Other than once again making hard working people line the pockets of the Left-Wing Council, all in the name of "Climate Change". This area is a hive of economic activity and hard work is essentially at the Hub of it all. The proposal is going to make life very difficult for all the small businesses to operate and succeed. Where and when exactly would the Executive for Climate Change suggest we take our delivery and offloading necessities if all there is are yellow lines. We have maybe 10-12 deliveries per week, some are on Articulated lorries, some on smaller vehicles. We also have a fleet of 14 vehicles which need to load and unload on a daily basis due to the nature of our works. No doubt the yellow lines will be accompanied by some overzealous wardens, whom I'm sure will see this as an easy way to issue fines, that aren't so vigorously pursued in other parts of the city I assume. Note:- Are there not better traffic management priorities, like all the speeding traffic from Hillsborough to Oughtibridge and through Worrall. Some days it can resemble Brands Hatch, and not before long there will be a traffic accident. You have been made aware.

Rotherham	No/object	I am objecting due to limited free parking in the area and the safety issue of being forced to park further into surrounding areas where the crime rate is high etc.
Gleadless	No/object	You have not increased parking spaces. You are just wanting to make money from existing spaces that are currently free. It will discourage visitors to the area's leisure and catering businesses when over the past few years this has grown and resulted in new investment in the area. You are kicking these investors in the teeth.
Burton Road	No/object	As previous answer to Q31..... It causes my business and my tenants' issues along with additional costs that wouldn't have been introduced without people 'park and walking 'It should be business and resident parking only at no charge..... as we have supported the area long before it became a location venue or a free parking zone for no locals.
Withens Avenue	No/object	I think it will put people off visiting the area.
S8 7ED	No/object	My partner lives in Kelham Island so currently park in evenings/night & weekend but will now have to pay to see him which is a huge oncost as I will have to use parking meter as my partner does not have a car so will not be able to join the scheme. If it should have to go ahead, the ability of a visitor pass for households that they themselves do not own a car should be allowed.
Mowbray Street	No/object	I currently have no issues finding a parking space when needed, if these measures came into force, it wouldn't be helping me in any way, and I'd be forced to leave Kelham Island and move elsewhere.
Cornish/Dixon Street	No/object	Make it impossible for our business to function, particularly for Loading and unloading make it extremely difficult for our staff to justify working for us on the grounds of parking costs vs their wages.
Green Lane	No/object	I am against a controlled parking scheme in Kelham as I think it is important to have some free parking near the city centre. I know from experience that there are many students or young adults for whom having to pay parking when they need to attend something in the city centre is a significant burden and barrier. Whenever I have sought parking spaces within Kelham, there is always somewhere to park if you take a little bit of time over it.
Park Hill	Yes	Not Answered
Lizzie Lane	No/object	I object if I'm unable to apply for resident/visitor parking permits. The restrictions idea is in theory good, but not if it detrimentally effects residents of Kelham Island/ Neepsend.
Kelham Island	No/object	As above
Kelham Island	Yes	Not Answered
Lizzie Lane	Yes	Not Answered
Little Kelham Street	Yes	Not Answered

Little Kelham Street	No/object	Your planning suggest we will not get permits and we are a car free zone but that allocation was removed for the planning permission so we are not a car free zone, and we should be included in the parking permits. The development was built with car parks and garages, so it obviously is not a car free zone. Little Kelham Street residents should get access to the parking permits. Otherwise, I object to this scheme.
Cornish Street	No/object	You're doing this to make money end of. You're killing off the area before it's even got going and haven't considered the long-term impacts of this. You're just pushing the problem out. People go to Meadowhall over city centre as it's free parking. You're killing off Sheffield!
Green Lane	No/object	see answer to previous question. All Kelham Island residents should be allowed to purchase a permit. I have my own private parking space and I am allowed to buy a permit for on-street parking, even though I don't need one. Other residents are barred from purchasing one but will be in dire need of one if the scheme goes ahead.
Lizzie Lane	No/object	No real need to address parking in the evenings. Parking for residents in Kelham is no worse than in Meersbrook, Sharrow, Crookes or any other residential areas close to the city. Unequal treatment of residents of many developments who will not even be able to apply for visitors passes due to living in "car free developments" despite not being informed their homes had been designated as such. Start treating Kelham like a neighbourhood where a variety of people live and work and not as an extension of the city centre
Lizzie Lane	Yes	Not Answered
Eagle Lane	No/object	I am objecting on the grounds that this scheme would effectively leave me without any practical options for parking. Unlike many of the other garden houses in Kelham Island, our house does not have a garage. We have a small child and elderly parents, and we absolutely rely on street parking. It is already difficult enough to park on the street near our family home, I am worried that if this scheme comes into effect, we won't be able to obtain a parking permit as many flats in Kelham Island are technically car free developments, despite the many parking spots and garages that are part of the development. As a taxpayer living here without any other option other than street parking, I find this unacceptable.
Kelham Island	Yes	Not Answered
Hillside Rise	No/object	Adequate and affordable parking needs to be provided to commuters. The council 'encouraging' commuters to park elsewhere is just shifting the problem to another area of the city. The only way the council can actually resolve this issue is by coming up with a plan to offer parking to the commuters of the city.
Cotton Mill Walk	No/object	I am objecting to not being able to buy a permit. This will have severe consequences for me as I need my car for

		work. I'm happy to pay for a permit. I won't be able to work if I can't park my car.
Chatham street	No/object	Because the problem is not a big enough problem. Over the weekends there is always space. I work 9-5 and can always get a space when I get back, my partner does different hours and also gets a space. I understand why you are doing this, but you are forcing me to move out of an area I love.
Dun Street	No/object	I would be happy to pay for a permit. However, according to your letter I will not be eligible due to living in a 'car free development'. I think this is hugely unfair! In your proposal one of the reasons for this new development is that you want to reduce the difficulty residents have in securing a parking place. However, if you do not allow ALL residents to apply for a permit you will put many in a difficult situation where they will have to park a long way from where they live. Allowing all residents to apply for a permit will not increase the number of cars in Kelham but will stop commuters and therefore make parking easier. I am a primary school teacher and use my car EVERYDAY to commute. Unless I am granted a parking permit I will not know where to park without increasing my commute time significantly (I already leave the house at 6:40am). As mentioned above I do not object to the introduction of a permit, however I object to the limit on who can apply for a permit and a limit on numbers per household!
Chatham Street	No/object	As mentioned, it is a completely and utterly unfair request to ask people to leave the area because of parking. Let all residents have permits - there is no issue with parking.
Heeley	No/object	The public transport is not reliable enough to warrant limit parking in the area. Buses are infrequent, unreliable and not useful for getting from where I live to the area.
Little Kelham Street	No/object	I cannot see how this helps the neighbourhood. We need visitors to utilise local businesses with ease and all residents should have equal rights to the limited parking. It seems the only beneficiary to this scheme is the council. Maybe they should invest in additional free parking instead
Lizzie Lane	No/object	Again, as a resident on Lizzie Lane, we do not believe it is fair that we will not be able to apply for parking permits in the area as we were not told that our flat would be a 'car free' development.
Acorn Street	No/object	We live in a flat in Kelham (rent costs us £750 per month). We are unable to reserve a parking space on the complex as there are none available, so we rely on street parking. However, with the new scheme we are unable to apply for a permit. If the scheme comes in, we will either have to pay for pay and display every single day or have nowhere to park and will have to move.
Ecclesfield	Yes	Not Answered

Kelham Island	No/object	If the goal is to open parking up for residents and shops, just have some 1-hour free bay parking for the shops/visitors. And the rest can be pay and display but free for everyone after 4pm. Why keep charging to late into the night? And why the need for permits? After the workers have left there is loads and loads of parking. Don't ruin it for the people that live there.
Chatham Street	Yes	Not Answered
Walkley	Yes	Not Answered
Eckington	No/object	I'm objecting due to you adding extra costs to us and added pressure on our business & staff and our customers. Develop the place, do not charge us for bringing customer to the area. Please read my other comments I made earlier in this application.
Dun Street	No/object	As in previous box. people in car free developments are excluded from permits. Most of the flats ARE car free developments. Where will we be expected to park? Ridiculous proposal.
Mowbray Street	No/object	We would support a paid parking scheme if there were more spaces and permits available, then we could find a place for those that work here. Otherwise we would rather maintain the current arrangement to avoid staff having to pay for parking.
Acorn Street	Yes	Not Answered
Acorn Street	No/object	My wife and I are both doctors who have to commute to work as there are no direct hospital links from Kelham Island via public transport. Not allowing parking near where we live will force us (and the many other medics in Kelham) to move, greatly reducing the demand for living in the area. The resident's problem would be mostly solved by increasing the number of single yellows and decreasing the time to 9am-4:30pm. Resident commuters would then have a much larger area to park in that could not be taken up by commuters. I have also seen it work quite well as having only an hour in the middle of the day where the single yellows are enforced. This prevents commuters but allows those parking for use of local businesses.
Dun Street, Kelham Island	No/object	Being a resident in one of the flats in Kelham I feel that I should be given priority for parking. The flats built don't offer their own parking garage or permits. I should not have to pay and display to park my car on my own street
Acorn Street	No/object	As above
Dun Street	No/object	Myself and my housemates all have cars, as I have a job outside of the city and need to commute to get to my job. I had no choice in the location of my job so that is out of my hands. Finding parking is hard enough, abs not allowing residents of that area is unfair on us.
Dun Street, Kelham Island	Yes	Not Answered

Adelaide Lane	No/object	Why is the council trying to kill all the businesses in the area. If the council is concerned with commuters parking, then charge for a short period of the day i.e., 0900-1100. The commuters bring business to the area, they may stop for a coffee on the way to work or have a meal on the way home. You will lose all this income for the local business. Local businesses will be driven out and Kelham and it will look like the town centre, full of derelict, empty buildings. Why destroy such an upcoming area. Spend the money on putting in crossings on Rutland Road as it's a death trap. All this is a money-making scheme for the council. Surely areas full of business provide more income in business rates to the council than parking. Very short sightedness from the council. Why isn't the council looking at putting Sheffield on the map rather than killing it.
Mowbray Street	No/object	I use my car to commute to work so need parking between 5:00 pm and 7:45 am. I can usually find a parking spot 50-200m from my house in designated parking bays on the streets near the businesses around Mowbray Street and Neepsend Lane as the people that park here in the day are usually left by then. However, if I am later or other residents have filled the spaces, I have to go shopping or run errands until I can park on the single yellow lines. If these single yellows turn into double yellows, then we'll no longer be able to park near our houses and have to leave our cars in residential areas up the hill, causing issues up there and increasing traffic in that area. We only get noticeable traffic on Mowbray Street for maybe 30 minutes a day, which is caused by the traffic lights on the corner of Pitsmoor Road and Mowbray Street. Busses are still able to use the bus lane as it is wide enough to fit through during this time. Another concern is that visitors to the area and businesses that would usually be able to use these single yellows to park on will now pay to use the spots that are already difficult to get, making it much worse for both residents and local businesses. Lastly, removing single yellow areas between parking spaces on the single lane, one-way roads will have no effect on traffic flow whatsoever. These are already single-lane roads without traffic issues? It just limits parking for people in that area with no benefits. Overall, replacing the single yellows with double yellows will make it much worse for the locals in the area without even alleviating any traffic.
Adelaide Lane	No/object	I do not want to pay to park at my own home
Adelaide Lane	No/object	What option is there for me as a resident to ensure I can park at my home?
Adelaide lane	No/object	

Little Kelham Street	No/object	This parking scheme is not convenient for guests visiting to park and not fair to the residents who are living in a car-free development. People who are visiting Kelham Island Museum could park inside a car park. People who are coming to the pubs/restaurants in Kelham Island would take an Uber or cab as they will not drink and drive. So, in the end, this scheme is only affecting the local residents. Also, note that there is no sufficient car park nearby, which residents will be forced to pay for the permit, but we are not entitled to the permit. Without a permit, residents have to pay approximately £2138.5 per year, this is absolutely not acceptable.
Woodseats	No/object	I work at a local business in Kelham Island, we are open 12 hours per day and can see in the region of up to 180 people at our centre at any one time, if our members can't park in our car park they park on the street. If they are forced to pay, then there is a strong chance they will take their business elsewhere. We have been here for 30 years and would like to be here for another 30 years, imposing parking charges on the streets could cause serious financial harm to our business as well as other small businesses in the area. I can't see how these restrictions will help any businesses in Kelham as more people will be reluctant to pay for parking.
Cornish Street	No/object	This scheme is isolating Kelham from visitors enjoying the local experiences. Costly and limited parking is unnecessary and feels like it is being put in place entirely for the council's financial gain, and not for the local residents or business benefit. As a resident I suddenly have to pay a high annual fee to park my car on the road outside my own home? Totally misplaced need for this controlled scheme.
Meersbrook	No/object	If it becomes a pay and display zone, like the city centre, it will make it difficult for employees to park near their workplace.
Townend Street	No/object	Pay for parking will force users of The Foundry Climbing Wall to go elsewhere, ultimately putting The Foundry out of business. Free parking on the road currently works just fine!
Acorn Street	No/object	See before
Kelham Island	No/object	Parking is difficult enough at Kelham Island but as most of the apartment complexes were built without parking included due to the availability of street parking and therefore wouldn't qualify for a resident parking permit if these restrictions were put in place. The only effect of these restrictions counterintuitively would be to make parking near impossible for the people already living here.
Kelham Island	No/object	You don't need more money, let us have the free parking, there's no issue.

Kelham Island	No/object	<p>I strongly object to the proposed parking measures. They are very restrictive. A large number of the developments in Kelham have been designated as 'car free' - presumably by the council in their planning permission. I live in one of those currently and the list includes every development I have lived in in Kelham Island. It is not mentioned in my current rental contract and I such I was not aware. It is very easy for these developments to be labelled as 'car free' but also unrealistic to suggest that hundreds of residents living in Kelham Island don't have cars. I live in a household with 2 cars and with a job that requires me to work antisocial hours and across South Yorkshire, I cannot get to work without a car, and neither can my housemate. I understand that parking can get busy in Kelham Island during weekdays but certainly as a resident I was aware of this when I decided to live in Kelham Island. These restrictions would put me off living Kelham Island if I was looking for a new rental. I have previously viewed flats in shallow vale which are 'car free' and have no access to permits and it was a significant factor in why I chose not to live there - but I aware of that when I am making my decision not already under a rental contract. Additionally, while restrictions may dissuade commuters from parking in Kelham, I and many others live in Kelham and will have to park somewhere - these restrictions do not address this problem. Likely it will drive people to park outside of the area of restrictions, causing problems with parking there. Walking back from my car at 11pm or 2am after work through some of these areas is not something I would feel particularly safe doing as a woman on her own.</p>
Mowbray Street	No/object	<p>As things are at the moment, I manage to park with little difficulties in the area near to my flat. However, with the proposed plans, I will be left having to pay for pay and display parking if I wanted to have my car close to my flat! I recently purchased my flat in the Summer with the intention of using the on street parking as I'm a teacher working in Barnsley through the week, leaving early in the morning and coming back in the evening. I am concerned that with the proposed changes excluding my flat from a permit due to it being 'car free', I will be left with very few options for me to safely leave my car. I am more than happy to pay a permit fee if it meant I was able to continue parking alongside my flat. I understand why the changes are being proposed, however as someone who has invested into property in the area rather than a commuter, I feel it's unfair for me to be left in this position! Please could you seriously consider an amendment for homeowners in the local area to be able to apply for car permits as this would have been a deal-breaker should I have known the plans 6 months ago when I was ready to complete on my flat.</p>

Chatham Street	No/object	I object strongly to these proposals. The building I live in has apparently been designated car free, but this was not mentioned in my rental contract or in any other way when I signed the tenancy agreement for my flat. I fear that if these proposals went ahead, I would be forced to park even further away from my flat than I currently do. It is not an option for me to not have a car. My job requires that I work across South Yorkshire, often at antisocial hours. I have on 4 occasions already in the last 7 months been approached, followed and solicited by men as I walk home from my car. I fear that if I had to park even further away, I would be even less safe as a single woman.
Cornish Street	No/object	We moved here when the council had plans for more green space and more parking already existed so wasn't a problem. They didn't happen. We're therefore having to consider moving our home and business elsewhere as there's nowhere for visitors to park. Housing increased; parking spaces decreased. Monetise from the rest. The area will become owned by wealthy landlords who don't live in the area and destroy the community we've built over the years.
Bowling Green Street	No/object	Objection on grounds that flats were purchased on the basis of free parking.
Kelham Island	Yes	Not Answered
Dun Street	No/object	My daughter who is a doctor chose this house for the parking. She comes home at various times of the day and night therefore cannot or I do not want her walking a long way back to the house from her car when she has finished work very late at night. It is a safety issue
Dun Street	No/object	I will move house if this goes ahead. Myself and my other flat mates are all doctors who need our cars to get to and from work, we need to be able to park outside our flat.
Kelham Island	Yes	Not Answered
Green Lane	No/object	I got rid of my car when I moved up to Sheffield, however I have often had visitors that park around my building. If the proposed parking changes come in, it would discourage people from visiting myself (and countless other people & businesses) in Kelham) due to having to pay through the nose. My hometown has a visitor scratch card system which I thought would be a reasonable idea for Kelham, but instead the current scheme just punishes people that live/work in Kelham. https://www.kettering.gov.uk/info/20011/parking/12036/permit_parking_scheme/9A new parking scheme could be beneficial, but the one proposed is poorly thought out and quite frankly an insult. I do wonder how much taxpayers' money was wasted on concocting this money-grabbing scheme.

Ecclesall	No/object	we rent a business premises in Neepsend.5 of our employee drive to work for various reasons. With 2 business permits and full parking fees for our other 3 employees we will incur an approximate additional £8000 on top our rent to operate in the Neepsend area. This increase would leave us no option but to look elsewhere for a business premises. Resulting in an empty property and the removal of our support to local businesses including Grind cafe, the works cafe, Saw Grinders Union, Full stop cafe, Hicks St fish and chips, 2 brothers powder coating and Ingleton engineering,
Handsworth	No/object	Stated in earlier comment box. Embarrassing. Got to be the worst council in the UK. I would concentrate on the town Centre first before charging people to park at their home/workplace.
Kelham Island	No/object	
Kelham Island	No/object	The proposed plans will have a detrimental effect on the area and the hours proposed are particularly excessive and will not be of benefit to residents, businesses or visitors. Many people who use or come to Kelham are attracted to do so by its free parking. I personally know many people who preferentially choose to come to Kelham Island for food/drinks etc. over other locations because it is free to park and easy to find parking. I also know people and groups that hire venues in the area as the free parking makes Kelham an attractive area to do so. If parking restriction up until late in the evening are to be introduced many of these, likely us included, would move to alternative venues who do have free parking. The hours proposed, will discourage visitors from coming to our many restaurants and bars and take away from what Kelham has been trying to cultivate over the last few years. If, as suggested, one of the concerns is the lack of parking for residents then parking restriction hours closer to those in other residential areas (Crookes, Walkley etc.) which finish at 6.30pm would be much more appropriate. However, I know many residents in the area who do not have issues with parking as it currently stands (unrestricted) and feel that the proposed plans, particularly as they are so large in scope, are excessive for what is not currently an issue and do not have the area or its residents' best interests at heart.
Lizzie Lane	Yes	Not Answered
Green Lane	Yes	Not Answered
Richmond	Yes	Not Answered
Burton Road	No/object	As stated above the pay and display appear to be too close to the entrance to of residential buildings to allow safe access for the operators of Units and their deliveries, visitors and customers to safely access the site. If the parking bays could be moved to allow a wider display to allow safer entrance and egress. I would appreciate the appreciate the opportunity to meet an Officer on site to discuss my concerns.

Hall Road	No/object	I shouldn't have to pay to come to work and I don't believe customers should have to pay and display either, I believe we will lose business if a parking scheme is set up
Dun Fields	No/object	Because you will not allow me as a resident to apply for a permit. I will have to get rid of my car. I potentially will struggle to sell my flat, It is stupid. Let the people who live in Kelham apply for parking.
Mowbray Street	No/object	As stated previously, the proposed scheme will add pressure to our business by adding a cost for our members. Prior to a scheme like this being implemented there needs to be greater consideration given to how customers of the local business can access the businesses effected by the scheme. Kelham is a local success story and making it less attractive for people to visit could significantly impact on its future success.
	Yes	Not Answered
High Street	No/object	As detailed previously, many businesses here rely on passing trade or customers being able easily access the businesses. If I had to add on the cost of parking and the lottery of availability I would go elsewhere. I think there are many people in my situation who would feel the same
Kelham Island	No/object	I have issues with this as both myself and my partner are healthcare workers, living in a two-bedroom flat in Kelham. We previously were able to both use our private car park back when we moved in 2020, but now due to change in rules in our building only one of us can park there. I have since then started parking in the Kelham Island/Neepsend area. As my apartment is a 'car free property'. It was not made clear on signing for a contract that we would not be able to apply for a parking permit in the future (this was not an issue until now). This will endure large parking costs as I will need to pay for parking daily after work, or on days where I am not at work. It is also essential we have our cars nearby as sometimes we can be on-call from home. I'm sure you can appreciate the issue above. Please take into consideration the above as I am sure this will not only affect myself but other healthcare/emergency workers with a similar issue. I would suggest apart from abandoning the idea, making exemptions to apply for permits, as this is something I would happily do. Otherwise, it might end up driving us out of the area. Many thanks for your time.

Green Lane	No/object	Ultimately, it's unfair on residents. I need a car to commute, and rent is expensive enough in this area. Although I understand that parking can be problematic around Kelham, I don't see why residents should have to pay yet more money to be allowed to live here. I would suggest that residents are granted a free permit for at least the first year, but other on street parking becomes meter parking or more time limited for non-residents to balance out the issues faced by residents and local businesses, without negatively impacting on/penalising the residents and businesses here already.
Green lane	No/object	I would have no choice given I am a resident and if this scheme is forced on me, I would have to pay. I moved here because of the free parking. I would say the fairest way forward is to give residents free parking permits for the year after the scheme begins to ensure we are not penalised for simplifying living in this area. Visitors to the area would then have to pay at the meter. Rent in the area is already high and but I moved here because the free parking was the best option, and I cannot move for another year due to rental contracts. It is unfair that I should have to pay this additional cost with no other option.
Chatham Street	No/object	I am a resident Chatham Street and currently use the surrounding streets to park my vehicle. Under the new scheme I am of the understanding that I would not be granted a permit given that my flat was a 'car free' development. This scheme would leave me with no feasible options for parking. I require a car as I commute to Leeds for work. As such, this decision would force me to leave my current residence and move elsewhere. Given that I love the area I hope you will reconsider these new parking measures.
Chatham street	No/object	I am a resident of Chatham Street and currently use the surrounding streets to park my vehicle. Under the new scheme I am of the understanding that I would not be granted a permit given that my flat was a 'car free' development. My understanding is that most flats are car free and so very few people would be eligible for a permit. This scheme would leave me with no feasible options for parking. I require a car as working as a doctor I work late hours and require a car to commute to work. As such, this decision would force me to leave my current residence and move elsewhere. Given that I love the area I hope you will reconsider these new parking measures. The whole vibe of Kelham Island is young professionals, and this would push us all away.

Whitecroft	No/object	I don't find any issue with parking there. I do, however, think these proposed changes would negatively affect a lot of the residents that live there who need parking (the ones who live in areas designated as "car free developments"). I know several people who live in these areas who would not be able to get parking permits to park outside their own homes, which is ridiculous. Some of them are doctors who have been working extremely hard over the last two years, and this would just add more stress if they had to now find somewhere else to live. Permits should be allowed for anyone who is resident in Kelham,
Chatham Street	No/object	I believe it is unfair to exclude residents of the certain developments from a planned permit scheme. I would be more supportive of the permit if this was fair for everybody who lives and contributes to our community in Kelham.
Chatham Street	No/object	Kelham Island should not be a controlled permit/pay zone as many people live in car free buildings in the area and it will eventually kill off the area. Also, commuters will stop parking if they need to pay, and local businesses will fail due to a lack of parking available as people will not want to pay for parking. Awful idea to make the area pay and display especially for residents
Chatham Street	No/object	the charges will make Kelham less desirable place to live and visit
Chatham Street	No/object	The rent is high enough
Chapelton	No/object	Detrimental to local businesses; would prevent me visiting local businesses; would mean visitors would just stay in the city centre for shops/ cafes etc.
Chatham Street	No/object	I am a resident of Chatham Street and I object unless we are fairly offered the opportunity to apply for a parking permit also. We live in the same area and community and pay council tax and deserve the same inclusions.
Chatham Street	No/object	The permits don't apply to my building as it's car free, so I'd be expected to pay per hour?! Why?! The introduction of parking restrictions is a waste of time, more parking is required at the car free developments as no cars is impossible! The parking situation at the moment is fine and needn't change
Chatham Street	No/object	There are simply no alternative parking solutions in the area other than parking on Mowbray Street. Residents of Chatham Street (myself included) will be miserably affected by this especially with the rise in living costs. I urge the council to consider carefully how they intend to come up with solutions other than simply washing their hands of tax-paying residents. Myself and fellow residents will expect solutions and not some 'snotty' response; because there simply isn't one when we were coaxed into signing up to live here. This is a nice apartment building filled with hard working professionals, who elevate the status of the area, don't drive us away.

Brinsworth	No/object	I strongly object to the introduction of paid parking around Kelham Island/Neepsend as I believe it will have a detrimental effect on (currently thriving) local businesses. Also, my sister lives alone and the charging of parking in the area will impact her visitors, and the time they spend with her. In the current climate, where most people are feeling, and in some cases struggling with, the rises in the cost of living I think it is disgraceful that Sheffield city council are considering the implementation of parking charges in the area.
Rotherham	No/object	I object due to the difficulty the area already has and limited parking there already is. A lot of dining areas are opening in the area which makes this difficult. Add parking charges on top people will have extra costs in visiting and also be more worried about the meter running out then enjoying the experiences the area has to offer.
Brownlee Close	No/object	I am a regular visitor to a local resident. It would financially impact me to come and make my regular visits. This could negatively affect the local resident's mental health & wellbeing, and well as not being able to enjoy their living situation, especially if they live alone. I am also a business owner. I may need to pick up & drop off local residents in these areas on a daily. This would negatively affect my business, have an impact on my income, and force me to gain customers elsewhere. The parking scheme must not go ahead.
Brinsworth	No/object	This is a cheap way for the council to make more money out of an up-and-coming area and is not about restricting use for residents. The idea that the amount of people using the area to park to then walk into the city centre being the cause of the space shortages is laughable

Sunnybank Crescent, Brinsworth	No/object	<p>Completely unnecessary implementation of parking charges will adversely affect the development of this area. This stinks of the typical money grabbing scheme we have come to expect from the Council in recent years - allow small businesses to rent properties in a recently developed area; as well as encouraging young professionals and residents to move to this thriving area of the City, then drastically reduce footfall for them by introducing inflated parking prices which put people off visiting. Rather than looking to make a cheap profit by targeting Motorists, why can't more incentives be developed to allow people to visit the area by using park and ride schemes? Rentable bikes and e-scooters? Better planned cycle routes in the area? The Tram stop at Shalesmoor is the only real public transport incentive to visit this area; could more be done to transport visitors from the main city centre down to Kelham Island? Parking charges doesn't help anyone; residents, commuters, business owners or visitors - it's the easy way out once again. We've already seen these schemes tried and failed in areas like Crookes and Walkley, where our Hospital staff & patients are forced to pay extortionate prices IF they are lucky enough to find a space, or parks miles away from their place of work or treatment centre. If this scheme goes ahead, you can have no complaints when we see yet a further death of the City Centre by reduced footfall. Kelham Island is a brilliantly developing area with some fantastic small businesses - an area Sheffield residents can be proud of - please do not take the easy way out and burden all who use it with unnecessary parking restrictions.</p>
Alma Street	No/object	<p>The scheme is the wrong way to go about sorting the parking. The buildings listed under no permits allowed include the building I live in. I wasn't made aware of this at the time of taking the flat. This scheme now means that I will not be able to park my car, which is only mode of transport, and this would stop me from working. The scheme isn't fair on the people who moved into buildings without being made aware of the no car conditions of their building</p>
Mowbray Street	No/object	<p>I am a long-time resident of Kelham Island / Neepsend. I had been renting a flat in Mowbray Street with my partner for the last 3 years and have only just last month completed the purchase of the same property from my former landlord. Both my partner and I have a car. We are fortunate enough to have an allocated parking space at our property, but this leaves one of us having to park on the street outside the premises. Over the last 3 years, I have parked near enough in the same place every day. I have NEVER had a problem parking my car, at least not until now. Our residence is supposedly a "car free development", but this is totally unrealistic living in the 21st century... We both have to commute to work, in different directions and on different shift patterns. Through university, I have ties to Manchester and my</p>

		<p>partner has ties to Leeds. We both have family ties to different parts of Rotherham. We both participate in regular exercise which means we need to drive to access our gym or a swimming pool. Last weekend I took a trip to Wales with my friends while my partner went shopping. We have a NEED to own two cars between us and going down to one car is just not feasible. According to Google Maps:- Driving to my parents' house is 19 minutes vs 1 hour 11 minutes on public transport- Driving to my partners office is 13 minutes vs 1 hour 5 minutes- Driving to my office is 44 minutes vs a staggering 1 hour 42 minutes on public transport. Until the transport links in the north are improved, I'm sure you would agree that people need to be able to access a car. Charging the residents of Kelham Island & Neepsend potentially thousands of pounds per year to use their cars does not consider the needs of the local people. There are what I can only assume to be thousands of residents of car free developments that will be out of pocket. You say this will help local businesses it will encourage people to vacate parking spaces, but have you considered the number of local businesses that do not rely on passing trade, such as the numerous garages, steelworks or offices that will be impacted. There is also the economic impact to the area as a whole - you may not be aware that residents are actively informing their landlords that they will be moving out in the coming months because of the parking situation. What evidence is there for extending the parking charges past 5pm? If your concern is that people are parking in Kelham Island and walking into town to work, this is not happening outside of working hours. Instead, the scheme is directly impacting the residents without access to a permit. Certainly, on weekends, I really can't see how this would reduce the amount of non-residents to park here. In fact, if I were a resident of another area, I would certainly be deterred from driving to Kelham Island for a coffee on a Sunday or to Peddler Market on a Saturday when I could go somewhere else and park for free. There is an abundance of free parking on the streets behind Endcliffe Park, why wouldn't I go there and spend my evening drinking on Ecclesall Road or my afternoon exploring Sharrow Vale instead? This scheme will severely impact the local economy and the bank accounts of the residents of Kelham Island and Neepsend. Please reconsider.</p>
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Dun Fields	No/object	If I lived in an apartment block that wasn't built as a car free development and therefore restricting my access to apply for a permit, then I would be in support for the parking scheme. However, I live in apartments on Dun Fields and was never made aware at any point of the process of purchasing that it was a car free development, nor do I have any off-street parking. The block has not even got access to suitable cycle parking which is another issue entirely. The introduction of this scheme would deem it impossible for me to own a car and therefore live at my current address. Secondly, the plans for the Neepsend side of the river are also heavy handed and would be a catastrophic for local businesses. For example, the CrossFit Kelham (Aztec Works) gym which has over 200 members and hosts classes of up to 16 different people every hour most days, simply wouldn't be able to accommodate these changes. the street would be restricted to about 4 spaces according to plans and it wouldn't be feasible for customers to pay for parking multiple times a day/week. Another example would be the many employees of the workshops whose livelihoods depend on their jobs, adding permit costs on top of this would be devastating, and even so parking would still be an issue if all workers purchased a permit. In general I believe these plans were not drawn up with anything else in mind but for how the council can make more money at the expense of its residents and workers.
Dun Fields	No/object	Resident but couldn't get a permit
Dun Fields	No/object	I need to be able to park near my building I have a bad leg from being run over a few Years ago. If you make us pay for parking, I will have to park somewhere else and then walk back in the dark. This isn't safe. If you do this, it will make living here almost impossible.
Church Street, Oughtibridge	No/object	Please see my answer to point 28. This is merely a punitive measure against local business designed only to raise income and being introduced on the spurious premise that we are suffering from commuter parking, which we are not. It will only serve to dissuade business from staying in the area or moving to it.
Kelham Island	No/object	I will live here and literally have nowhere to park if I am not allowed to purchase a residents' pass. It's hard enough as it is.
Crookes	No/object	Because I would be unable to park in the area to then walk to work (which doesn't have its own car park) meaning I would have to pay to park every day I go into work.
Kelham Island	No/object	Residents without reserved parking spaces will not be able to park a car on the street, making living in the area impossible. I need a car for work, but my apartment block does not have parking spaces, meaning I have no choice but to park on the road.
S8 7FD	No/object	

Dun Fields	No/object	It's a completely stupid idea thought up by someone who clearly hasn't got a clue what is best for the area.
Dun Fields, Kelham Island	No/object	I must have a car for work and object to not being allowed at least a parking permit.
Hemper lane	No/object	This proposal will dissuade business from investment, it will drive out existing business. People need reliable transport links which unfortunately is lacking in the public sector
Dun Fields	No/object	I am objecting as I am a local resident who parks on the street. The parking restrictions mean I would not be able to park a reasonable distance from my home, making my commute to work at the Advanced Manufacturing Park very difficult and I may be forced to move.
Acorn Street	No/object	I am a local resident who will not be entitled to a parking permit under the new scheme. This will prevent me from being able to commute to work and to travel to some shops which are not a walkable distance. This will have a large negative impact on my life and may force me to leave the area.
Dun Fields	No/object	We would prefer not to have these permits come into effect as we would have NOWHERE to park as my block is not eligible for a permit. We would have to get rid of the car which we use to commute to work, and we cannot afford to do that. Furthermore no one would be able to drive over and park to visit me. I have serious concerns about this scheme devaluing my property and the problems this would cause to residents who are disabled and cannot park their car in the area/within walking distance of where they live. It will also damage the livelihood of businesses round here which struggle during the cold months and weekdays as customers won't be able to drive down to use the cafes etc.
Burngreave Road	Yes	Not Answered
Dun Fields	No/object	People who live in the area deserve somewhere to park.

Kelham Island	No/object	<p>The parking spaces your opening are to the understanding that the spaces for some developments are car free meaning we can't get in there unless we pay. Your actually lowering the parking spaces so if you live on here your punished how really how does that make any sense. We want to live round here for many, many years due to how good we feel it can be but the parking is shocking it's absolutely shocking. My family don't come round very often because of It's very embarrassing for the Sheffield council that your allowing buildings to be built to gain more revenue but without any consideration of the current residents. The proposal has not taken the 100+ apartments that have are currently in construction with the CITU building Wake up, do your job! Wanting us to be a very high council tax bracket with very little support. I can literally break down road by road if needed happy to support I'm not going to do it in a little box. The eco-friendly side of things you've literally got cars driving round for 15-20 mins even longer sometimes to get a parking space come on ha-ha Sheffield council come on it's bad ha-ha it's really bad I take it the person who made this proposal thought it was a good idea to create the bike lane in Shalesmoor road, it's embarrassing</p>
Kelham Island	Yes	Not Answered
Sheffield	No/object	<p>A majority of the residents in local flats are asylum seekers, benefits or low incomes; it is homeless temporary housing. If they have a car that they need yet won't be able to pay to park their car on the street it would have a further negative impact. The council are supposed to do things proportionately. The only benefit to paid parking is to the council, not to its residents. Shalesmoor and Kelham Island are not the City Centre, so parking should not be charged for where they live. The council receives enough revenue from all of professionals in the numerous apartment blocks in the City Centre. Also, the leaflet was only received to respond to on Tuesday 22nd February 2022, yet responses are required by 24th February, 2022. How are all comments and objections going to be received and dealt with by 24th February 2022? Exactly they won't, appalling.</p>

Dun Street	No/object	As per my response above. We don't have a parking space with our flat. And wouldn't be entitled to a permit with the proposed rules. Which is utterly preposterous, yet predictable. Why should we have to pay more to park on a street in which the excessive rents I pay are based on. This should be used to target consumers who drive into Kelham. Not people who live there. I will simply, as will many others. Move away from Kelham. The blockades on the roads were the first useless change. This would be the second. And it would cost us a fortune, just so that every weekend a few people who go to Kelham don't leave their car there overnight. What about all the residents that will not be able to get a permit. Who pay exuberant rental and council tax rates? This proposal is ridiculous.
Meersbrook	No/object	I want to support the Foundry Climbing Centre, but the introduction of this parking scheme will double the cost of visiting and make it uneconomic.
Kelham Island	Yes	Not Answered
Kelham Island	No/object	Idiotic idea.
Kelham Island	No/object	We are residents in the area living in a 'car free' development. Most of the residential developments in the area appear to be 'car free'. I do not see a lot of commuters parking in the area and leaving, I am an active member of the local community, and this is not an issue that others in the area have picked up on either. The proposed restrictions would make it almost impossible for the majority of local residents to park for free near their homes, a perk which drew many of us to the area to begin with. I also feel that the restrictions would have a detrimental effect for the nearby businesses. I can see no way in which this proposal would benefit the local community.
Kelham Island	Yes	Not Answered
Rotherham	Yes	Not Answered
Weaving Avenue	No/object	This as previously mentioned will affect the long-term viability of this long-standing business. Please don't restrict or charge for parking near this venue
Little Kelham Street	Yes	Not Answered
Little Kelham Street	No/object	Not a fair or equitable scheme which will hinder people working shifts, have positive attitudes to make money whilst not having the heart of a community central to the proposal
Little Kelham Street	Yes	Not Answered
Little Kelham Street	Yes	Not Answered

Kelham Island	No/object	<p>I own a house near Kelham Island originally made by a developer. We did not directly buy from them as we have bought from those who had. The house does not come with a garage or Car parking space and there is no possibility of this happening. There should be a system whereby if, as a resident, you have no means to parking in your complex then a residential parking permit can be received. The plans also state that many developments in Kelham Island would not be entitled to a resident parking permit as it was a car free plan in permission however it had come to light that this way revoked and it was not and should not be considered a car free complex thus allowing for residents to gain parking permits if this plan goes ahead. If that is corrected, then I believe many of the Kelham Island residents would be happy with the plan but only if this was corrected to reflect that.</p>
Mowbray Street	No/object	<p>I received the leaflet on the new parking zone and am very distressed over the proposed changes. I am part of a 'car free' development (something I didn't know) and so do not qualify for a permit, and therefore will be subject to thousands of pounds in pay and display tickets per year, that do not align with 'normal' working hours. The justification for the proposed changes is that businesses and residents have complained that long-stay commuters are taking up spaces in the area and walking into the city for work. Firstly, I assume the council can evidence this and it will become public information, including the number of those who originally complained about the parking situation, and the number of those who are now against the proposed changes after the consultation. There are certainly parking issues in Kelham Island, however I don't see how drastically reducing the number of spaces available and alienating many local residents and employees from parking near their homes and workplaces is going to aid in this issue. There are many businesses (not just bars, cafes, etc) but also offices and industrial units based in Kelham Island and Neepsend, that do not require a high turnover of cars for their businesses to succeed – actually, quite the opposite, as they benefit from free parking in the area so their employees can park close to work. I also think there is a higher number of non-leisure businesses in the area than there are leisure businesses, so why is the high turnover of cars for bars/cafes being prioritised over the needs of other businesses? Particularly in Neepsend, the spaces taken during the day are used by employees of the local businesses. Does the council think that someone on a minimum/low paid wage who works in a local bar/industrial unit can now afford to pay so much in parking fees to go to work? This is unaffordable and will drive employees away. Perhaps this is the council's overall plan? To push industrial businesses away – many of which have been here long before the development of the area – so it can be further</p>

		<p>gentrified. The consultation notes also state that whilst permits will be in place, this doesn't guarantee residents will find a space due to the reduction in capacity. If residents are going to struggle to find a space, how are visitors any different? This statement is quite contradictory, as, in theory, residents will take up most of the spaces anyway which will severely impact night-time economy. The proposed scheme will also make 'car-free developments' less attractive to purchase or rent, and likely push the rental price of properties with permit eligibility up, again making it unaffordable for many. The council is happy to grant permission for more and more 'car-free developments,' but where does the council expect those residents to park? Not everyone can sell their cars, cycle to work, etc. Whilst talking to fellow residents and friends who are not eligible for permits, the consensus is that this scheme is unaffordable, and those who are renting would have no other choice but to move out and find alternative accommodation. This is extremely sad and distressing to hear; many of us are long-term residents who have contributed to making the area what it is today. Those who choose to live here do so because of the fantastic local businesses and community we are surrounded by. I spend money every week in my local community, whether that's breakfast at The Grind, drinks at Riverside, haircuts at The Mill. It is such a shame that residents of 'car free developments,' in our hundreds, if not thousands, are being penalised in this scheme when we have greatly contributed to the success of this area. Secondly, car parking charges will apply seven days a week, and until 8:30pm. Where is the justification for this and how has this decision been made? Why would visitors choose to pay for parking here, where there aren't as many leisure options as there are elsewhere? If visitors have to pay for parking, why would they choose to park in Kelham Island, when they can park in the city for the same price, and will have access to more shops, cinemas, bars – or, if they park on Sharrow Vale, there's at least access to green spaces (and even there, it's free on Sundays!). Thirdly, where does the council propose employees of local business and local residents who are not eligible for permits suggest we park? Most cannot afford the parking charges, and therefore will have to find somewhere else to park, perhaps a 20 to 30-minute walk away. Not only does this simply push the problem onwards to another area, it's also a safety issue. Will the council pay for more police patrols, street lighting etc in the areas surrounding Kelham Island and Neepsend? It is a known fact that this area isn't the safest, particularly at night. As a young, single woman, walking home alone in the dark, I will not feel safe and am greater risk of being attacked/mugged if having to park so far away from my residence. Fourthly, due to Covid-19, car parking requirements have drastically changed. I assume the</p>
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		<p>council has taken into consideration that many now work from home on a full-time basis, and therefore not as many are parking in this area to allegedly walk into the city for work. I assume the figures have been updated to reflect the new number of cars parking here on weekdays, in the weekday evenings and at the weekend, and that these figures will be made public, including the number of car parking spaces currently available, and the proposed number of new car parking spaces with the reduction in capacity. It would also be useful for local businesses and residents to know the total number who will not be eligible for a parking permit. This enables an informed consultation to be conducted, so our community can see how much disruption this will cause to fellow residents. I understand the council are committed to making changes that are environmentally friendly, and the residents of our community certainly are too, however, I firmly believe that this will negatively disrupt many businesses and residents and deter them from the area. Like most, I cannot afford the parking charges so would have no other option but to park a long walk from my own residence – as a homeowner, I can't simply move out like the many neighbours I've discussed this with. I strongly believe the council has not considered a number of issues in the planning of this scheme and is prioritising cafes/restaurants/bars over the many other businesses and residents who do not want the proposed changes to be put in place. I hope you can understand the distress many in the community are feeling, and that the issues raised will be addressed. I love this community and think it is a wonderful place to live, but I am very concerned for the negative impact the proposed changes are going to have on my daily life, along with fellow 'car-free development' residents, and local businesses and their employees.</p>
Green Lane	Yes	Not Answered
Little Kelham Street	Yes	Not Answered
Bowman Drive	No/object	Customers will not be able to park Make it difficult for deliveries If there was a 20 min waiting time at least

Mowbray Street	No/object	I oppose the introductions as they are currently:1. I live in one of the so called 'car free developments' and wouldn't be eligible for a permit under the scheme. I have lived here for nearly two years and have lived in Sheffield since Medical School. I am an NHS doctor and as part of our rotations we go to the district hospitals as well as Sheffield ones. I simply can't get rid of my car - there is no public transport options when your shifts finish at 2am! This scheme would essentially force me to move which feels unfair considering I have lived here paying my council tax with no issues. Plus, I would seriously consider leaving Sheffield (and no longer working at STH/SCH and the districts), as would colleagues I have discussed with, leading to a lack of skilled workers in the region. Additionally, the parking works currently. This scheme is not needed and is money that could be spent on improving the roads in Sheffield. Furthermore on a personal note I was working at STH on the Covid wards caring for the people of Sheffield during the peaks of the pandemic. For the council to treat me like this now, risking my home, is frankly insulting.2. You propose making the bus lane double yellows. I fully understand the need for the bus lane at peak times however the bus lane really is not needed outside of these times! You would be getting rid of a vast amount of parking unnecessarily. You could consider leaving it as timed as it is currently.3. If you are putting the scheme in place regardless of our views, please at least consider giving permits to those already in the 'Car free developments' otherwise you are essentially forcing us to leave our homes. These feels unfair. We moved in knowing we could park on the surrounding roads, and you are now changing it on us. This will force us to leave our homes - which is just cruel.
Thrush Street	Yes	Not Answered
Alma Street	No/object	Keep it free. Businesses rely on customers. People won't pay for parking
Stocksbridge	No/object	It is a growing area with small businesses needing long term parking for visitors and business users, without it a lot of the smaller businesses will perish

<p>Longley Farm View, Sheffield</p>	<p>No/object</p>	<p>I am objecting to this controlled parking scheme within the Kelham Island and Neepsend as I work on Platt Street and have done for the past 12 years. Unfortunately, the Company I work for do not have any parking facilities on site, so it leaves us with no option to park on the street outside the premises of the business. I have never had any issues parking on Platt Street even though is it a very a busy working road due to many businesses on this street having large vehicles delivering materials which can take up most of the road through various times of the day. By implementing yellow lines within Platt Street and certain parking bays shown on the map I honestly do not believe it will work but cause uproar not only with parking when arriving at work if nowhere to park but also through the day with the number of large vehicles making large deliveries which will hold driving vehicles to a standstill. We can see that parking bays will be available at a charge. I am told a parking permit will be available for each premises at a yearly rate which would not benefit all the employees who work at Malden Roofing due to no parking on site. I do not agree in paying for a bay as I have pay enough for fuel to travel to work and back every day. I would not benefit paying £1.30 an hour so it would be all day at £6.50 x 5 = 32.50 per week. Working out on average £1228.50 per year. I cannot afford this. When you are in thick of this you will understand and see how from a day-to-day perspective works in this area.</p>
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Crosspool	No/object	I operate the complex at in Crosspool. I have read the Parking Scheme leaflet and the details on the Council's website in connection with the scheme. 1. We have two entrances to our complex. All of the entrances have white H markings so I presume these will be maintained for loading purposes or at least if the double yellow lines are painted, they will still permit loading and access for the Complex users. There is a serious concern and I object to the reduction of parking spaces outside the Complex as this will encourage people to park across entrances for loading/unloading for other business sites close by and hence block our tenants who wish to gain entry to the Complex various courtyards and units. 2. We have some 25 small businesses who operate from the Complex and have done so in some cases for more than 25 years. Many have 1st and 2nd floor units with no allocated parking in the Complex and have relied on street parking for years. Clearly the number of allocated parking bays proposed has reduced and the number of spaces available so: a. how will the business permits be allocated? b. Will all tenants be granted a permit and, if so, how do they use it? c. How many per tenant? d. Will the Complex have any allocated spaces on Burton Road and Percy Street? e. As the operator of the Complex will we be allocated business permits for our own use or to can hand out to visitors for viewings? 3. The number and size of the parking bays outside the Complex on Burton Road and Percy Street are reduced dramatically when compared to what there is now. For these reasons we object to this as it will make it more difficult for the small business tenants to operate from their units if their employees, customers or visitors cannot park close to the Complex.4. Why have the number of parking bays been reduced on those sections of Burton Road and Percy Street, particularly on Burton Road? Thank you in advanced for considering these points and dealing with the objections.
Kelham Gate	No/object	I believe your recent proposal is very discriminative and has not taken any consideration into people's livelihood, wellbeing, financial situations or ability/disabilities just to name a few. Sheffield prides itself on inclusivity and opportunities for all, showcased by the university's, football clubs and local businesses and organisations. All of which I believe Sheffield Council does not. I openly believe you need to take a long hard look at this proposal and really take into consideration the lives of people that live in this city and the impact it would and could have on the future of Kelham and its residents/businesses.
Little Kelham Street	Yes	Not Answered
Kelham Island	Yes	Not Answered
Hollow Meadows	No/object	I pay enough in road tax, insurance, mot etc

Lizzie Lane	Yes	Not Answered
Kelham	Yes	Not Answered
Eagle Lane	Yes	Not Answered
Lizzie Lane	Yes	Not Answered
Lizzie Lane, Sheffield S38AZ	Yes	Not Answered
Nether Avenue	No/object	This will affect me using the services of the local businesses. Paying for a class at the art studio and the parking may just be too much!
Mowbray Street	No/object	If this proposal came in as it has been proposed - I would have to move. It is completely unfair that you expect residents who live in Kelham Island to be forced out of their own homes because you have not allowed them a permit. So many properties that are considered 'car free' have very limited spaces within the grounds - so how is this considered 'car free'? Some of these planning permissions are from 18 years ago, when Kelham Island was nothing like it is now so no one would predict this sort of parking problem, how can something this old be used against us in 2022? The scheme is completely ableist - expecting people to park a ridiculous distance from their homes. You are also massively affecting the costs of living in Kelham Island. Flats' parking will now have a limitless price making it unfordable to most. Whilst flats without parking will be impossible to rent out/sell. Nothing in your proposal considers any environmental improvements - this is merely a money-making scheme to get genuine residents to pay over £2000 a year to park on their own street. You claim this is to help them but all it does is penalise the majority. You have also prioritised businesses - people who have the option to cycle, walk, or use public transport to get to work. Something your council should be encouraging. Instead, this scheme will force residents to move from their properties, park miles away from their house, or pay an extortionate price. How is this fair? This will not help bring down the use of cars in the city. The problem will just get spread across the city as people will move away from Kelham Island. I urge you to reconsider this proposal immediately. At the very least - give all residents the opportunity to pay for a permit as this will have a knock-on effect for so many years to come. I have been a resident in Kelham Island for 6 years and it is so disappointing that something like this will force me to move away.
Kelham Island	No/object	Proposal will negatively impact local businesses if parking becomes chargeable or residential permit holders. Could see closure of small businesses that need as much support as possible given their struggles over the past two years. Even as a resident I would have to pay for parking given how the development I'm in is classed. See previous answer.

Henry Street	No/object	An absolute farce, who has dictated which buildings are part of this scheme, whole reason Kelham Island works is because it's a community not a corporate campus. You've got people of all ages living in this area, some of which have done so for decades. After the last couple of years of ambiguity and nonsense that has teared up families, wellbeing and financial security, I don't think you fully quantify the impact this will have for residents and local businesses.
Stannington	No/object	I oppose this proposal, they're less spaces for me as a commuter since the development started at west bar square. Furthermore, there are residents of Kelham Island that do not qualify for a resident's permit, what are they to do? These proposals will actually be counterproductive for the area and can only be deemed as being implemented for finically reasons
Chapelton	No/object	The area is perfectly fine as it is. Stop trying to monetise a predominately working-class area of the city where people need to park to go to work for the day.
Kelham Island	No/object	There are so many residents in Kelham who don't have access to private parking. Many businesses also rely on customers who need to park.
Rotherham	No/object	It's not fair on many residents in the area who are not eligible for a resident's permit. Another money-making scheme from the local authority that has absolutely nothing to do with the environment
Scotland Street	No/object	People renting flats shouldn't have to pay to park their car near where they live
Hastilar Road	No/object	Introducing further charges to park during a cost-of-living crisis is yet another instance of the council being totally out of touch with residents. If you want to reduce people driving into the city, why don't you introduce better cycling infrastructure and public transport links?
Brinsworth Hall Grove	No/object	Will cause distress and unrest for residents in the area, as well as those visiting for short term reasoning (meals, work, meetings etc)
Fife Street	No/object	Because the residents should be getting a permit and/or priority parking. The current plans do not work for the residents
Stannington	No/object	I have friends who are residents, and she is not entitled to a resident permit. Forcing people to park miles away from home is unacceptable. My friend needs a car for work.
Kelham	No/object	Parking is already an issue for residents as it is, having to pay as well would be a kick in the teeth. Just make more space available.
Kelham Island	Yes	Not Answered
Eagle Lane	No/object	I already did this in the previous section -- needs to be amended so that local residents without a parking spot can purchase a permit for street parking.

Kelham Island	No/object	Although I am not eligible for a residents permit currently as parking is not controlled, the details of the scheme that I have seen suggest that this would also be the case if a parking permit scheme is introduced due to the type of accommodation I live in at this location. This would mean that not only would I still be ineligible for a permit (despite being a resident), but I would also lose the ability to park on the street as I do presently. I really can't understand the council's reasoning in bringing about that situation.
Bowood Road	No/object	I am concerned about the impact upon local residents by introducing this scheme. All local residents, whether owners or renters, must be eligible and able to obtain a parking permit under any scheme introduced as it would otherwise be prohibitively expensive for residents to park near their address.
Dun Fields	No/object	A solution needs to be found by the council which allows residents in 'no car developments' to continue being able to park in the area, as we've been doing for years now (for free) without issue. I have no problem paying to park on the streets, but I simply cannot afford the proposed cost of continuing to do so under the scheme (approx. £2100 per year). I've looked into private parking options in the area, but there isn't anything suitable or affordable available. Many private parking spaces that have been listed on gumtree / Facebook marketplace in recent months are located within developments such as Cornish Square where residents will laughably be allowed to obtain permits under the proposed scheme, even when the building has so much spare internal parking the residents are letting spaces out! Currently private spaces are being rented for approximately £1000 a year which is unaffordable in my circumstances, and will only likely go up should this scheme go ahead and limit the options for on street parking for residents in the area who you won't allow to purchase a permit. If this scheme goes ahead as planned I can't see private parking being a realistic option since the demand for private spaces will increase massively as residents of all the 'no car developments' in the area will then be fighting over any that pop up. What will most likely happen is all those residents in buildings like Cornish Square where they can lease, let or pay for private internal parking will pay £93 for an on-street permit for their own use, and then start renting out their internal parking spaces to those of us stuck in no car developments for a massive profit. It will create a deeply unfair two-tier system - those in buildings eligible for permits, regardless of whether or not they have adequate internal parking, will see an increase in their rental or sale value. Those of us who've been parking on the street without issue who you're barring from obtaining permits will likely see a reduction in the value of our properties, as it becomes near impossible to live here while owning a car. Please, let us 'car free development' residents pay a few

		<p>hundred pounds a year to continue parking around here - it's just not a suitable solution to go 'you live somewhere where we at the council have decided you're not meant to own a car' - that isn't how the world works! People own cars out of necessity - I'd love to be able to rely on public transport for every journey, but it's just not possible. I simply cannot afford to travel everywhere by public transport, nor is it realistic to expect me to do so as it doesn't provide the flexibility I need as many of the places I drive aren't adequately serviced by trains or buses. You need to address the car free development issue as the scheme as currently proposed is in no way fit for purpose and will have a massively detrimental impact on many people living in Kelham Island and Neepsend's lives.</p>
Fulwood	No/object	
Clarendon road	No/object	<p>TOO MANY LITTLE STRUGGLING BUSINESSES WILL HAVE TO CLOSE IF THIS THOUGHTLESS SCHEEM IS ALLOWED TO GO AHEAD.SPARE A THOUGHT FOR ALL THE LITTLE START UP UNITS IN THE AREA, NOT TO MENTION ALL THE COFFE SHOPS AND EATERIES!</p>
Little Kelham Street	Yes	Not Answered
Clarendon Road	No/object	<p>This is a fairly new and growing area. There are a great many new small enterprises starting up. They need encouragement.... bringing in paid and restricted parking will greatly jeopardise their growth. It is a cruel and heartless thing to do and will result in many young people losing their lives.</p>
Bradford	No/object	
Neepsend Lane	No/object	<p>We have adequate parking in the area and even at peak times have no issue with finding a space. The proposals would absolutely destroy any chance of our team being able to park successfully, we would need to issue 1 first business permit (£93.60) and up to 9 2nd business permits (£1,684.80) this is frankly ludicrous. This cost would be prohibitive for our continued existence in the area and we would move the business to an out of town location with free local parking or onsite parking facilities. This proposal is not one based in reality and all local parking will be filled by permit parking meaning our customer base will not have space to park. The disruption overall to businesses in the area would make for a very short-sighted proposal resulting in businesses (and therefore value) leaving the area. We already left the city centre due to increasing parking charges impacting our footfall. You want to revitalise the "high street" sector? stop charging customers to park their transport. This has been true at Banner Cross which has seen a huge reduction in business success, in the city centre which is borderline abandoned and many other areas which were previously incredibly successful areas. The plan removes customers from our business,</p>

		resulting in the business moving, resulting in lower revenue for the area and the council and frankly I'm tired of seeing these short-sighted solutions. I hope this will be reconsidered as it will end our existence in the area very quickly.
Handsworth	No/object	See previous. I can't afford to have to pay to work.
Hillsborough	No/object	By charging me, I would be losing money on my daily commute. I work 12-hour days and fees would prevent me from doing this.
School Road	No/object	THIS PROPOSAL WILL BRING ABOUT THE END TO A GREAT MANY PEOPLES JOBS AND LIVELIHOODS IT IS CRUEL AND ILL- ADVISED!!! Target Housing, Prisoners of Conscience and Mums Rescue are but three of the charities who will suffer. Not to mention the livelihoods and incomes of many individuals. I would go so far to say that SCC WILL **** IF THIS IS ALLOWED TO GO THROUGH!
Woodseats Road	No/object	Please see section 28 for my reasons for objecting!
Sharrowvale	No/object	This proposal would actually create a problem, rather than solve one. The current situation for local businesses like ours is that there is just enough free on street parking for staff and customers. If this facility were to be removed, then it would drive business and therefore money out of the area. This really needs to be thought through properly and not rubber stamped in some arbitrary fashion as the local economy of the area is at stake. As the area gentrifies and improves, I accept there is need and want for change. This proposal however is a step backwards and has wider damaging repercussions for the local economy in the short, medium and long term.

Stockarth Place	No/object	The root of all of these parking problems lies with incompetent planning and the fact the local planners refuse to respect people's wishes to use cars and so they do not include adequate parking facilities in their plans. If there were better provision of car parks then this would not be an issue. Why has the council not done anything about this? A multi-story car park on the ring road at the boundary of Kelham Island would be a great solution. Charging for parking on the road will not help one bit. It is well proven that charging deters visitors and increases the costs for employees to go to work. When we're trying to recover from the pandemic, get employees and customers to these locations, the last thing we need is the council to start charging to effectively deter people against our hard work! The council seems intent on destroying businesses and forcing everyone to work from home. The car is not evil, you just need to plan accordingly and ensure that master planning is done properly and space for cars to park is fully integrated and respected. Other parts of the country manage to achieve this but sadly not Sheffield.
Sheffield	No/object	Ridiculous idea stops killing Sheffield business owners and making proper owners and renters suffer.
Station Road	No/object	Would hurt business
Hillsborough	No/object	I fear local small businesses in this area will suffer if parking is restricted for visitors.
Barnsley	No/object	Introduction of a chargeable parking area will decimate local business in the area who rely on trade travelling into the area.
Norton	No/object	Bringing in pay to park in Neepsend will kill the local businesses who rely on customers who in large part drive there. I know I will think twice about going if I have to pay to park
Beighton	Yes	Not Answered
Longley	No/object	I don't think it'll have a good impact on the businesses in the surrounding area
S2	No/object	Because I work there it would cost me too much to work there
Neepsend Lane	No/object	I feel that this has been outlined in the previous questions, but some of the great bits of the area are that it is accessible to people. Sheffield council have already killed off other areas of the city with similar restrictions. Please reconsider.
Little Kelham Street	Yes	Not Answered
Brunswick Street	No/object	There are better ways to get people out of their cars and onto other methods of transit, like reducing tram and bus fares, adding new and actually safe cycle paths, grants for people to buy bicycles etc.
Sheffield	No/object	
Hillsborough	No/object	The parking charge would stop me using local business

S14	Yes	Not Answered
Darnall	No/object	feels like a money grab by the council as the area has become more popular and it can impact negatively on the growing businesses there.
Halfway	No/object	Visit the area regularly. Friends have moved businesses there to avoid city centre parking restrictions, will kill the area.
Sanforth Street	No/object	There is no issue with misuse of parking. Most cars parked on the road belong to people working in Kelham Island and Neepsend. Restricting parking here would cause problems for local businesses and the workers and cause customers to be put off from visiting due to lack of parking availability.
Neepsend Lane	No/object	I am objecting due to the lack of access this will create for myself to get into work along with the others who commute in daily and use the free parking available close by.
Little Kelham Street	Yes	Not Answered
Bardwell Road	No/object	Because we can't afford to pay for parking every day all day
Stannington	No/object	You will be signing the death warrant for a lot of small businesses in the area. Don't make yet another I'll advised decision, though we all know you will do it anyway because you can't think of anything more than a quick cash grab like charging for parking. You are a truly worthless council
Norton Park View	No/object	You have to pay for a permit and be local. This is bad for customers.
Handsworth	No/object	I object to chargeable parking as Sheffield City Centre is currently awful to get to as a car user, parking at Kelham Island/Neepsend is the closest I can think to park and still be able to walk into town - making this area chargeable would kill my interest in coming into the city at all. I currently travel in about once a week to visit The Outpost store to pick up a few items and join the gaming community there. Making it so I can't park for free would mean I would no longer do this and would visit a gaming centre out of the city centre and look at alternatives (there's a growing community on Rotherham). As for the shopping, I'd move this online and look to wherever is cheapest, even if the delivery is inconvenient. There are no reliable bus routes servicing that area, neither from the town centre or from Handsworth, public transport is terrible in Sheffield as a whole. Also, I often park in Kelham when I want to go shopping in stores to give myself a break from being in the house all the time. Making Kelham Island somewhere you pay to park would mean I give this up too - I would have no interest in coming to the city centre for anything except maybe a night out drinking (where I wouldn't drive anyway). It's a terrible idea and can only negatively affect both the city centre and Kelham Island as a whole. I used to live there, and parking was hard to find, but handy to be free.

		I can't imagine residents of my old apartments (Cornwall Works) being able to afford cars and live there if they have to pay to park - introducing permits will just confuse things.
Mowbray Street	No/object	- it is greedy and exploitative during a time of an increased cost of living - it will be detrimental to Kelham businesses - residents are not guaranteed a space even if they pay - a majority of Kelham residents don't even qualify for the permit, forcing them to pay extortionate prices set for private parking by landlords
Kelham Island	Yes	Not Answered
Sheffield	Yes	Not Answered
Gilpin Street	Yes	Not Answered
Worksop	No/object	See previous concerns paid parking is not needed, it will hit business as people are less likely to visit, or if they do it will be for only a short time rather than all day I will go to a new city for free parking
Kelham Island	No/object	There are issues with the amount of parking spaces available - but introducing paid spaces feels like an additional tax on residents.
Ecclesall	No/object	Many wonderful new businesses in Kelham Island and Neepsend area. Already parking is an issue. Making parking even more limited will damage these businesses which have already suffered through lockdown. Transport links are haphazard at best.
Langsett Avenue	Yes	Not Answered
Kelham Island	No/object	I am a resident and being asked to pay for street parking via a permit with no guarantee of a car parking space as these will be metered too. Not a solution just a money-making exercise
Worksop	No/object	I do enjoy the food and local miniatures shop around here. If there's paid for parking, then I just won't visit here meaning that these businesses suffer. Also, it's not exactly the nicest area to park your car so why should I pay for it?
Highgreave	Yes	Not Answered
Handsworth	No/object	Seems unnecessary and targets businesses that rely on customer/patron parking.
Stannington	No/object	Do I need to explain myself again? You're harming local, small businesses and driving people away from Sheffield. You've already destroyed the centre with overpriced parking, the new stupid charges on the ring roads and in town, the cost of living is already extortionate, and families can barely afford to make ends meet. So, let's add more charges!! What a bright idea. Rent has also increased again! How about the lovely council take a pay cut instead? Rather than punishing the small folk just trying to make ends meet.

Marlcliffe Road	No/object	Restricting parking or putting in high parking fees will affect those businesses. It makes popping for a yoga class, coffee, drink after work or bite to eat far less affordable. It will kill the growing economy in Kelham - just like it has in the city centre
Kelham Island	No/object	
Mowbray Street	No/object	I do not object the paid parking, but I think that there should be further steps to provide free parking for the residents.
Ecclesfield	No/object	Negative effect on businesses
Beauchief Grove	No/object	We picked the Kelham area of Sheffield to locate our office in part because although it's not in the city centre, there is free parking available on street. We're in a very difficult position if our team members have to pay, as this will increase their travel costs by £1,500+ a year if this is to go ahead.
Audrey Road	No/object	I am objecting as my friend runs a business there which will be heavily impacted by traffic sanctions
Mowbray Street	No/object	It is highly unnecessary to start charging residents and visitors for parking on the street. It's outrageous that it's proposed that even with a permit you won't be entitled to any specific parking and may struggle to find it. As a resident, it will make having friends and family round a lot more difficult and it really runs the risk of making Kelham inaccessible, especially as most of the bars, pubs and restaurants do not offer parking to customers, and on street parking is encouraged. It also excludes certain residents if they have parking on site, but a lot of onsite parking is ridiculously expensive and not achievable for a lot of people, so to take away the option of free on street parking just adds a huge strain on a lot of household's money situation. I don't see any proof of this Scheme and am yet to see any reason why it should go ahead.
Spurr Street Sheffield	No/object	Main attraction of the area is not having to pay to park so I don't have to plan ahead how many hours I might be - it means my visits tend to be longer and I spend more money in the area as a result.
Millhouses Lane	No/object	Imposition of parking charges will have a detrimental effect on local businesses
Ecclesall	No/object	Controlled parking would have a massive negative impact on all the businesses in the area. It would greatly reduce visitors, footfall and people would avoid the area due to the nightmare of parking. Everywhere in Sheffield is a nightmare to park and so expensive and Kelham is a nice break from that, however many people including myself probably wouldn't visit due to issues around parking.
Upper Allen Street	Yes	Not Answered
Millsands	No/object	The parking works well at the minute as it is.

Westbourne Road	No/object	I believe it would make people less likely to park there and alternatively find somewhere further away which is free instead, I also believe it will make people who shop there less likely to park there and for workers it will impede their wages due to them having to pay for weekly or monthly parking because of this
Northfield Road	No/object	I've heard the council want to start charging. This is a deprived neighbourhood that has been neglected for some time. I would feel unsafe there if I could not park outside the outpost. Efforts are being made to regenerate and improve Neepsend down to Kelham, charging people to go there is unwise and will discourage some from going. For me, I usually spend half an hour shopping at the outpost once every few weeks. Some go down for a few hours to game. It's a low blow to start charging to park, way out of town, in a neglected part of the city.
S8	No/object	Parking is difficult enough in the area due to double yellows
Wincobank	No/object	I park to use facilities in Kelham Island for some hours at a time. Charges would make this unviable and negatively affect the business I use.
Loxley	Yes	Not Answered
Sharrowvale	No/object	This is a poorly thought through scheme which will adversely affect local businesses both in Kelham and the city centre. It will drive yet more people to shop in out-of-town areas with ample parking, but those areas are populated by multi-national businesses which do not plough money back into the local economy.
Mosborough	No/object	Council should sort out a free car park for residents and leave the rest free for visitors
Broomhall	Yes	Not Answered
Bowness Road	No/object	Because it's expensive for people to pay for parking when they work round Kelham 5 days a week.
Vale Grove, Loxley	No/object	I'd be less likely to visit the area if parking charges were brought in.
Walkley	No/object	I believe it will have a detrimental effect on local businesses.
S5	No/object	It a knee jerk reaction to poor planning
Norton	No/object	It would affect local business. I would visit less often if at all if parking was charged.
Hillsborough	No/object	As a former resident of Sharrow Vale Road, I saw that massive reduction in footfall to SMEs after parking charges were introduced there. The same would be the case in Kelham Island I have absolutely no doubt
Crookes	No/object	The main reason we visit Kelham Island for shopping and dining is because we don't have to worry about parking. We stopped going to town and Ecclesall road for that reason
Shirecliffe	No/object	If you want more people to visit the Kelham Island area you should provide more free parking facilities
Cotswold Road	Yes	Not Answered

Mowbray Street	No/object	I want to be able to park without paying. I would not be eligible for a permit due to the building I live in so will have nowhere to park
Westfield	No/object	It will increase the cost of picking up orders as I'll have to pay just for potentially a few minutes.
Ecclesall	No/object	Please see my comments previously.
Crookes	No/object	Will detract me from using this area and therefore not support the businesses. Any housing complex should incorporate parking, in similar fashion to Canada
Walkley	No/object	As previously stated, if I have to pay for parking it would deter me and many others that I know from visiting the area for use of local businesses there
Malin Bridge	No/object	
Arbourthorne	No/object	The proposed parking charges are ill-considered and will harm the local economy without bringing any benefits in return. When people are already making cutbacks due to the rapidly rising cost of living in the UK, they aren't going to scrape the extra money together to pay for parking in the area, they'll just stop going to Neepsend and Kelham Island altogether. This will negatively affect the businesses in the area which are still suffering from the effects of the pandemic, and many will simply have to close. This will negatively impact the council's revenue as business rates are no longer paid, and the loss of these businesses will mean there is no longer any reason for parking in these areas and thus the potential for any gain from these parking charges will be lost. Reduced on street parking won't even improve the traffic flow in the area as the roads will still be narrow, winding, ill-maintained and prone to flooding. The proposed TRO does not improve the livelihoods of the people of Sheffield who live and work in the Neepsend and Kelham Island area, and the fact it's even being considered is a stain on the council's competence.
Doncaster	No/object	For me personally, I would have to use whatever parking scheme that would be in place, but I would be against it. It is yet another expense and I work full time so would need to be there at least 5 days a week, paying out. I won't be the only person in this position, there is difficulties parking as it is all round the Kelham Island and Neepsend roads for both staff and customers. Public transport is sadly so expensive and the travel time, change of transport required to get around is becoming more and more unfeasible. I think it would hurt the businesses there, times have been hard enough. It puts customers off coming to visit and make it hard for staff to afford these forever increasing expenses.
Hillsborough	No/object	Lots of businesses benefit from the free parking if the parking is restricted less people will spend money in the area
Stannington	No/object	I object as it would negatively impact businesses in the area.

Gleadless	No/object	The area is poorly served by public transport. Parking charges will discourage visitors to the area and will have a negative impact on local businesses.
Edmund Court	No/object	Parking charges are destroying the city centre economy.
Hillsborough	No/object	If parking charges are introduced there will be a severe impact on local businesses. Especially those where people may want to spend a reasonable amount of time such as the outpost or any of the restaurants in the area
Handsworth	No/object	I would not park in the area and therefore cease my purchases from any business located in the area, I should not have to pay to park on a side street
Walkley	No/object	I support local by buying from local businesses but sometimes I can be parked as little as 10 minutes. Parking charges would make me less likely to visit the area and support the businesses
Stannington	No/object	Impact on local business
Tapton Hill road	No/object	I feel this would discourage me from visiting businesses in the area particularly for long periods of time.
Walkley	No/object	I object due to the negative effects it would have on local businesses who rely on visiting trade
Ling	Yes	Not Answered
Kelham Island	Yes	Not Answered
Hillsborough	No/object	Think all parking should be affordable and it's not right for the owners of shops and visitors to have to pay
Kenworthy Road	No/object	This increases the cost of days put and of parking for jobs in the area. I attend days at the local businesses and the extra cost would drive me to go to other areas that don't charge for parking.
Kay Street Hoyland Barnsley	No/object	I have never had a problem parking at Kelham Island / Neepsend either of an evening or on a weekend. If the issue is that people are using the area to park and then commute into the city centre during the week, then the parking scheme should be applied in the week during the hours of 6am-7pm or something similar. It is unfair that people should pay for parking on a weekend when they're parking in the area to enjoy the amazing bars and food venues Kelham has to offer- NOT to commute into the city centre.
Walkley	No/object	It would mean I would have to pay for parking, which would put me off visiting
Rivelin	No/object	As I have said previously, to allow the area to continue to thrive and businesses to survive, flourish and invest, the parking solution needs to be fit for today, tomorrow and for the next 30 years. If you get it wrong, you will strangle the fantastic work achieved in regeneration of the area to date.
Mowbray Street	No/object	I just would like to know, what do you can offer for the residents with a car and without a parking permit. I recon you don't really care, do you?
Halfway	No/object	I believe it will hurt businesses in the area
Stannington	No/object	Costs for the public are increasing across the board without asking for more money from them.

Hope Valley	No/object	It will discourage footfall at a shop I regularly visit. It was there well before all the other high-volume eateries, that clearly no one thought about the consequences to the local area. Allocate spaces for each business, especially outside their own premises.
South Avenue	No/object	I would no longer visit and support business in the area if parking was no longer free
Swallownest	No/object	It's a very busy area with lots of small independent businesses that thrive on the visitors they bring, given the run-down nature of the rest of the area a parking fee will likely force people away
Minto Road	No/object	
Shiregreen	Yes	Not Answered
Kirkstone Road	No/object	It will impact local businesses and drive people away from the area
Dun Street	No/object	This will not be solved by making people AND residents pay for parking around Kelham Island. This will drive people out of Kelham Island and people will stop visiting ruining the cafe, bar and night life scene. The council should be implementing more parking spaces into Kelham Island to improve it as an area and social scene of the city NOT making it harder for people to live and visit here. This will make it into Sheffield city centre where no one visits because you have to pay. I will not pay for parking so it will force me to leave Kelham Island and find residency somewhere else. I know a lot of other people who feel the same.
Middlewood	No/object	I use the Outpost to play hours long games of Warhammer which helps my mental help. I don't know what I'd do without Warhammer. FOR THE EMPEROR! Maybe instead of paying for another traffic wardens wages you fix some potholes or stop giving ****?
Ecclesfield	No/object	As already mentioned, I feel there is ample parking available, it may not always be right outside where you need to be, but I don't find this an issue. I feel yet again it's the council and private companies trying to scrap back money and eventually it will be the same situation that they have in the city centre with overpriced parking and empty shops. Public transport is unreliable and overpriced. There is a reason Kelham has become popular not only for nice bars and restaurants but the fact that there are no parking restrictions.
Woodseats	No/object	Because I am a customer of local businesses who would be financially penalised by this unnecessary scheme, and because I do not believe that this proposal would actually alleviate the supposed problem.
Visitor	No/object	Residents who have purchased property in the area on the basis that on street parking is freely available are going to be affected unfairly.
Chatham Street	No/object	I have said, is ridiculous to shove people out of their homes which they love because of parking

Fulwood	No/object	It will kill this vibrant up and coming area!
Deepcar	No/object	Free parking allows me to support the small businesses as I don't get out off with parking arrangements!
Lizzie Lane	No/object	We are objecting as according to this new scheme we live in a car free development and therefore we are not eligible to get a parking permit. Our flat is not a car free development though.
Neepsend	No/object	I would love to have a chat with someone from the council at some point as they simply do not support existing established businesses in the slightest. My business has been based at the same premises on Neepsend Lane for over 115 years. Obviously changes will happen but in the last few years many bars and restaurants have been given planning permission to open but without any thought of where people visiting the area will park, if the council think everyone will use a taxi they are extremely short sighted. Until this parking in our surrounding area was never an issue at all but as a consequence of the influx of social visitors the council now feel the need to make all on street parking chargeable by means of meter. My customers will simply go elsewhere and I do not see why as a business we should be forced to pay for permits which doesn't guarantee a parking place. I would agree a permit holder only parking area but not a free for all. We are also on a clearway between 7.30-9.30 and 16.30-18.30 as a business loading vans to go on jobs and deliveries in a morning and unloading after jobs when do they honestly think this will be done without working extremely long hours, again not a single thought! Plus there are many locations to make secure parking areas but again this is not even considered. I would love to have a chat with someone from the council at some point as they simply do not support existing established businesses in the slightest.
Toftwood Road	Yes	Not Answered
Beighton	No/object	If cost is expensive, it may drive people away from the area and prevent businesses thriving
Neepsend	No/object	See above
Rotherham	No/object	There are a lot of independent coffee shops and quirky bars and restaurants in and around Kelham which we also love to visit together. I really do believe that enforcing a pay at meter or other parking restrictions will most definitely kill this small up and coming thriving community. Leave it alone!!
Kelham Island	No/object	It would reduce the amount of people visiting the area and would end up costing people more. By pedestrianising some of Kelham we've got rid of the rat run and now are able to park.
Gleadless	No/object	It is detrimental to local businesses in a time when most are still struggling to recover from the impact of the pandemic.

Fort Hill Road	No/object	It's not necessary and will discourage visits to local businesses
Beauchief	Yes	Not Answered
Sheffield	No/object	Because developments in Kelham Island will not be allowed visitor permits on the street, as I was not sold my house as a car free development.
Hillsborough	No/object	Personally, I use the parking spots to visit my yoga studio. This is already a significant cost of membership. Adding parking costs on to this, along with more rising costs would risk limiting opportunities for people to engage with healthy routines such as socialising, exercising and trying to get back to normal as we come out of the pandemic. I would welcome free parking for short stay ;2 hours max) this seems like it would provide a fair balance for those wishing to support local businesses in Kelham. It would be incredibly disappointing to see the vibrancy of this key area of Sheffield reduce and visitors put off from visiting if parking charges are implemented. Meadowhall will probably become more popular for 'a bite to eat' though (free parking). Please explore a measured approach proportionate with rising costs we are seeing everywhere else for households. Free short-term parking (2 hours max) looks to be a justified approach here, which can benefit local businesses and support visitors.
Norfolk Park	No/object	I believe that parking in areas that are built up for business and residential living always have issues. To charge parking would be challenging for residents. However, it could help to deter Commuters that hog the spaces. But on the other hand. public transport in Sheffield is generally bad and expensive so I don't blame the commuters. It's a catch 22.

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PART A Introductory Information

Proposal name

Kelham and Neepsend parking scheme

Brief aim(s) of the proposal and the outcome(s) you want to achieve

There are high demands on the available parking spaces in many areas of the city. The Kelham and Neepsend area is no different and is very popular for long stay commuter parking because of its close proximity (within a 20min walk) to the city centre and also because parking is free and unrestricted.

Parking pressure is anticipated to continue to grow as the area is developed. There are planned to be around an additional 2,000 new homes developed in Kelham over the next 10-15 years.

The Council has previously implemented a number of Controlled Parking Zones (CPZs), mainly in the area immediately around the city centre as well as in the district shopping centre at Hillsborough. These were areas which suffered from the effects of high levels of unrestricted commuter parking.

There is also a need to introduce restrictions that complement the change of use of sections of roads in the area through the Transforming Cities Housing Zone North scheme. This includes 'no through roads', bus priority and revisions to 'one-way' sections. In total, the parking capacity in the area will be reduced from over 760 spaces to around 480.

The council proposes to introduce a parking scheme in Kelham and Neepsend that would operate Monday to Sunday between the hours of 8.00am and 8.30pm. Initially this would be pay and display in Kelham only but could extend to Neepsend once more work has been undertaken with local businesses.

The marked bays would allow for shared use pay & display and permit holder parking. All other sections of the road that are not marked up for parking will have a no waiting at any time restriction (i.e. double yellow lines). Residents who do not live in a car free development will be able to apply for up to two resident parking permits per household. Businesses will also be able apply for up to two businesses parking permits.

Much of the area in and around the City Centre is already covered by CPZs, with the implementation of further parking schemes (that include similar restrictions to CPZs, but are signed in a different way) being underway or planned and which are required to support the Transport Strategy and Emerging Draft Sheffield Plan.

Parking schemes form part of Sheffield's 2018 Local Transport Strategy (adopted in 2019) and Emerging Draft Sheffield Plan. The vision for the city requires more effective management of parking and use of kerbside space. In managing this, the aim is to maintain good access to homes and businesses and try to reduce the amount of avoidable congestion from traffic circulating seeking a parking space.

High levels of parking can also restrict the access for service vehicles and emergency services, as well as parking for business customers and visitors.

In deciding whether to implement the proposals proper consideration must be given to any representations, to the original objectives behind the proposals, to the financial and legal implications and to the Equalities Impact Assessment. This EIA has therefore been prepared to assess the impact of the proposal on the needs and requirements of

the community and determine whether these affect or discriminate directly or indirectly against people from some racial groups, sexuality, gender, age, faith or belief or disability etc.

Proposal type

- Budget Non-Budget

If Budget, is it Entered on Q Tier?

- Yes No

If yes what is the Q Tier reference

Year of proposal (s)

<input type="radio"/> 21/22	<input type="radio"/> 22/23	<input checked="" type="radio"/> 23/24	<input checked="" type="radio"/> 24/25	<input type="radio"/> other
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Decision Type

- Coop Exec
 Committee (e.g., Health Committee) which committee
 Leader
 Individual Coop Exec Member
 Executive Director/Director
 Officer Decisions (Non-Key)
 Council (e.g., Budget and Housing Revenue Account)
 Regulatory Committees (e.g. Licensing Committee)

Lead Committee Member

CLlr Ben Miskell

Lead Director for Proposal

Richard Eyre

Person filling in this EIA form

David Whitley

EIA start date

20/06/2023

Equality Lead Officer

- | | |
|--|--|
| <input type="radio"/> Adele Robinson | <input checked="" type="radio"/> Ed Sexton |
| <input type="radio"/> Richard Bartlett | <input type="radio"/> Louise Nunn |
| <input type="radio"/> Bashir Khan | <input type="radio"/> Beverley Law |

Lead Equality Objective ([see for detail](#))

<input type="radio"/> Understanding Communities	<input type="radio"/> Workforce Diversity	<input checked="" type="radio"/> Leading the city in celebrating & promoting inclusion	<input type="radio"/> Break the cycle and improve life chances
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Portfolio, Service and Team

Is this Cross-Portfolio?

Yes

No

Portfolio/s

Operational

Is the EIA joint with another organisation (e.g. NHS)?

Yes

No

Please specify

Consultation

Is consultation required? (Read the guidance in relation to this area)

Yes

No

If consultation is not required, please state why

The Council has carried out formal consultation with the local community on proposals to introduce a parking scheme in the Kelham and Neepsend area.

If consultation has already been carried out, please provide details of the results with equalities analysis

The statutory legal consultation began on the 1st February 2022 and concluded on the 24th February 2022. The parking scheme proposal were advertised in the local press, street notices were put up throughout each affected area and letters were delivered to all affected properties inviting residents to comment on the proposals. The Cabinet Member for Transport and Development, local Ward Members, and Statutory Consultees have been informed about the proposals.

Equalities data is available from responses received (666) via the Citizen Space portal, but not for responses received by email (39). It should be noted that this consultation is not a demographically robust random sampling of public opinion, nor was it designed to specifically request feedback on the impact of the parking scheme on groups sharing protected characteristics. Respondents have freely chosen to take part, or not, so the views expressed through Citizen Space don't necessarily represent the views of everyone.

The following information provides details of the available equalities data of those providing feedback in relation to the Kelham and Neepsend parking scheme proposals, and whether they support the scheme or not:

Age Range	Percentage of Respondents	Percentage Support the Scheme	
		Yes	No
24 and under	12%	13%	87%
25-34	44%	18%	82%
35-44	20%	24%	76%
45-54	10%	32%	68%
55-64	9%	35%	65%
65-74	4%	28%	72%
75-84	<1%	100%	0%
85 and over	0%	-	-
Not Answered		-	-

Disability or a Long-term Health Condition	Percentage of Respondents	Percentage Support the Scheme	
		Yes	No
Yes	13%	14%	86%
No	87%	23%	77%
Not Answered	1%	-	-

Sex	Percentage of Respondents	Percentage Support the Scheme	
		Yes	No
Male	55%	22%	78%
Female	43%	23%	77%
Other	1%	20%	80%
Not answered	2%	-	-

Overall, it can be seen that the majority of respondents did not support the scheme, whether they belong to a protected group or not. The concerns of the objectors were predominantly (76%) spread across three main categories, namely:

- Personal affordability;
- Harmful to businesses; and
- Accessing permits (typically relating to 'Car Free' developments).

Personal Affordability

In common with other highway authorities, the Council applies a fixed tariff that does not distinguish between a person's ability to afford the charges. Whilst this means that requiring to park in the parking scheme during its operational periods would be proportionally less affordable to those on low income, it would be disproportionate in terms of cost and complexity to operate any other method (e.g. a means-based cost).

Harmful to Business

Some people (residents, visitors and businesses) said the scheme will prevent delivery and business vehicles from unloading/loading; and will deter customers as one of the attractions to the area is because it's free to park. Unloading/loading could be undertaken on double yellow lines proposed within the scheme. Improving the unloading/loading opportunities for businesses was a key aim of the scheme. The scheme aims to mitigate the concern relating to customers in part by having a short (20 minute) free period. A ticket would still have to be displayed, but this free short stay period could help local businesses that rely on short stay passing trade. Also, parking schemes can discourage commuter parking and other long-stay parking, so there are more likely to be parking spaces for customers to park.

The current parking strategy (which includes a scheme design standard) defines the bay types, but it is proposed to look further at ways to reduce the impact of the scheme on businesses – particularly in Neepsend where business is the predominant land use. These include:

- Being more flexible in the provision of business permits;
- Reducing the scale of the pay and display scheme or changes to days and times of the week of the pay and display scheme;
- Working with the South Yorkshire Mayoral Combined Authority (MCA) to understand the feasibility of providing a Public Transport Season Ticket Trial for employees in the area; and
- Expanding the existing E-bike/E-cargo bike hire trial.

Also, having considered the objections, an amendment has been to the scheme in the short term. It is proposed to initially introduce pay and display (P&D) parking in Kelham Island, and not in Neepsend at this time due to a desire to undertake

additional work with businesses and their employees to see how the effects of the originally proposed scheme could be mitigated.

Accessing permits (typically relating to 'Car Free' developments)

The Council has a number of policies which have the effect of managing parking demand. One mechanism to do this is by restricting access to parking permits for on street spaces from occupiers of new developments which are designated as car-free during the planning process and where the implications of that development are assessed to have an adverse impact on parking demand. It is one of a suite of measures which also have the effect of reducing car use and encourage travel by other means, including walking, cycling and public transport. This use of car free developments and their entitlement to permits was confirmed at the Transport, Regeneration and Climate Change Committee in December 2022.

The Council sometimes consider applications for additional permits, but allowing unlimited access to permits would cut across the Council's Transport and Clean Air Strategies. Furthermore, new residents moving in should have been made aware of the designation of car/permit-free status (as detailed in the planning permission decision notice) through the conveyancing process if purchasing a property, or within the lease if renting.

However, residents may still be able to apply for carer, visitor and disabled badge holder permits.

The proposed Kelham Island and Neepsend parking scheme is expected to:

- Provide some improvement for local businesses and residents by helping to manage the availability of convenient parking spaces through charging mechanisms and issuing permits. It is acknowledged that there could be an impact from potential decreased car-user customers
- However, the changes proposed in tandem with the proposed Transforming Cities Fund project are expected to increase the appeal of the area with improvements to other travel/access options (bus/cycling/walking) which will help to reduce the impact of decreased customer car usage.
- Improve access through the area and loading and unloading opportunities for all vehicles (especially larger ones) by removing parking at or near junctions; and
- Improve conditions for sustainable travel modes – the Kelham/Neepsend parking scheme includes restrictions that enable improved facilities for walking and cycling, as well as ensuring that public transport is not impeded by inappropriate parking.

Are Staff who may be affected by these proposals aware of them?

Yes No

Are Customers who may be affected by these proposals aware of them?

Yes No

If you have said no to either please say why

Initial Impact

Under the [Public Sector Equality Duty](#) we have to pay due regard to the need to:

- eliminate discrimination, harassment and victimisation
- advance equality of opportunity

- foster good relations

For a range of people who share protected characteristics, more information is available on the [Council website](#) including the [Community Knowledge Profiles](#).

Identify Impacts

Identify which characteristic the proposal has an impact on tick all that apply

<input checked="" type="radio"/> Health	<input type="radio"/> Transgender
<input checked="" type="radio"/> Age	<input checked="" type="radio"/> Carers
<input checked="" type="radio"/> Disability	<input type="radio"/> Voluntary/Community & Faith Sectors
<input checked="" type="radio"/> Pregnancy/Maternity	<input type="radio"/> Cohesion
<input type="radio"/> Race	<input type="radio"/> Partners
<input type="radio"/> Religion/Belief	<input checked="" type="radio"/> Poverty & Financial Inclusion
<input type="radio"/> Sex	<input type="radio"/> Armed Forces
<input type="radio"/> Sexual Orientation	<input type="radio"/> Other
<input checked="" type="radio"/> Cumulative	

Cumulative Impact

Does the Proposal have a cumulative impact?

- Yes No

<input type="radio"/> Year on Year	<input type="radio"/> Across a Community of Identity/Interest
<input type="radio"/> Geographical Area	<input type="radio"/> Other

If yes, details of impact

Local Area Committee Area(s) impacted

- All Specific

If Specific, name of Local Committee Area(s) impacted

Central LAC

Initial Impact Overview

Based on the information about the proposal what will be the overall equality impact?

A screening exercise has been undertaken to record the Initial Impact Assessment. The screening considers the individual groups with protected characteristics and how the Kelham and Neepsend parking scheme may affect them. A 'score' has been assigned to each of the relevant groups. Provisional scoring criteria used is set out below:

- A **Major Positive** or **Major Negative** score would be given where the scheme is likely to have a disproportionate effect on large numbers of the relevant group;
- A **Minor Positive** or **Minor Negative** score has been given where the

scheme is only likely to affect small numbers of the relevant groups; and

- A **Neutral** score has been given where there is no clear relationship between the scheme and the relevant group.

The Kelham and Neepsend parking scheme is aimed at maintaining good access to homes and businesses and try to reduce the amount of avoidable congestion from traffic circulating seeking a parking space. The underpinning analysis has focussed on a sub-area that reflects the parking area of the scheme proposals. The sub-area is based on two MSOAs being used to represent the demographic characteristics, namely:

- E02001632 (Burngreave & Grimesthorpe); and
- E02006843 (Cathedral & Kelham).

The Initial Impact Assessment screening is shown below (Impact Level) alongside the Full Impact Assessment (Full Impact Reasoning).

Characteristic	Impact Level	Full Impact Reasoning
<p>Health (health inequalities)</p>	<p>Major Positive</p>	<p>Sheffield aspires to be a city where health inequalities are reduced, and air is healthy for all to breathe¹.</p> <p>Air pollution can have a negative impact on the health of all Sheffield’s residents. The adverse effects range from worsening respiratory symptoms and poorer quality of life to premature deaths from cardiovascular and respiratory diseases¹.</p> <p>Transport is the biggest source of emissions damaging to health in Sheffield - around half of emissions (nitrogen oxides and particulate matter) come from road transport¹.</p> <p>These pollutants are collectively estimated to cause around 500 equivalent deaths every year in Sheffield and impose an economic cost somewhere between £160 million per year¹.</p> <p>While this is expected to reduce over time due to an increasing proportion of cleaner vehicles in Sheffield, evidence from the World Health Organization (WHO)² suggests that exposure to nitrogen oxide concentrations is associated with adverse health effects even when it’s below the UK limit values.</p> <p>The communities suffering most from poor air quality are often the most vulnerable. Air pollution contributes to widening health inequalities as levels of emissions are higher on roads with the heaviest traffic which are used more by disadvantaged people as places where they live, work and shop³</p> <p>Parking schemes remove free on-street commuter and other non-residential car parking spaces, thereby reducing traffic levels, and helping boost use of non-car modes. They also help to reduce overall traffic, improve traffic flow and tackle congestion.</p>

¹ Air Quality Action Plan: Sheffield City Council (2015)

² Review of Evidence on Health Aspects of Air Pollution (WHO, 2013)

³ Transport & health: Briefing statement: UK Faculty of Public Health (2013)

The introduction of this parking scheme will largely result in the reduction of transport emissions in the Kelham and Neepsend area and will therefore, have a beneficial effect on health. This could also help other areas that the traffic travels through including those neighbourhoods which have elevated air pollution.

Age (a person belonging to a particular age or range of ages)

Neutral

The following table shows the breakdown of ages across the Kelham and Neepsend area, and the wider Sheffield area.

Age Group	Catchment Area	Sheffield
0-15	17.1%	18.0%
16-24	30.4%	14.8%
25-64	47.8%	50.2%
65+	4.7%	17.0%

Census 2021

It can be seen from the table above that there are some differences in the proportion of the age groups based on location, namely:

- The proportion of children (0-15) is slightly lower than across Sheffield as a whole;
- The proportion of younger people (16-24) within the catchment area is significantly higher than across the wider Sheffield area and therefore their needs should be considered;
- The proportion of people of working age (25-64) is slightly lower in than across Sheffield as a whole; and
- The proportion of older people (65+) is significantly lower in the catchment area than across the wider Sheffield area.

There is no age data available to determine which group is parking with the Kelham and Neepsend area.

Children and young people under the age of 17 who do not drive will not be directly impacted by the proposals.

The Kelham and Neepsend area is home to a large student population who live in halls of residence or private accommodation that has car free status, this coupled with their likely low car ownership suggests younger people over the age of 17, won't be disproportionately affected.

Those people of working age who have to drive to work and choose to park in the area may be more impacted than other car users. This is more likely in Neepsend than Kelham. Having considered the objections, amendments have been to the scheme in the short term. It is proposed to initially introduce pay and display (P&D) parking in Kelham Island, and not in Neepsend at this time due to a desire to undertake additional work with businesses and their employees to see how the effects of the originally proposed scheme could be mitigated.

Older people may have less disposable income to be able to pay the parking charges when visiting the area, but they do have access to free bus travel. Issues relating to disability are considered under that user group.

parking, inconsiderate and indiscriminate parking from residential streets which collectively are expected to help improve the street scene and can make streets safer and more accessible for all road users including younger people.

Disability (covers various impairments that effect a person's ability to carry out normal day-to-day tasks)

Minor Positive

The following table shows the breakdown of activity limitation due to long term health problems or disability across both the Kelham and Neepsend area, and the wider Sheffield area.

Limitation	Catchment Area	Sheffield
Day-to-day activities limited	11.8%	18.8%
Day-to-day activities not limited	88.2%	81.2%

Census 2011

It can be seen from the table above that the proportion of individuals living in the Kelham and Neepsend parking scheme area suffering with a long-term health problem or disability that limits their day-to-day activities is lower than in the wider Sheffield area.

Although this groups population is lower than in the wider Sheffield area it is worth noting that people with disabilities or long-term health conditions can face numerous barriers relating to travel. This could include specific travel requirements, limited mobility, and issues around accessibility with the fear of not being able to navigate areas where there is indiscriminate parking.

Parking schemes can reduce commuter parking, inconsiderate and indiscriminate parking from residential streets which collectively are expected to help improve the street scene and can make streets safer and more accessible for all road users including people with disabilities (also see Health section).

The specific operational measures that will be in place to support people with disabilities will be identified as the scheme progresses, however, it is expected that they will likely include the following:

- Blue badge parking bays will be reserved for the use of Blue Badge holders;
- Blue Badge holders will be able to apply for a disabled parking space near their home;
- Blue Badge holders will be able to park without time limit in any parking bay. Provided the vehicle does not cause an obstruction, they can also park for up to 3 hours on yellow lines, where there are no loading restrictions in place; and
- Residents will be able to apply for up to 150 visitor parking permits per year which will be able to be used by their visitors to help them park.

Pregnancy/Maternity (a person being pregnant or on maternity leave in the employment context)	Minor Positive	<p>Exposure to poor air quality and pollutants can affect foetal development and cause low birth weights, premature births as well as stillbirths and miscarriages; sometimes having long-lasting effects on the health of the baby⁴.</p> <p>Parking schemes remove free on-street commuter and other non-residential car parking spaces, thereby reducing traffic levels, and helping boost use of non-car modes. They also help to reduce overall traffic, improve traffic flow and tackle congestion.</p> <p>The introduction of this parking scheme will largely result in the reduction of transport emissions in the Kelham and Neepsend area and will therefore, have a beneficial effect on exposure to poor air quality and pollutants. This could also help other areas that the traffic travels through including those neighbourhoods which have elevated air pollution.</p>
Race (includes ethnicity, nationality, and colour)	Neutral	The proposals are not expected to have any specific impact on the Race group. Issues relating to religion/belief are considered under that user group.
Religion/Belief (any religion/belief, including a lack of religion/belief)	Neutral	The proposals are not expected to have any specific impact on specific Religions or Beliefs. Issues relating to race and faith sectors are considered under those user groups.
Sex (applies to men and women of any age)	Neutral	The proposals are not expected to have any specific impact on Sex.
Sexual Orientation (whether a person's sexual attraction is towards their own sex, the opposite sex or both sexes)	Neutral	The proposals are not expected to have any specific impact on Sexual Orientation.
Transgender (term for people who understand or express their gender differently from what society expects of the sex they were assigned at birth)	Neutral	The proposals are not expected to have any specific impact on the Transgender group.
Carers (people who provide care on an unpaid basis for an older or disabled adult or a disabled child)	Minor Positive	<p>The minor positive impact of the scheme on disabled people can potentially also support unpaid carers in making it easier for them to provide the necessary support.</p> <p>Also, where essential care is being provided residents can apply for a resident's carer permit which allows their carer to use on street parking bays, without a time limit, while they're providing care.</p>
Voluntary/Community & Faith Sectors	Neutral	<p>There are two places of worship listed in the Council's address database, namely: Potters House Christian Fellowship located on Burton Road in Neepsend, and City Life Christian Church located on South Parade in Kelham.</p> <p>There is likely to be a perceived negative impact on places of worship as a result of introducing the parking scheme. However, the scheme is expected to assist in ensuring a turnover of spaces thereby improving the availability for all visitors, including churchgoers.</p> <p>The City Life Christian Church has a private</p>

		<p>car park with a capacity of around 20 spaces.</p> <p>Blue Badge holders will be able to park without time limit in any parking bay. Provided the vehicle does not cause an obstruction, they can also park for up to 3 hours on yellow lines, where there are no loading restrictions in place.</p> <p>The churches are well served by a number of bus routes.</p> <p>Visitors who own Ultra Low Emission Vehicles (ULEVs) will be able to apply for a green parking permit which will allow them to park in the vicinity of the church for free.</p> <p>Also, on Sundays there is proposed to be a flat £2 all-day rate rather than an hourly charge.</p> <p>Overall, the proposals are not expected to disproportionately impact on Faith Sectors. Issues relating to race would be under that user group.</p> <p>The proposals are not expected to have any specific impact on other voluntary or community sectors.</p>
<p>Cohesion (recognising, supporting and respecting diversity)</p>	<p>Neutral</p>	<p>The proposals are not expected to have any specific impact on Cohesion.</p>
<p>Partners</p>	<p>Neutral</p>	<p>During the consultation businesses said the scheme will prevent delivery and business vehicles from unloading/loading; and will deter customers as one of the attractions to the area is because it's free to park.</p> <p>Unloading/loading could be undertaken on double yellow lines proposed within the scheme. Improving the unloading/loading opportunities for businesses was a key aim of the scheme.</p> <p>The scheme aims to mitigate the concern relating to customers in part by having a short (20 minute) free period. A ticket would still have to be displayed, but this free short stay period could help local businesses that rely on short stay passing trade. Also, parking zones can discourage commuter parking and other long-stay parking, so there are more parking spaces for customers to park.</p> <p>The current parking strategy (which includes a scheme design standard) defines the bay types, but it is proposed to look further at ways to reduce the impact of the scheme on businesses. These include:</p> <ul style="list-style-type: none"> • Being more flexible in the provision of business permits; • Reducing the scale of the pay and display scheme or changes to days and times of the week of the pay and display scheme; • Working with the South Yorkshire Mayoral Combined Authority (MCA) to understand the feasibility of providing a Public Transport Season Ticket Trial for employees in the area; and • Expanding the existing E-bike/E-cargo bike hire trial. <p>Also, having considered the objections, an amendment has been to the scheme in the short term. It is proposed to initially introduce pay and display (P&D) parking in Kelham Island, and not in Neepsend at this time due</p>

		to a desire to undertake additional work with businesses and their employees to see how the effects of the originally proposed scheme could be mitigated.
Poverty & Financial Inclusion	Minor Negative	<p>The introduction of parking charges for parking on-street within the parking scheme area is likely to have a negative impact on people on low incomes or who are from financially excluded backgrounds.</p> <p>Equalities data is not available exclusively for existing users of on-street spaces within the proposed Kelham and Neepsend parking area, but it is expected that they could come from any area within the City and elsewhere. Also, residents in any property (excluding car free developments) in the proposed parking scheme who keep and use a vehicle will be eligible for residential and visitor permits. Therefore, parking scheme and city-wide area data has been used for the purpose of evaluating the impact on Poverty & Financial Inclusion.</p> <p>The last indices of multiple deprivation in 2019 provides the most up to date indication on overall household poverty it is assumed that deprived areas include a higher proportion of low income households) in the immediate parking scheme areas and the wider Sheffield area. This found that nearly a quarter of Sheffield's LSOAS are in the most deprived 10% nationally. However, in these areas only around 50% have access to a car. In the immediate vicinity of the scheme (Burngreave & Grimesthorpe and Cathedral & Kelham) the rank of average deprivation scores range from 16th to 236th most deprived out of a total of 345 within the wider Sheffield area with only 41% having access to a car. This is likely to be partly due to the high student population within the Kelham and Neepsend area along with the Burngreave & Grimesthorpe MSOA being in the bottom income quintile being linked to a lack of access to a car.</p> <p>This would indicate that whilst users from the most deprived areas will likely be impacted more than those on higher incomes, they have low levels of car ownership per household and the scheme should not bring about a disproportionate impact on low-income households.</p> <p>Also, if the Kelham and Neepsend area parking scheme is effective at limiting demand for driving, the introduction of the parking scheme can contribute to alleviating problems of health inequality (see Health section).</p>
Armed Forces	Neutral	The proposals are not expected to have any specific impact on the Armed Forces.

Is a Full impact Assessment required at this stage? ● Yes ○ No

If the impact is more than minor, in that it will impact on a particular protected characteristic you must complete a full impact assessment below.

What actions will you take to mitigate any equality impacts identified? Please include an Action Plan with timescales

Having considered the objections, an amendment has been made to the scheme in the short term. It is proposed to initially introduce pay and display (P&D) parking in Kelham Island, and not in Neepsend at this time due to a desire to undertake additional work with businesses and their employees to see how the effects of the originally proposed scheme could be mitigated.

Overall, the screening and assessment of equality impacts of the Kelham and Neepsend parking Scheme is only likely to result in a minor negative equality impact for the Poverty and Financial Inclusion group. Therefore, no additional mitigation measures are proposed.

This EIA will be reviewed and updated as the scheme progresses.

Supporting Evidence (Please detail all your evidence used to support the EIA)

The evidence used is described above within the relevant sections of the EIA.

Sign Off – Part A (EIA Lead to complete)

EIAs must be agreed and signed off by the Equality lead Officer in your Portfolio or corporately. Has this been signed off?

Yes No

Date agreed

Name of EIA lead officer

Review Date

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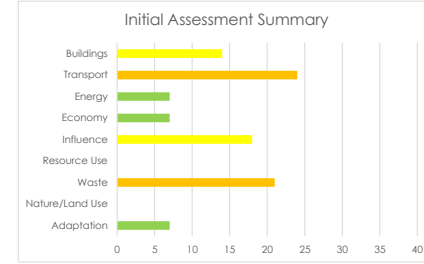
Climate Change Impact Assessment Summary

Project/Proposal Name	Kelham and Neepsend parking scheme	Portfolio	City Futures
Committee	Transport, Regeneration and Climate	Lead Member	Ben Miskill
Strategic Priority	Climate Change, Economy and Development	Lead Officer	David Whitley
Date CIA Completed	07/06/23	CIA Author	David Whitley
		Sign Off/Date	

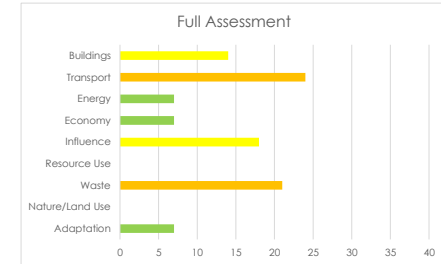
Project Description and CIA Assessment Summary	<p>This is a proposed parking scheme in the Kelham and Neepsend area of Sheffield. Each road within the scheme will be marked with a mix of 'shared use' residents permits and pay and display bays. The schen</p> <p>The parking scheme is aimed at improving access in the area and will look to address the types of parking that occurs near junctions and on footways. This will help reduce parking in unsuitable places.</p> <p>Improve conditions for local businesses residents by improving the likelihood of convenient parking spaces for residents, business and visitors and giving them a greater level of priority where appropriate through issuing permits</p> <p>Improve conditions for sustainable travel modes – the Kelham Island /Neepsend parking scheme includes restrictions that enable improved facilities for walking, cycling and public transport through the Housing Zone North' (HZN) scheme</p>
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Rapid Assessment	Does the project or proposal have an impact in the following areas? Select all those that apply. Only complete the sections you have selected here in the assessment.		
Buildings and Infrastructure	Yes	Influence	Yes
Transport	Yes	Resource Use	No
Energy	Yes	Waste	Yes
Economy	Yes	Nature/Land Use	No
		Adaptation	Yes

Initial Assessment Summary



Full Assessment Summary



>=27	The project will increase the amount of CO2e released compared to before.
21-26	The project will maintain similar levels of CO2e emissions compared to before.
12-20	The project will achieve a moderate decrease in CO2e emissions compared to before.
3-11	The project will achieve a significant decrease in CO2e emissions compared to before.
0-2	The project can be considered to achieve net zero CO2e emissions.

Initial Assessment

Category	Impact	Description of Project Impact	Score
Buildings and Infrastructure	Construction	There will be impacts from the embodied carbon in the building materials used. There are also potential impacts of works on site during construction phase (e.g. power supply to site works, and use of fuel in machinery etc.). However, the scale of the scheme is small and therefore this impact is expected to be negligible.	7
	Use	The project is designed to reduce traffic and pollution by discouraging people from circulating in the area looking for free parking and also encouraging travel by more sustainable modes. The impact will be a reduction in the highway maintenance on the wider road network, however, this is expected to be negligible overall. The scheme will also promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets. The parking machines will also be solar powered to limit energy use.	7
	Land use in development	NA	NA
Transport	Demand Reduction	The project is unlikely to impact on travel demand overall, but is anticipated to encourage travel by more sustainable modes (for those that can) thereby reducing the need to travel by private car.	6
	Decarbonisation of Transport	The Proposed Scheme is expected encourage travel by more sustainable modes thereby reducing the need to travel by private car.	6
	Public Transport	Scheme could slightly increase public transport and active travel use usage by reducing free commuter parking.	6
	Increasing Active Travel	Installing a controlled parking zone aims to encourage commuters to use other forms of transport. This could be cycling/ walking and even using the bus encourages people to be more active than they would be using their car.	6
Energy	Decarbonisation of fuel	NA	NA
	Demand Reduction/Efficiency Improvements	The scheme does incorporate energy efficiency through design. The scheme will promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets. The parking machines will also be solar powered to limit energy use.	7
	Increasing infrastructure for renewables generation	NA	NA
Economy	Development of low carbon businesses	NA	NA
	Increase in low carbon skills/training	NA	NA
	Improved business sustainability	There could be positive impacts for businesses within the parking scheme area being more accessible by foot and bike as this could help businesses reduce their emissions if fewer staff/visitors/delivery vehicles are travelling by car. However, this impact is expected to be negligible.	7
Influence	Awareness Raising	The project provides a visible indication of the city's commitment to discouraging travel by private car.	6
	Climate Leadership	Scheme can be a clear example to other local authorities of the level of intervention required to address the climate crisis and encourage sustainable travel.	6
	Working with Stakeholders	Lessons are being learned from the development and implementation of similar schemes across the City. Communications (and messaging) is a key one, especially with members.	6
Resource Use	Water Use	NA	NA
	Food and Drink	NA	NA
	Products	NA	NA
	Services	NA	NA
Waste	Waste Reduction	There is the potential for impacts related to the production of waste during construction works. The scheme will also promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets.	7
	Waste Hierarchy	A suitable waste management plan for minimisation of waste will be produced in advance of any construction works taking place.	7
	Circular Economy	SCC service delivery partners, Amey, are tasked with recycling what they can.	7
Nature/Land Use	Biodiversity	NA	NA
	Carbon Storage	NA	NA
	Flood Management	NA	NA
Adaptation	Exposure to climate change impacts	NA	NA
	Vulnerable Groups	The scheme should help improve pedestrian accessibility and road safety for all. The parking restrictions will prevent obstructive parking and will improve safety for other vulnerable groups such as older people and those with small children and pushchairs, although this is not directly related to climate impacts.	7
	Just Transition	NA	NA

10	The project will significantly increase the amount of CO2e released compared to before.
9	The project will increase the amount of CO2e released compared to before.
8	The project will maintain similar levels of CO2e emissions compared to before.
7	
6	
5	The project will achieve a moderate decrease in CO2e emissions compared to before.
4	
3	
2	
1	The project will achieve a significant decrease in CO2e emissions compared to before.
0	The project can be considered to achieve net zero CO2e emissions.
Carbon Negative	The project is actively removing CO2e from the atmosphere.



Full Assessment

Category	Impact	Description of Project Impact	Mitigation Measures	Mitigated Score	Procurement Action Required?	Proposed KPI/Measure
Buildings and Infrastructure	Construction	There will be impacts from the embodied carbon in the building materials used. There are also potential impacts of works on site during construction phase (e.g. power supply to site works, and use of fuel in machinery etc.). However, the scale of the scheme is small and therefore this impact is expected to be negligible.	No mitigation measures proposed	7	No	NA
	Use	The project is designed to reduce traffic and pollution by discouraging people from circulating in the area looking for free parking and also encouraging travel by more sustainable modes. The impact will be a reduction in the Highway maintenance on the wider road network, however, this is expected to be negligible overall. The scheme will also promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets. The parking machines will also be solar powered to limit energy use.	No mitigation measures proposed	7	No	NA
	Land use in development	NA	NA	NA	NA	NA
Transport	Demand Reduction	The project is unlikely to impact on travel demand overall, but is expected to encourage travel by more sustainable modes thereby reducing the need to travel by private car.	No mitigation measures proposed	6	No	NA
	Decarbonisation of Transport	The Proposed Scheme is expected to encourage travel by more sustainable modes thereby reducing the need to travel by private car.	No mitigation measures proposed	6	No	NA
	Public Transport	Scheme could slightly increase public transport usage by reducing free commuter parking	No mitigation measures proposed	6	NA	NA
	Increasing Active Travel	Installing a controlled parking zone aims to encourage commuters to use other forms of transport. This could be cycling/ walking and even using the bus encourages people to be more active than they would be using their car.	No mitigation measures proposed	6	No	NA
Energy	Decarbonisation of Fuel	NA	NA	NA	NA	NA
	Demand Reduction/Efficiency Improvements	The scheme does incorporate energy efficiency through design. The scheme will promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets. The parking machines will also be solar powered to limit energy use.	No mitigation measures proposed	7	No	NA
	Increasing infrastructure for renewables generation	NA	NA	NA	NA	NA
Economy	Development of low carbon businesses	NA	NA	NA	NA	NA
	Increase in low carbon skills/training	NA	NA	NA	NA	NA
	Improved business sustainability	There could be positive impacts for businesses within the parking scheme being more accessible by foot and bike as this could help businesses reduce their emissions if fewer staff/visitors are travelling by car. However, this impact is expected to be negligible.	No mitigation measures proposed	7	No	NA
Influence	Awareness Raising	The project provides a visible indication of the city's commitment to discouraging travel by private car.	No mitigation measures proposed	6	No	NA
	Climate Leadership	Scheme can be a clear example to other local authorities of the level of intervention required to help address the climate crisis and encourage sustainable travel.	No mitigation measures proposed	6	NA	NA
	Working with Stakeholders	Lessons are being learned from the development and implementation of similar schemes across the City. Communications (and messaging) is a key one, especially with members.	No mitigation measures proposed	6	No	NA
Resource Use	Water Use	NA	NA	NA	NA	NA
	Food and Drink	NA	NA	NA	NA	NA
	Products	NA	NA	NA	NA	NA
	Services	NA	NA	NA	NA	NA
Waste	Waste Reduction	There is the potential for impacts related to the production of waste during construction works. The scheme will also promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets.	No mitigation measures proposed	7	No	NA
	Waste Hierarchy	A suitable waste management plan for minimisation of waste will be produced in advance of any construction works taking place.	No mitigation measures proposed	7	No	NA
	Circular Economy	SCC service delivery partners, Amey, are tasked with recycling what they can.	No mitigation measures proposed	7	No	NA
Nature/Land Use	Biodiversity	NA	NA	NA	NA	NA
	Carbon Storage	NA	NA	NA	NA	NA
	Flood Management	NA	NA	NA	NA	NA
Adaptation	Exposure to climate change impacts	NA	NA	NA	NA	NA
	Vulnerable Groups	The scheme will improve pedestrian accessibility and road safety for all. The parking restrictions will prevent obstructive parking and will improve safety for other vulnerable groups such as older people and those with small children and pushchairs, although this is not directly related to climate impacts.	No mitigation measures proposed	7	No	NA
	Just Transition	NA	NA	NA	NA	NA

10	The project will significantly increase the amount of CO2e released compared to before.
9	The project will increase the amount of CO2e released compared to before.
8	The project will maintain similar levels of CO2e emissions compared
7	
6	
5	The project will achieve a moderate decrease in CO2e emissions compared to before.
4	
3	
2	The project will achieve a significant decrease in CO2e emissions compared to before.
1	
0	The project can be considered to achieve net zero CO2e emissions.
Carbon Negative	The project is actively removing CO2e from the atmosphere.



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