

Cabinet Highways Committee

Thursday 14 February 2013 at 1.30 pm

**To be held at the Town Hall, Pinstone
Street, Sheffield, S1 2HH**

The Press and Public are Welcome to Attend

Membership

Councillors Leigh Bramall (Chair), Harry Harpham, Bryan Lodge and Jack Scott

Substitute Members

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

PUBLIC ACCESS TO THE MEETING

The Cabinet Highways Committee discusses and takes decisions on significant or sensitive highways matters under the Highways Act 1980 and the Road Traffic Regulation Act 1984. These include the approval of Traffic Regulation Orders, the designation of controlled parking zones and approval of major transport scheme designs.

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk. You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday, or you can ring on telephone no. 2734552. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

Members of the public have the right to ask questions or submit petitions to Cabinet Highways Committee meetings. Please see the website or contact Democratic Services for further information.

Cabinet Highways Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last. If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room.

Decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Scrutiny Committee or referred to the City Council meeting, in which case the matter is normally resolved within the monthly cycle of meetings.

If you require any further information please contact Simon Hughes on 0114 273 6374 or email simon.hughes@sheffield.gov.uk.

FACILITIES

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

**CABINET HIGHWAYS COMMITTEE AGENDA
14 FEBRUARY 2013**

Order of Business

- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest**
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meeting**
To approve the minutes of the meeting of the Committee held on 10 January 2013
- 6. Public Questions and Petitions**
To receive any questions or petitions from members of the public
- 7. Items Called in for Scrutiny/Referred to Cabinet Highways Committee**
- 8. Petitions**
 - (a) New Petitions
To report the receipt of a petition containing 9 signatures objecting to speeding vehicles on Walkley Bank Road.
 - (b) Outstanding Petitions
Report of the Executive Director, Place
- 9. Responses to Proposed Traffic Regulation Order to introduce Parking Restrictions on Cliffefield Road and Meersbrook Avenue**
Report of the Executive Director, Place.
- 10. Objections to South Lane Traffic Regulation Order**
Report of the Executive Director, Place.
- 11. Hillsborough Permit Parking Review**
Report of the Executive Director, Place.

NOTE: The next meeting of Cabinet Highways Committee will be held on Thursday 14 March 2013 at 1.30 pm

ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

New standards arrangements were introduced by the Localism Act 2011. The new regime made changes to the way that members' interests are registered and declared.

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest** (DPI) relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.
- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) -
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

Under the Council's Code of Conduct, members must act in accordance with the Seven Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership), including the principle of honesty, which says that 'holders of public office have a duty to declare any private interests relating to their public duties and to take steps to resolve any conflicts arising in a way that protects the public interest'.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life.

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously, and has been published on the Council's website as a downloadable document at [-http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests](http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests)

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Lynne Bird, Director of Legal Services on 0114 2734018 or email lynne.bird@sheffield.gov.uk

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Cabinet Highways Committee

Meeting held 10 January 2013

PRESENT: Councillors Leigh Bramall (Chair), Bryan Lodge, Jack Scott and Isobel Bowler (Substitute Member)

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1. APOLOGIES FOR ABSENCE

1.1 An apology for absence was received from Councillor Harry Harpham and Councillor Jack Scott attended the meeting as the duly appointed substitute.

2. EXCLUSION OF PUBLIC AND PRESS

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 declarations of interest.

4. MINUTES OF PREVIOUS MEETING

4.1 The minutes of the meeting of the Committee held on 13 December 2012 were approved as a correct record.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 There were no public questions or petitions.

6. ITEMS CALLED IN FOR SCRUTINY/REFERRED TO CABINET HIGHWAYS COMMITTEE

6.1 There were no items called-in for Scrutiny or referred to the Cabinet Highways Committee.

7. PETITIONS

(a) New Petitions

There were no new petitions.

(b) Outstanding Petitions List

The Committee received and noted a report of the Executive Director, Place setting out the position on outstanding petitions that were being investigated.

8. SHEFFIELD 20 MPH SPEED LIMIT STRATEGY: OBJECTIONS TO PROPOSED

20 MPH SPEED LIMITS IN THE LOWEDGES AND WOODTHORPE AREAS

9.1 The Executive Director, Place submitted a report outlining objections to the introduction of a 20mph speed limit in the Lowedges and Woodthorpe areas.

9.2 **RESOLVED:** That the Committee:-

(a) overrules the objections to the introduction of a 20mph speed limit in Lowedges, and make the Speed Limit Order in accordance with the Road Traffic Regulation Act 1984;

(b) overrules the objections to the introduction of a 20mph speed limit in Woodthorpe, and make the Speed Limit Order in accordance with the Road Traffic Act 1984; and

(c) requests that objectors be informed accordingly.

9.3 **Reasons for Decision**

9.3.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

9.3.2 The introduction of a 20mph speed limit in these areas forms part of the City's approved 20mph Speed Limit Strategy.

9.4 **Alternatives Considered and Rejected**

9.4.1 The objections relate to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options had not been considered.

9.5 **Any Interest Declared or Dispensation Granted**

None

9.6 **Reason for Exemption if Public/Press Excluded During Consideration**

None

9.7 **Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

9.8 **Relevant Scrutiny and Policy Development Committee If Decision Called In**

Economic and Environmental Wellbeing

9. **A VISION FOR SAFER ROADS IN SHEFFIELD**

10.1 The Executive Director, Place submitted a report setting out the Council's vision and aspirations for Safer Roads in Sheffield for the short term and over the long term for the next 15 years.

10.2 **RESOLVED:** That the Committee:-

- (a) approves 'A Vision for Safer Roads in Sheffield';
- (b) requests that consultation be undertaken on 'A Vision for Safer Roads' with all relevant stakeholders; and
- (c) requests that 'A Vision for Safer Roads in Sheffield' be incorporated into the revised 'A Vision for Excellent Transport in Sheffield'.

10.3 **Reasons for Decision**

10.3.1 To ensure that the Council had a clear strategic approach to transport for the next 15 years.

10.3.2 The 'Vision for Safer Roads in Sheffield' will, in the long term, reduce the number and severity of collisions and casualties, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

10.4 **Alternatives Considered and Rejected**

10.4.1 An alternative option would be not to have a 15 year vision for Safer Roads in Sheffield. However, this would mean that there would be no strategic long term, distinct plan for Road Safety in Sheffield, focussed on the City's priorities.

10.5 **Any Interest Declared or Dispensation Granted**

None

10.6 **Reason for Exemption if Public/Press Excluded During Consideration**

None

10.7 **Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

10.8 **Relevant Scrutiny and Policy Development Committee If Decision Called In**

Economic and Environmental Wellbeing

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SHEFFIELD CITY COUNCIL Cabinet Highways Committee

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 14 FEBRUARY 2013

Subject: OUTSTANDING PETITIONS LIST

Author of Report: Sue McGrail 0114 2734404

Summary:

List of outstanding petitions received by Transport & Highways

Recommendations:

To Note

Background Papers: None

Category of Report: OPEN

No.	No. of Sigs	Description Of The Petition	Reported To Meeting On	Responsibility	Outcome Of Investigation To Be Reported To	Comments
1.	105	Request for a pedestrian crossing concerning the volume of traffic travelling through Ecclesfield via Church Street, St Mary's Lane, Wheel Lane and Stocks Hill.	14 4 11	Transport Vision	Northern Community Assembly	To add scheme to NCA major highways schemes list and report this to the Community Assembly.
2.	35	Request for a road safety scheme to reduce vehicle speeds on Goddard Hall Road, Cannon Hall Road, Hampton Road, Crabtree Close and Fir Vale Road	13 10 11	Project Delivery North	North East Community Assembly	Under Investigation. To report to Community Assembly in April 2013.
3.	5	Request for the installation of double yellow lines at the two junctions of Midhill Crescent and Midhill Road	9 2 12	Project Delivery South	South Community Assembly	Report to be prepared for consideration by South Community Assembly in March 2013
4.	26	Request for Parking Permits to be re-instated on the terraced side of Clarence Road, Hillsborough	8 3 12	Transport Vision	Cabinet Highways Committee	To be considered in conjunction with the next 6 monthly review of the Hillsborough Permit Parking Scheme.
5.	750	Mr Chris French, Riverside Café 80 Catchbar Lane Hillsborough S6 1TA	11 10 12	Project Delivery Central	Central Community Assembly	Under investigation. To report to Central Community Assembly
6.	7	Request for changes to the parking restrictions for Highfield Parking Permit Holders	11 10 12	Traffic Regulations	Cabinet Highways Committee	Under investigation
7.	1490	Safe pedestrian access between Wincobank and Meadowhall	11 10 12	Transport Vision	North East Community Assembly	Under investigation
8.	17	Mrs Doreen Beckett with regards to parking issues on Farm Bank Road, S2 2RW	8 11 12	Project Delivery Central	East Community Assembly	Under investigation

9.	61	Requesting road measures at the junction of Welbeck Road and Fern Road	8	11	12	Project Delivery Central	Central Community Assembly	Under investigation
10.	13	Objecting to the Experimental Traffic Regulation order for Taxi Ranks on Carver Street	05	12	12	Transport Vision	Cabinet Highway Committee	To be considered during review of the ETRO and report of objections to the order
11.	95	Objecting to Experimental Traffic Regulation Order for Taxi Ranks on Rockingham Street	05	12	12	Transport Vision	Cabinet Highway Committee	To be considered during review of the ETRO and report of objections to the order
12.	228	Request for Improved Parking Facilities for Customers Using Millhouses Shopping Centre	28	01	13	Project Delivery South	Cabinet Highway Committee	No action necessary

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SHEFFIELD CITY COUNCIL Agenda Item 9

Cabinet Highways Committee

Report of: Executive Director, Place

Date: 14 February 2013

Subject: Responses to a proposed Traffic Regulation Order associated with the Cliffe Road/Meersbrook Avenue Prohibition of Waiting Scheme for the South Community Assembly

Author of Report: S. Collier

Summary: The report sets out the public response to the advertised Traffic Regulation Order (TRO) to introduce parking restrictions on the junctions of Cliffe Road and Meersbrook Avenue to prevent vehicles parking and improve visibility for motorists and other road users.

Reasons for Recommendations:

- The Traffic Regulation Order is necessary to introduce and enforce the proposed parking restrictions with a view to resolving problems which have been raised by a local resident.
- Community Assembly members and officers have given due consideration to the views of the respondents in an attempt to find an acceptable solution. The recommendation is considered to be a balanced attempt to address residents' concerns and aspirations.

Recommendations:

- Overrule the objection to the traffic regulations on Cliffe Road and Meersbrook Avenue and introduce the restrictions as shown in the plan in Appendix A to this report.
- Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act, 1984.
- Inform all respondents of the decision.

Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES/NO Cleared by:
Legal Implications
YES/NO Cleared by:
Equality of Opportunity Implications
YES Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
South Area of Sheffield
Relevant Cabinet Portfolio Leader
Councillor Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

RESPONSES TO PROPOSED TRAFFIC REGULATION ORDER FOR CLIFFEFIELD ROAD/MEERSBROOK AVENUE ON BEHALF OF THE SOUTH COMMUNITY ASSEMBLY

1.0 SUMMARY

1.1 The report sets out the public response to the advertised Traffic Regulation Order (TRO) to introduce parking restrictions on the junction of Cliffeield Road and Meersbrook Avenue to prevent vehicles parking and improve visibility for motorists and other road users.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

2.1 The scheme outlined in this report responds to a request from a local resident for some action to be taken to prevent vehicles parking on the junction of these two roads causing an obstruction.

2.2 The proposed parking restrictions, once they are introduced, should have a positive impact on road safety at this junction and generally improve manoeuvrability and visibility for motorists and other road users.

2.3 The process involved in consulting on these schemes supports the 'A Great Place to Live' outcome contained within the Corporate plan 'Standing Up for Sheffield' by giving local communities a greater voice and more control over services which are focussed on the needs of individual customers.

3.0 OUTCOME AND SUSTAINABILITY

3.1 The scheme contained in this report should meet the objectives of addressing the issues which have been raised by the resident.

3.2 It is anticipated that once the proposals are in place it will improve road safety and make a contribution to the Council's objective of reducing road danger and potential accidents.

4.0 REPORT

Scheme Information

4.1 A request was received by the South Community Assembly (SCA) in November 2011 from a resident of Meersbrook Avenue for the introduction of parking restrictions on the crossroads of Cliffeield Road and Meersbrook Avenue to prevent parked vehicles causing an obstruction. The SCA have considered the request and decided that action is merited to deal with the problems which have been highlighted. A TRO has consequently been formally advertised to introduce 10 metres of double yellow lines (No Waiting at Any Time) on each leg of the crossroads as detailed in the plan included in Appendix A to this report.

4.2 The advertising was carried out between 3 August and 24 August 2012 and consisted of a notice in the 'Sheffield Star' newspaper on 3 August 2012, notices posted on street and letters delivered/posted to the properties (4) directly affected by the proposals. The TRO is being promoted by the South Community Assembly.

TRO Advertising/Consultation Results

- 4.3 Two responses were received, both from consulted residents. One of the responses supports the proposal and the other is an objection.
- 4.4 The Police, Ambulance Service, South Yorkshire Fire and Rescue and South Yorkshire Passenger Executive were sent scheme proposals on 3 August 2012. No objections were received.

Details of Supportive Response

- 4.5 The resident has stated that he is in favour of what is being proposed. His only concern was the length of the proposed double yellow lines in relation to the driveway to his property. This has now been clarified and he is content for the double yellow lines to be provided as advertised.

Details of Objection

- 4.6 The objection from two residents of a property directly affected by the proposed restrictions, have raised several issues about the proposals which are detailed as follows.
- 4.7 They state that the two streets affected already have more cars than parking spaces and they consider that these restrictions will remove at least 16 of these spaces and cause parking congestion across a much wider area than already exists.
- 4.8 They say that vehicle speeds in the area have already been reduced by speed bumps and they are unsure as to the specific safety issue that the proposed restrictions is supposed to alleviate.
- 4.9 They want the area to be as safe as possible but feel that where there is no obvious issue to be resolved, restricting the parking in the area will cause residents a great deal of inconvenience where some already exists at the present time.

Officer Assessment and Recommendation

- 4.10 There is very little scope for the City Council to increase the available road space for parking purposes. The 16 'lost' spaces which the objectors refer to are all within 10 metres of the junctions where parking shouldn't be taking place as it is dangerous and obstructs the movement of pedestrians. It is also in accordance with advice to motorists about parking at junctions contained in section 217 of the Highway Code.
- 4.11 While the road humps referred to are designed to slow traffic down, the purpose of the parking restrictions is to improve visibility and manoeuvrability for vehicles entering/exiting the junction and promote good driving practice. They will also provide clear and safe crossing points for pedestrians.
- 4.12 The introduction of these parking restrictions will contribute to making the area safer and therefore should be something that the objectors should be in favour of seeing implemented.

- 4.13 It is accepted that the proposed restrictions may lead to a displacement of parking further into this residential area, but it is considered that this is preferable to the potential dangers caused by vehicles parked on the junctions. Furthermore, as Highway Authority, the City Council should be seen as a promoter of good driving practice and endorse the introduction of the minimum 10 metres of double yellow lines at any junction in accordance with advice given to motorists in the Highway Code about parking at junctions.
- 4.14 In light of the above, it is considered that the objection should be overruled and the proposed TRO be made as advertised.

South Community Assembly Recommendation

- 4.15 The relevant Ward Members of the South Community Assembly have been forwarded details of the responses, in accordance with the procedure agreed between the Cabinet Member responsible for transport and highway issues and the Director of Development Services. This allows Ward Members, as scheme promoters, to advise officers on their preferred way forward with regard to this scheme.
- 4.16 Ward Members have confirmed their unanimous support for overruling the objection and implementing the proposals as detailed in the advertised scheme plan included in Appendix A.

Relevant Implications

- 4.17 The scheme specified in this report has been approved by the South Community Assembly from their Small Highway Schemes budget allocation.
- 4.18 Local people will benefit from the proposed measure. An Equality Impact Assessment (EIA) has been conducted and concludes that the proposals will be of universal positive benefit to all regardless of age, sex, race, faith, disability, sexuality, etc. They should be of particular positive benefit to the more vulnerable members of society, including the young, the elderly and people with disabilities.
- 4.19 The Council has the power to make a Traffic Regulation Order (TRO) under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic. A TRO can prohibit parking on the highway.
- 4.20 Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. These requirements have been complied with. There is no requirement for public consultation. However the Council should consider and respond to any public objections received.
- 4.21 As an objection has been received, the Council is under an obligation to consider it and may decide to hold a public inquiry. A public inquiry must be held in certain circumstances, but it is not required in this case. Therefore the Council can, but is under no obligation to, hold a public inquiry.

4.22 On the basis that the Council has properly considered the objection internally, it can either (i) make the proposed TRO (ii) make the TRO with modifications; or (iii) not proceed with the TRO. Once made, the TRO would make it an offence under Section 5(1) of the Road Traffic Regulation Act 1984 for a motor vehicle to wait on the sections of highway which are the subject of this report.

5.0 ALTERNATIVES CONSIDERED

- 5.1 This scheme has been designed to meet local needs/priorities as identified by South Community Assembly members. The proposals put forward are considered to deliver the required outcomes to resolve the problems which have been brought to the attention of the Assembly.
- 5.2 A reduction in the length of the proposed restriction to 5 metres on each length of the junction is an option which could be considered. This course of action has been adopted previously by Members in similar circumstances. However, it is not something which it is felt can be justified on this occasion because of the narrow road widths and tightness of the corners.
- 5.3 A further option would be to do nothing at all but this would result in a potentially dangerous situation remaining unresolved.

6.0 REASONS FOR RECOMMENDATIONS

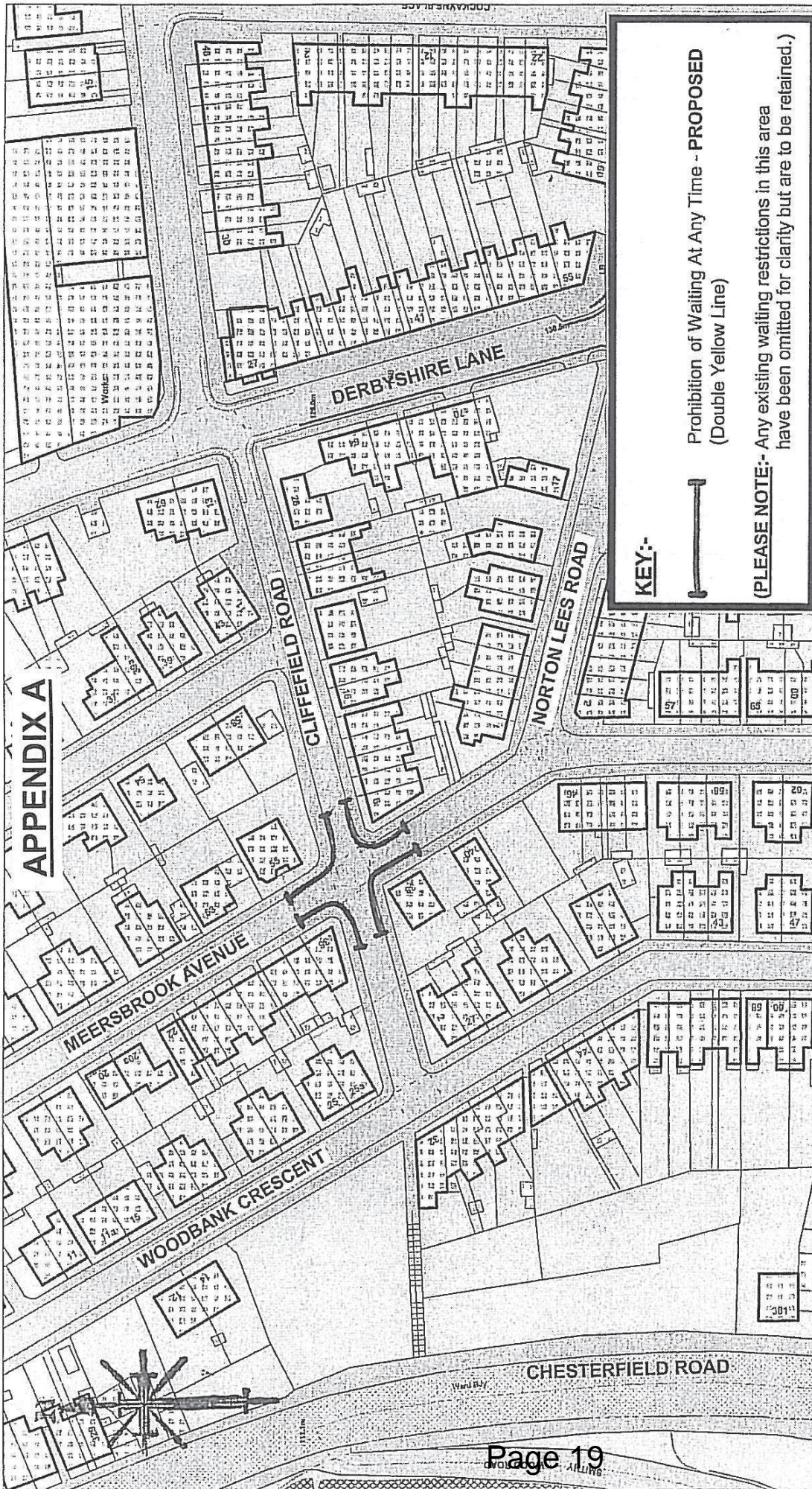
- 6.1 The Traffic Regulation Order for this scheme is necessary to introduce the proposed parking restrictions with a view to resolving problems which have been raised by a local resident.
- 6.2 Community Assembly members and officers have given due consideration to the views of the respondents in an attempt to find an acceptable solution. The recommendation is considered to be a balanced attempt to address residents concerns and aspirations.

7.0 RECOMMENDATIONS

- 7.1 Overrule the objection to the proposed traffic regulations on Cliffefield Road and Meersbrook Avenue and introduce the restrictions as shown in the plan in Appendix A to this report.
- 7.2 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act, 1984.
- 7.3 Inform all respondents of the decision.


Simon Green
Executive Director, Place

3 January 2013



APPENDIX A

KEY:-


 Prohibition of Waiting At Any Time - PROPOSED
 (Double Yellow Line)



(PLEASE NOTE:- Any existing waiting restrictions in this area have been omitted for clarity but are to be retained.)

SCALE	1 : 1000
DATE	19/04/2012
DRAWING NO.	TR/17/SOUTH-CR
DRAWN BY	SC

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**CLIFFFIELD ROAD/MEERSBROOK AVENUE JUNCTION -
 PROPOSED WAITING RESTRICTIONS**

TRAFFIC REGULATIONS PLAN

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SHEFFIELD CITY COUNCIL Cabinet Highways Committee

Report of: Executive Director, Place

Date: 14 FEBRUARY 2013

Subject: SOUTH LANE BUS GATE AND CAMERA ENFORCEMENT:
RESPONSE TO TRAFFIC REGULATION ORDER OBJECTIONS

Author of Report: David Whitley

Summary: This report describes the proposed camera enforcement scheme at South Lane detail and also reports on the feedback from two rounds of public consultation, including an objection to the advertised Traffic Regulation Order.

Reasons for Recommendations

Council Officers have worked with the market developers, South Yorkshire Passenger Transport Executive, local bus operators and local businesses to ensure that the proposed scheme meets the objectives of 'A vision for Excellent Transport', 'Standing up for Sheffield' and 'Better Buses' while trying to improve pick up/drop off arrangements and on street parking issues in the area too.

Background Papers:

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
NO Cleared by: Matthew Bullock (5/2/13)
Legal Implications
YES Cleared by: Deborah Eaton (5/2/13)
Equality of Opportunity Implications
NO Cleared by: Ian Oldershaw (24/1/13)
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
City centre
Relevant Cabinet Portfolio Leader
Councillor Leigh Bramall
Relevant Scrutiny Committee if decision called in
Environment and Economic Wellbeing
Is the item a matter which is reserved for approval by the City Council?
YES
Press release
NO

SOUTH LANE BUS GATE AND CAMERA ENFORCEMENT: RESPONSE TO TRAFFIC REGULATION ORDER OBJECTIONS

1.0 SUMMARY

- 1.1 The City Council started a programme of camera enforcement at tram and bus gates at Hillsborough in July 2007. As a result, the average inbound tram journey times between Hillsborough Park and Hillsborough Interchange in the morning peak period (0800-0900) has more than halved. CCTV has subsequently been introduced at bus gates on the Wicker in November 2007 and at Glossop Road in August 2010. The programme for enforcing further bus gates and bus lanes across the City is principally prioritised in conjunction with local public transport operators.
- 1.2 The enforcement of the 'inbound' Cumberland Street bus gate is a condition on the planning consent for the new Markets development. Before a bus gate is enforced, the Council need to make sure that drivers have a well signed "escape' route", thus enabling those who enter the area by mistake to exit without being penalised. It is not possible to provide such a route on Cumberland Street so an alternative location has been identified on South Lane. The market developers are prepared to be flexible about the location to be enforced, providing the benefits meet their planning condition.
- 1.3 This report describes the proposed camera enforcement scheme at South Lane in more detail and also reports on the feedback from two rounds of public consultation, including an objection to the advertised Traffic Regulation Order (TRO). This camera enforcement scheme will be funded through a developer contribution and a successful South Yorkshire wide 'Better Buses' funding bid.

2.0 OUTCOME AND SUSTAINABILITY

- 2.1 Although the scheme is being delivered principally as part of a planning condition, it will be part funded by the 'Better Buses' programme. The Better Buses programme sets out specifically how public transport will help support the economic development of South Yorkshire over the next year. The programme has three core elements - Smart Ticketing; Smart Infrastructure; and Smart Management – including camera enforcement.
- 2.2 The response to the consultation contributes to the 'working better together' value of the Council Plan "Standing up for Sheffield", with proposals that respond to customer comments about travel and parking conditions in the area. This scheme contributes to the "sustainable and safe transport" objective with proposals to improve access to the public transport network, public transport journey time reliability and alternatives to the private car for some local journeys in Sheffield.

3.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 3.1 This scheme enables a planning condition on the new markets development to be delivered, helping to ensure progress the market development.
- 3.2 The priority in spending Better Buses funds is to make it easier for people to use public transport, particularly when travelling to work. This scheme aims to improve bus journey times and journey time reliability along South Lane and Cumberland Street through to Eyre Street, whilst the Better Buses programme aims for people to be well connected to local facilities and the wider transport network within and beyond the City.

4.0 REPORT

Background

- 4.1 South Lane is the main access point to the City centre for buses to and from the south west of the city. The bus stops in the area are a key arrival and departure point for the Moor shopping area and will also serve the new market development, once its construction is complete. The existing bus gate on Cumberland Street (situated between Cumberland Way and Eyre Street) was introduced in March 1991 and is currently operational 'eastbound' 24 hours a day, seven days a week.
- 4.2 There are around 59 buses per hour that use South Lane/Cumberland Street (around 700 in total between 0700-1900 used by around 7,900 passengers), with a further 53 per hour travelling along Fitzwilliam Gate/Cumberland Street to access Eyre Street for the city centre and other destinations. This equates to around 1,300 buses per day (0700-1900) and around 10,000 passengers that benefit from the Cumberland Street bus gate. However, surveys have shown around 280 vehicles per day (0700-1900) currently abuse the bus gate, even before the new markets is open for business. The majority of the vehicles (85%) abusing the current bus gate are coming from South Lane rather than across the bottom of the Moor.
- 4.3 Before a bus gate is enforced, the Council need to make sure that drivers have a well signed "escape' route", thus enabling people who enter an area by mistake to exit without being penalised.
- 4.4 The new markets development service yard is accessed from Cumberland Street, on the alignment of what was Cumberland Way. The yard will be busy and the management plan presumes delivery vehicles enter the area from Eyre Street rather than South Lane. Providing a new bus gate on South Lane will ensure that this is more likely to happen. The entrance and exit to the service yard will be controlled via a traffic light system by the on site management team. This is designed to minimise the risk of congestion and accidents. If an arriving vehicle hasn't booked an access slot and/or the yard is already congested then they will encounter a red light and then the driver will be instructed to drive around the block via South Lane until access can be given as shown by a green light.

- 4.5 Should delivery access be allowed from South Lane, if a driver saw a red light at the service yard entrance, they would then only be able to turn left from Cumberland Street onto Eyre Street thus taking delivery vehicles away from the ring road and towards the City Centre. Even if a driver then turned round at the roundabout at Furnival Gate, they could not then turn right back into Cumberland Street from Eyre Street, thus adding to the traffic on the Bramall Lane roundabout.
- 4.6 Public transport journey time delays are also most often caused by queues on Cumberland Street at the traffic lights where it meets Eyre Street. These traffic lights are co-ordinated with the neighbouring controlled pedestrian facilities and the signals change for different times to prevent traffic queuing back on to Bramall Lane Roundabout. At busy periods, Eyre Street gets the priority for 'green' time at this junction, so it is important to ensure that as many buses as possible from Cumberland Street pass through each cycle. Therefore, it will be necessary to reduce the number of vehicles that abuse the bus gate (which ultimately form part of the queue in this location) through enforcing it more effectively.
- 4.7 Enforcement of areas for abuse of existing restrictions cited by public transport operators as a cause of delays to their services is a key element of the Sheffield Bus Agreement signed by the Council, South Yorkshire Passenger Transport Executive (SYLTE) and First South Yorkshire.
- 4.8 A specialist market research company was engaged in Summer 2007 to establish the level of public support for proper enforcement of bus and tram gates and lanes in Sheffield. The headlines from this report include:
- The most common reason given for keeping bus and tram lanes clear was 'to allow buses and trams to get to their destination quickly'. This was followed by 'to ease congestion on roads'. Interestingly, respondent types with access to a car were most likely to give this latter response
 - Most thought that more should be done to stop car users breaking the rules. Of those who thought that more should be done, the most common suggestion was fines, followed by cameras / CCTV, more policing and clamping. On prompting, the vast majority of respondents said they supported the use of fines to keep lanes clear during hours of operation – in particular, residents and traders.

Initial consultation on the proposal

- 4.9 In February 2012, an initial consultation letter and plan was sent to around 220 properties in the area shown in Appendix A to find out if the proposals – including the location of the new bus gate - would create access issues to and from individual properties. This was followed up by visits to Mothercare and Staples as the entrance to their delivery yards may have been affected by the proposals.

- 4.10 Appendix B was the plan that was circulated, it includes the location of the existing and proposed bus gates and revised access routes in the area. The new location at the end of Young Street is proposed to give drivers a clearer message that the alternative route is via Young Street and Moore Street. This route will be clearly signed. Advance signing of the bus gate will also be provided.
- 4.11 The initial consultation highlighted:
- Access to Mothercare and Staples' service yards already tends to be via Eyre Street and Cumberland Street, but that signing to this area could be improved as delivery drivers often end up ringing the stores to get final directions.
 - Businesses in the area were keen to see if the hours of operation of the bus gate could be reduced.
- 4.12 As a result of these comments, discussions were then held with SYPTTE (on behalf of the bus operators) about reducing the operational time of the new bus gate from 24 hours a day, seven days a week to 0700-1900 Monday to Saturday. SYPTTE were amenable to this request, so the shorter operational times were included in the Traffic Regulation Order.

Traffic Regulation Order consultation

- 4.13 In July 2012, a further letter and revised plan was sent to the same 220 properties around the bus gate as shown in Appendix A. The letter also highlighted the fact that the proposed changes would be achieved through an amendment to the Traffic Regulation Order (TRO) which would be advertised through 'on street' notices as well as a temporary traffic information board which provided website details of the scheme to capture the views of drivers passing through and around the area. The TRO was formally advertised for three weeks from 27th July 2012.
- 4.14 The TRO consultation led to one formal objection from a restaurant business on Cumberland Street citing: *'the proposed new bus gate will add further restrictions to patrons trying to access my business... I have been operating a restaurant business on Cumberland Street since 1994 and in that period I have had to contend with numerous disruptions to the surrounding area – all of which have had a negative impact on my trade'*.
- 4.15 The concern over access to private car parks was commented on by another restaurateur, but not as a formal objection. Both restaurants on Cumberland Street have parking areas for customers that are accessed from South Lane. One restaurant trades in the evening; one also provides lunchtime, afternoon and evening covers. Both car parks will still be accessible from the ring road but via St Marys Gate, Eyre Street and South Lane instead of directly off the ring road along South Lane. The plan in Appendix B shows the new 'entry' route. The current access route is slightly shorter than the proposed route, but access is maintained. Following further discussions with the traders, it

- 4.16 The City Council can work towards reducing this perception through:
- Having a two month 'warning notice' period to enable visitors to the area to get used to the new restrictions: this would also include a leaflet highlighting why we enforce restrictions and website details of how to find out how to access the car parks without going through the bus gate
 - Being proactive in advertising the changes in the local area, including working with businesses to provide electronic maps for customers that they could use on the websites
 - Improving the signing to the general area of the car parks via the revised access route
- 4.17 A number of other comments were received during the consultation, from three responders in total. These are – along with an officer response to each - are included in Appendix C. One of the requests which the Council proposes to develop is to provide some more evening parking spaces in South Lane and Cumberland Street.

Next steps

- 4.18 Subject to agreement at this meeting - the scheme as included in the design in Appendix D - will be implemented, followed by camera enforcement. However, although the camera enforcement would only start after an awareness raising campaign, it needs to be in advance of the completion of the markets development.

Relevant implications

- 4.19 When deciding on implementing a Traffic Regulation Order, the Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all road users. In reaching decisions of this nature Members must clearly take into account any road safety issues that may arise and follow the relevant legislation and guidance. Providing that it does so, it is acting lawfully.
- 4.20 In addition, in order to provide a better alignment for the cycle route shown in Appendix D, a small triangle of land (around 10 square meters) has been adopted under Section 228 of the Highways Act 1980. The adoption of land does not affect its ownership, but it means that Sheffield City Council would maintain it as highway. The one months notice to adopt the land as highway was dated 28th June 2012.
- 4.21 The financial approval for the scheme has already been achieved through the Capital Approval process. The construction cost of this bus gate and new camera enforcement scheme is expected to be around £105,000 which will be funded through a developer contribution and a successful South Yorkshire wide 'Better Buses' funding bid. An Equality Impact Assessment has been undertaken for the Better Buses programme as part of a Cabinet Highways

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 Alternative options are:

- Do Nothing
- Enforce at the existing bus gate site
- Implement the new bus gate, but don't enforce it

Do Nothing

5.2 Should nothing happen, the existing level of abuse will continue and additional traffic associated with the markets development may also take the opportunity to use South Lane and Cumberland Street to access or leave the City centre. This option would not meet the planning condition for the markets development and would worsen the existing situation for public transport users so is not seen as feasible.

Enforce at the existing bus gate site

5.3 Before a bus gate is enforced, the Council need to make sure that drivers have a well signed "escape" route", thus enabling people who enter an area by mistake to exit without fear of being penalised. It is not possible to provide such a route on Cumberland Street so drivers are more likely to inadvertently receive a Penalty Charge Notice, so this option is not seen as feasible.

Implement the new bus gate, but don't enforce it

5.4 Implementing the new bus gate but not enforcing it is feasible. However, this option would not meet the planning condition for the markets development and could worsen the existing situation for public transport users so it is not proposed to progress with this option. In addition, previous market research has established that there is public support for proper enforcement of bus and tram gates and lanes in Sheffield.

6.0 REASONS FOR RECOMMENDATIONS

6.1 Council Officers have worked with the market developers, South Yorkshire Passenger Transport Executive, local bus operators and local businesses to ensure that the proposed scheme meets the objectives of 'A vision for Excellent Transport', 'Standing up for Sheffield' and 'Better Buses' while trying to improve pick up/drop off arrangements and on street parking issues in the area too.

7.0 RECOMMENDATIONS

- 7.1 To overrule the objection to the Traffic Regulation Order and advise the objector accordingly.
- 7.2 To complete the detail design and implementation of the proposals illustrated in Appendix D.
- 7.3 To advertise the relevant Traffic Regulation Orders to allow additional evening parking spaces on South Lane and short stay parking on Cumberland Street and implement them should there be no objections.

Simon Green
Executive Director, Place

14 February 2013

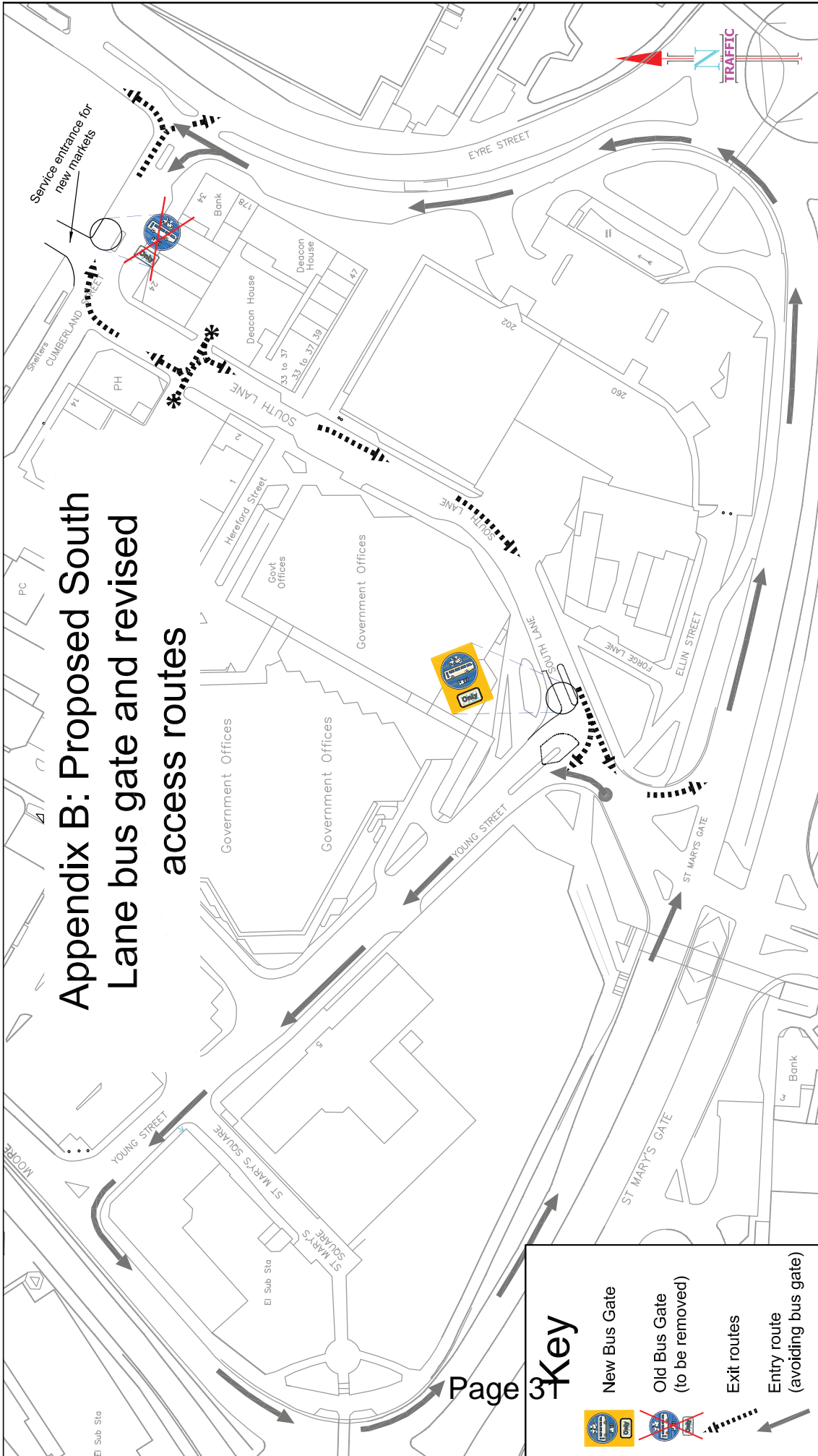


Moorfoot leaflet area 2012

Legend

Produced by Paul Lizzi 2012
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Appendix B: Proposed South Lane bus gate and revised access routes



Key

- New Bus Gate
- Old Bus Gate (to be removed)
- Exit routes
- Entry route (avoiding bus gate)

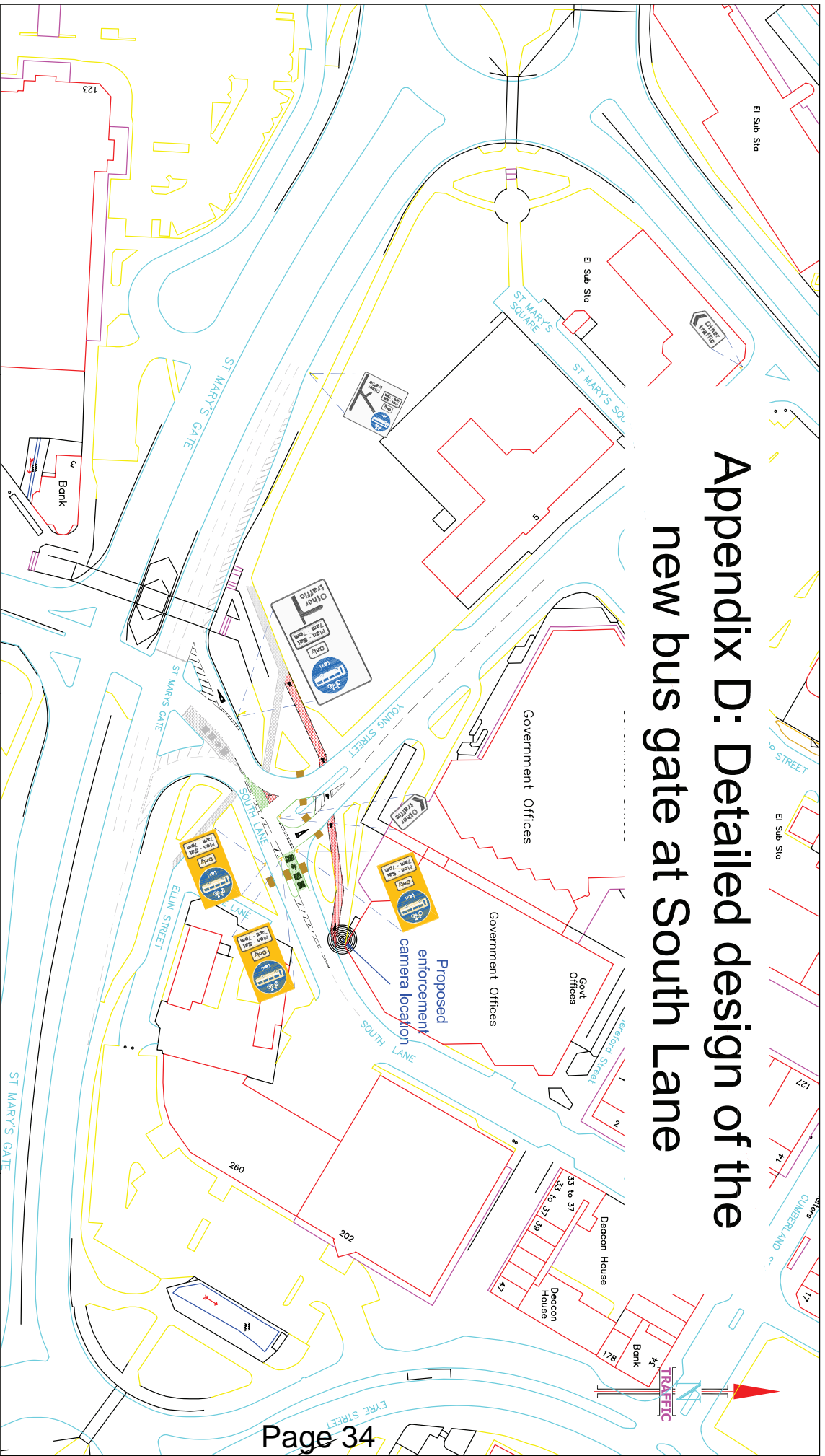
<p>DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel. 0114-273-6175. Fax. 0114-273-6182 E-mail Traffic.Management@Sheffield.gov.uk Director: L Sturch M.B.T.P.I. Development Services</p> <p>A Service Area of Place Sheffield City Council</p>		<p>Client SHEFFIELD CITY COUNCIL</p>		<p>Drawing No. TM-LT033-3-C02</p>		<p>Scale 1 / 1000</p>		<p>Minutes A3</p>		<p>TRAFFIC MANAGEMENT</p>	
<p>Do not scale from this drawing Any errors/omissions to be reported immediately If in doubt, ask This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2010</p> <p>DRAWN James Haigh Feb 12</p> <p>CHECKED</p>		<p>Scheme Proposed South Lane Bus Gate</p>		<p>Drawing Title Location of bus gate and the entry/exit routes</p>		<p>Date Feb 12</p>		<p>Sheffield City Council</p>		<p>TRAFFIC MANAGEMENT</p>	

Appendix C: Comments from the Traffic Regulation Order consultation

Comment received	Officer response
The bus gate should be removed or not enforced	Should the restriction be removed, additional cars drivers will take the opportunity to use South Lane and Cumberland Street to access or leave the City centre to avoid traffic delays on St Marys Gate and Bramall Lane roundabout. This will worsen the existing situation for public transport users. Not enforcing the new restriction is an option, but previous market research has established that there is public support for proper enforcement of bus and tram gates and lanes in Sheffield
No changes should be made in the area until after the market has opened, to see what actual effect it has	There is already an issue of abuse of the existing bus gate at Cumberland Street without the markets development, which without action, could be expected to worsen the current situation. Through the planning condition, the City Council are being pro-active in alleviating an issue rather than trying to solve it once it has happened.
There is a need for additional evening parking on South Lane	This could be provided by making some of the double yellow lines on South Lane into single yellow lines so it is recommended to progress this as part of this scheme. However, this element may be delivered later as it will require another TRO to be advertised.
Could some 'very short stay' (15 minutes) evening parking be provided where the taxi ranks outside Shapla currently are	Yes, discussions have already taken place with representatives of the taxi trade who would be happy for this facility to be provided once the market day trade is over, so it is recommended to progress this as part of this scheme. However, this element may be delivered later as it will require another TRO to be advertised.
Could the hours of the 'outbound' bus gate on South Lane towards London Road be reduced from 24 hours seven days a week to 0700-1900 in order to allow evening egress from the South Lane area	As part of the wider London Road/South Lane/Ring Road junction, for most of the day this junction only turns green on London Road or South Lane when a bus approaches it. Signal timings can vary depending on traffic and pedestrian

Comment received	Officer response
	demand, although adaptive signal strategies cut in if there is queuing detected on the London Road approach so buses aren't blocked from getting through to the bus gate. It would be difficult to change the hours of the bus lane in either direction across the ring road as South Lane/London Road would become a more attractive route for entering an exiting the city from London Road – its more direct and avoids the need to use either Moore Street or Bramall lane roundabouts. Therefore, It is not recommended that this is progressed.
The new bus gate should finish at 1830 instead of 1900	This has been discussed with SYPTE who feel that 1900 should be retained as this is the time after which daytime frequencies start to reduce. As an example, evening surveys at South Lane/ring road/London Road junction showed that the frequency fell from 40 buses between 1800 and 1900 to 22 buses between 1900 and 2000.

Appendix D: Detailed design of the new bus gate at South Lane



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TRAFFIC SECTION
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 Development Services

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Client: **SHEFFIELD CITY COUNCIL**
 Scheme: **South Lane Bus Gate**
 Drawing Title: **Sign and line location plan**

Drawing No. **TM-LT033-3-01**
 Scale: **1 / 1000**
 A3
 SHEFFIELD City Council
 TRAFFIC MANAGEMENT

A Service Area of Place
 Sheffield City Council
 DRAWN: James Haigh Jan 13
 CHECKED:
 C:\DEL\SD&P\ENG_TRAFFIC\TM\Scheme Design\LT033 Cumberland Street bus gate (AutocAD)\Working\TM-LT033-3-01 Cumberland Street bus gate (Appendix D).dwg



SHEFFIELD CITY COUNCIL Cabinet Highways Report

Report of:	Executive Director, Place
Date:	14 th February 2013
Subject:	Hillsborough Permit Parking Scheme Review
Author of Report:	Andrew Marwood (Scheme Design Group), tel 2736170

Summary:

This report is to inform Members of the comments received following public consultation on the review of the Hillsborough Permit Parking Scheme, together with recommendations for further work and possible changes to existing parking restrictions.

It is recommended that approval is given to the recommendations listed below.

Reasons for Recommendations:

Based on the responses received from the recent consultation and by comparing results obtained from three previous comprehensive consultations it is recommended to agree the list of recommendations which outline the next steps in the review process.

Recommendations:

To approve;

- The removal of a number of streets from further consultation and survey work adjacent to the current scheme boundary as identified in the report and inform people who responded to the consultation of this decision.
- Further investigation of small changes to the existing scheme as well as on roads adjacent to the current boundary as identified in appendix 'E' and advertise any subsequent Traffic Regulation Orders.
- Further survey work on; Beechwood Road, Clarence Road, May Road, Leader Road including East View Terrace and Leader Court, Hunter Road, Minto Road, Taplin Road and Thoresby Road and advertise any subsequent Traffic Regulation Orders.

Background Papers: YES

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES/NO Cleared by: Matthew Bullock 24/01/12
Legal Implications
YES/NO Cleared by: Deborah Eaton 15/01/13
Equality of Opportunity Implications
YES/NO Cleared by: Ian Oldershaw 11/01/13
Tackling Health Inequalities Implications
YES/NO
Human rights Implications
YES/NO:
Environmental and Sustainability implications
YES/NO
Economic impact
YES/NO
Community safety implications
YES/NO
Human resources implications
YES/NO
Property implications
YES/NO
Area(s) affected
Hillsborough
Relevant Cabinet Portfolio Leader
Relevant Scrutiny Committee if decision called in
Is the item a matter which is reserved for approval by the City Council?
YES/NO
Press release
YES/NO

HILLSBOROUGH PERMIT PARKING: OUTCOME OF THE SCHEME REVIEW CONSULTATION

1.0 SUMMARY

1.1 This report is to inform Members of the comments received following public consultation on the review of the Hillsborough Permit Parking Scheme, together with recommendations for further work and possible changes to existing parking restrictions.

1.2 It is recommended that approval is given to:

- Undertake further survey work and advertise any subsequent Traffic Regulation Orders in streets adjacent to the current scheme boundary, where respondents have indicated there are sufficient parking problems which could be solved by a permit scheme.
- Investigate the issues listed in appendix 'E' to find out if small scale changes can be made inside and outside the scheme boundary to further improve parking practices in the area.
- To remove a number of streets from any further consultation on a possible extension to the existing scheme.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

2.1 The Hillsborough Permit Parking Scheme was implemented in February 2012 following consultation with local residents over a number of years. The scheme aims to better manage parking practices in the district centre, making it easier for residents to park nearer their properties while also turning spaces over more frequently to help short term parking for local businesses.

2.2 Three consultations between 2009 and 2011 helped shape the implemented scheme. A number of people e-mailed and wrote to thank the Council during its development for keeping them informed with regards to any changes which the Council were proposing.

2.3 The Review aims to continue in the same format as previous consultations in the area. The consultation leaflets delivered to local people included a number of simple headings such as 'the story so far', 'why are we writing to you' and 'what happens next' to help people understand what the Council proposes to do. The leaflets also stressed the importance that just as comments helped to develop the implemented scheme the Council is again asking for feedback to consider any further adjustments.

2.4 One of the review questions asks whether local people feel there is a suitable balance of parking restrictions on their street and in the area overall to meet demands from residents, businesses and shoppers. This question therefore compliments Sheffield City Council's key aim of 'Standing Up for ALL Sheffield's residents' by trying to attain a balance of parking provision to meet the needs of the community.

3.0 OUTCOME & SUSTAINABILITY

3.1 The main outcomes of the review will be as follows:

- Clear and customer driven results of how the permit scheme in Hillsborough is working and if any improvements can be made.
- To establish whether local people feel there is a suitable balance of restrictions in the Hillsborough area to address different parking demands.
- To establish if there has been a change in parking practices since the scheme was introduced, considering the views of local people inside and outside the current scheme boundary.
- To establish whether the scheme needs to be extended to address any migration of parked vehicles which may have occurred since the scheme was introduced.

4.0 REPORT

Background

4.1 The scheme was developed following requests from the local area over a number of years to tackle long stay commuter parking which was causing problems for local residents and businesses in Hillsborough. It was introduced in February 2012, covering an area around the main shopping centre.

4.2 It was the first area wide Permit Parking Scheme to be implemented outside the Peripheral Parking Zone (PPZ) of the City Centre. The scheme was part of a trial and was developed following the recommendation at a Cabinet Meeting held 22 November 2006 that: *“approval be given for trial sites to be set up in the Hillsborough/Middlewood area to test the effectiveness and cost of residents’ parking schemes in tackling parking difficulties around colleges, park and ride sites and suburban shopping areas”*.

4.3 Now that the parking changes have been in place for about 12 months a review is underway to ascertain how the scheme is working and if any changes can be made to make it work better.

Scope

4.4 The review included people inside the scheme and also those living or running a business in streets adjacent to the current scheme boundary (shown on plan TM-BN854/AREA REV A, included in appendix ‘A’)

4.5 The review will also consider comments received from Hillsborough residents since the schemes introduction and also comments received since the introduction of pay and display in both Hawksley Avenue and Parkside car parks within Hillsborough Park.

4.6 The results of the review consultation also aim to identify any further work such as parking surveys / Traffic Regulation Orders which are considered necessary to gain a further understanding of current parking practices.

Consultation Detail

4.7 Between the 30 November 2012 and 2 December 2012 two leaflets with attached questionnaires were delivered to residents of the Hillsborough area:

- **Leaflet and questionnaire postcard for residents / businesses inside the current scheme (See Appendix 'B'):-** Delivered to approximately 1300 properties, the leaflet informed residents of the 'story so far', explained why the Council is reviewing the scheme and asked for feedback.
- **Leaflet and questionnaire postcard for residents / businesses outside the current scheme (See Appendix 'C'):-** Delivered to approximately 1650 properties, the leaflet informed residents of the 'story so far', explained why the Council is writing to them, why a review is being undertaken and why their feedback is important

4.8 Large scale area plans of the current scheme were available at Hillsborough First Point between 30 November and 21 December 2012. The plan could also be viewed on the Council's web site where information about how the current scheme operates could also be found. During the consultation a total of 20 e-mails and approximately 30 phone calls were received. Local people asked a wide range of questions about the scheme and review process all of which were answered by officers.

Consultation Results – Properties Inside Current Scheme Boundary

4.9 A total of 179 (14%) questionnaire post cards were returned during the consultation period from streets within the current scheme boundary. Of the responses a breakdown of answers is given in tables 1.1 to 1.4 below.

Table 1.1 – Answers to Section 2 (part a)

Question: - Bearing in mind the parking situation in the area before the scheme was introduced; do you think the overall parking situation has improved on your road?

Section 2 (part a)	Yes	No	Don't Know	No Answer
Total	108	63	6	2
% of total responses	60.3%	35.2%	3.4%	1.1%

Table 1.2 – Answers to Section 2 (part b)

Question: - Bearing in mind the parking situation in the area before the scheme was introduced; do you think the parking situation has improved in the overall area?

Section 2 (part b)	Yes	No	Don't Know	No Answer
Total	71	46	55	7
% of total responses	39.7%	25.7%	30.7%	3.9%

Table 1.3 – Answers to Section 2 (part c)

Question: - Throughout Hillsborough we have tried to introduce a mixture of different parking restrictions to meet the demand from residents, businesses and shoppers.

Taking the above into account, do you think there is a suitable balance of parking restrictions on your street?

Section 2 (part c)	Yes	No	Don't Know	No Answer
Total	90	69	13	7
% of total responses	50.3%	38.5%	7.3%	3.9%

Table 1.4 – Answers to Section 2 (part d)

Question: - Throughout Hillsborough we have tried to introduce a mixture of different parking restrictions to meet the demand from residents, businesses and shoppers.

Taking the above into account, do you think there is a suitable balance of parking restrictions in the overall area?

Section 2 (part d)	Yes	No	Don't Know	No Answer
Total	67	41	63	8
% of total responses	37.4%	22.9%	35.2%	4.5%

- 4.10 A breakdown of answers by street can be seen in appendix 'D'. The results show that despite a fairly low response rate on some streets many of the respondents (60%) did indicate that when comparing the parking situation before the scheme they did think the changes had helped. (40%) also indicated that parking changes had also helped parking in the overall area.
- 4.11 When looking at the responses the results show more of a split on whether people thought there was a correct balance of restrictions on their street and also within the area. It was however clear from a number of responses that local people generally understand the need for the variety of restrictions to assist various demands from both residents and businesses. There were still some respondents however that wanted 'permit holder only streets'. This change is not recommended as many businesses would suffer as a consequence and many streets would also be relatively empty during the day.
- 4.12 Before the review, concerns were expressed with regards to business permit holders potentially excluding residents and shoppers from being able to use the parking bays on Brier Street, Roselle Street and Middlewood Road. There was only one consultation response from Brier Street which mentioned this problem. By looking at the pay and display data (Apr 2012 – October 2012) provided by parking services it does indicate that the machines are frequently used on all streets throughout Hillsborough. The

data therefore suggests that there is a regular turnover of spaces during the day on streets such as Brier Street, Roselle Street and Middlewood Road. It is however recommended that survey work be carried out on Brier Street to ascertain the amount of business permits being used and the frequency that spaces turn over.

- 4.13 There was a low response rate from businesses within the current scheme boundary with a total of 13 questionnaire cards being received during the consultation. Comments ranged from those being positive about how the scheme was working to people who were very much opposed to the changes. A very low number of people specifically indicated that they thought the scheme was having a negative impact on Hillsborough as a district shopping centre.
- 4.14 A number of respondents did suggest small changes and it proposed that all these are investigated. The requests have been broken down by street and can be seen in appendix 'E'. A few streets within the current scheme had differing results from that of the wider area. These included Middlewood Road, Langsett Road and Holme Lane (the main through routes) but as few changes can be made to these, together with limited existing parking facilities the results are not surprising.
- 4.15 Other streets with contrasting results as to whether the parking situation had improved included; Brier Street, Lower section of Clarence Road / Court, Haggard Road and Broughton Road. These streets did however have low response rates and any conclusions would be difficult to derive from the cards received. The same could be applied to any street with response rates below 15%. Rather than make widespread changes based on a minority view it is therefore recommended that small changes are investigated within the scheme to further improve parking opportunities.
- 4.16 Following the implementation of the permit scheme it was agreed with Councillor Johnson that any issues regarding parking practices in Hawksley Mews would be assessed during the scheme review. As can be seen from the results presented in 'appendix D' there were very few responses received from the Mews. It is however proposed to look at the comments received as well as suggestions made before the scheme was implemented to investigate if further changes to the layout are required. Residents of the Mews would be subsequently informed of any proposed changes.
- 4.17 A small number of respondents did make suggestions to 'scrap the scheme completely' and a consistent number also expressed their anger at the decision to increase the price of permits. The scheme brief / scope did indicate that these issues would not be part of the review, however due to the number of specific comments received relating to these issues it was considered worthwhile documenting these views within the report.
- 4.18 A number of respondents living close to Hillsborough park indicated that the balance of parking had changed since charges were introduced on car parks in Hillsborough Park. It is therefore proposed to investigate these issues at the same time the list of requests are looked at in appendix 'E'. It is also proposed to undertake further consultation on both Parkside Road

and Winster Road as detailed in the review brief, reporting the results and recommendations to a future meeting of Cabinet Highways Committee.

Consultation Results – Properties outside the Current Scheme Boundary

- 4.19 A total of 250 (15%) questionnaire post cards were returned during the consultation period from streets outside the current scheme boundary. Of the responses a general breakdown of answers is given in tables 2.1 to 2.3 below.

Table 2.1 – Answers to Section 2 (part a)

Question: - Do you think there are problems parking on your street?

Section 2 (part a)	Yes	No	No Answer
Total	165	81	4
% of total responses	66%	32.4%	1.6%

Table 2.2 – Answers to Section 2 (part b)

Question: - At What times do you think there are problems? Tick all that apply.

Section 2 (part b)	Daytime	Evening	Saturday	Sunday	Only on match Days
Total	96	119	114	75	44
% of respondents indicating there are parking problems at that time period	58.1%	72.1%	69.1%	45.4%	26.7%

Table 2.3 – Answers to Section 2 (part c)

Question: - Do you think the situation could be improved by including your street in the Hillsborough parking scheme?

Section 2 (part c)	Yes	No	Don't Know	No Answer
Total	96	131	20	3
% of total responses	38.4%	52.4%	8%	1.2%

- 4.20 A breakdown of results by street can be seen in appendix 'G'. The results show that despite a fairly low response rate, (52%) indicated that the parking situation on their street would not be improved by being included in a permit scheme. Where responses from the consultation show that people don't feel they have any parking problems on their street it is therefore recommended that these are taken out of the review process. These

include; Garry Road, Hammerton Road, Manvers Road, Portsea Road, Singleton Road, Singleton Grove and Singleton Crescent.

- 4.21 Many of the respondents indicated that although there are parking issues, these are mainly due to residents having too many vehicles in streets with few or no off street parking facilities. (72%) of people who thought there were parking problems on their street said an evening was a problem. This is a problem which a permit scheme would not be able to address. It is therefore recommended that streets where respondents have indicated problems on an evening but not generally during the day or at other time periods are not consulted further on the possibility of extending the scheme, these include; Burnaby Street, Findon Street, Hawthorn Road, Holme Close, Kirkstone Road, Oakland Road, Victor Street, Warner Road and Wynyard Road.
- 4.22 On streets where respondents indicated that they have parking problems but don't feel a permit scheme would improve the situation it is also recommended these streets are removed from any further consultation. These include; Dykes Hall Road, Langsett Road, Upwood Road and Walkley Lane.
- 4.23 (58%) of respondents indicating that they thought there were parking issues specified the daytime period as a problem. This is a key indicator of whether parking restrictions would be of benefit to a particular street.
- 4.24 An interesting comparison can be made in a number of streets between answers given in 2009 to the same questions asked in this review. These can be seen in appendix 'H'. On comparison a number of streets showed a similar pattern of response which would indicate that parking practices outside the scheme boundary haven't changed significantly. Where there were differences these are listed below:-
- Beechwood Road – Although the times when respondents indicate there are problems are similar, a larger proportion now indicate that the inclusion of Beechwood Road in the permit scheme would help address parking problems.
 - Garry Road – The majority of respondents now indicate there are no parking problems on their street compared with a majority saying there were parking problems when previously consulted.
 - Hunter Road – Previous consultation had indicated a split between respondents in favour of a scheme and those against. The recent results indicate more now in favour of being included, although different sections of this street differ in opinion.
 - Oakland Road – A split between respondents for and against being included in a scheme could be seen previously. Results now show a large proportion of respondents against being included.
 - Thoresby Road – Where previously there had been a majority who wanted to be included in the scheme, responses this time indicated more of a split between people for and against inclusion, although a few more were generally in favour.

- 4.23 Respondents from Dixon Road and Keyworth Road have indicated that they have problems parking during the day as well as other time periods. These streets are however located within an area surrounded by respondents who haven't reported any major problems. Therefore without including the whole area it would be extremely difficult to promote permit restrictions. Implementing a scheme on Dixon and Keyworth is likely to result in a transfer of the current problems. It is therefore recommended that as the situation doesn't seem to have changed from the previous consultation these streets are not included in any further work. It is proposed however that small changes are investigated as identified in appendix 'E'.
- 4.24 Without further survey work it is difficult to establish on some streets the exact demands for parking. It is therefore recommended that surveys are carried out on streets where residents have told us there are issues and there is good support for an extension to the existing scheme. These streets include; Beechwood Road, Clarence Road, Leader Road including East View Terrace and Leader Court, Hunter Road, Minto Road, Taplin Road and Thoresby Road.
- 4.25 Although the respondents of May Road have indicated they do not currently have any parking problems it is proposed to survey this street and consult if necessary on a Traffic Regulation Order to extend the permit scheme boundary. Leaving May Road out of any planned extension to the scheme is likely to result in a transfer of parking problems.
- 4.26 When analysing the responses from Morley Street it is clear that any problems residents do have seem to be related to Rivelin Primary School. As these problems are not associated with parking for Hillsborough centre it is not proposed to consult further with this street on a permit parking scheme but instead investigate any small changes around the school to assist residents. These have been identified in appendix 'E' together with other requests for small changes outside the current scheme boundary.

5.0 RELEVANT IMPLICATIONS

- 5.1 The review is currently fully funded through the South Yorkshire Local Transport Plan. A sum of £45,000 has been allocated to this work. The work so far has been extremely useful to enable the Council to target resources to areas where further surveys, Traffic Regulation Orders and signing/lining are required.
- 5.2 There are no legal implications associated with this report. An Equality impact has concluded that there are no negative equality impacts to the proposals. Fundamentally the proposals are equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, the proposals may prove particularly positive for the young, elderly, disabled and carers as they improve access.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 Officers have considered the content of each individual comment received. Where comments have been made requesting small adjustments it is intended that these will be fully investigated.
- 6.2 One alternative option would be to advertise much larger scale changes based on comments made by some people in the consultation. However, as the general response rates are fairly low on a number of streets this would have resulted in promoting scheme changes which were supported only by a minority and not entirely focused on the majority of customer requirements.
- 5.3 An alternative option for further work would be to include both Keyworth Road and Dixon Road in further surveys or possible legal adverts. The decision not to include both these streets is based not only on results obtained from this consultation but also previous survey and consultation work. While there is definitely support for parking restrictions on these streets this is in contrast to much of the surrounding area. It is felt that these streets could not be added to the scheme in isolation as a migration of parking problems is likely to occur. Any promotion of restrictions for the whole area is likely to be unpopular with a majority of residents.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 Based on the responses received from the recent consultation and by comparing results obtained from three previous comprehensive consultations it is recommended to agree the list of recommendations set out in section 7.0 which outline the next steps of the review process. Any subsequent Traffic Regulation Orders considered necessary by the Head of Traffic and Transportation would allow further feedback from both residents and businesses on any planned changes.

7.0 RECOMMENDATIONS

- 7.1 To approve the removal of the following streets from further consultation and survey work adjacent to the current scheme boundary and inform people who responded to the consultation of this decision.
- Burnaby Street,
 - Dixon Road,
 - Dykes Hall Road,
 - Findon Street,
 - Garry Road,
 - Hammerton Road,
 - Hawthorn Road,
 - Holme Close
 - Keyworth Road,
 - Kirkstone Road,
 - Langsett Road,
 - Manvers Road,

- Middlewood Road,
- Morley Street,
- Oakland Road,
- Portsea Road,
- Singleton Road, Crescent and Grove,
- Upwood Road,
- Victor Street,
- Walkley Lane,
- Warner Road,
- Wynyard Road.

- 7.2 To approve further investigation of small changes to the existing scheme as well as on roads adjacent to the current boundary as identified in appendix 'E' and advertise any subsequent Traffic Regulation Orders.
- 7.3 To approve further survey work on; Beechwood Road, Clarence Road, May Road, Leader Road including East View Terrace and Leader Court, Hunter Road, Minto Road, Taplin Road and Thoresby Road and advertise any subsequent Traffic Regulation Orders to enable these streets to be included in the permit parking scheme.

Simon Green
Executive Director

14 February 2013

APPENDIX 'E'

Requests to be investigated (broken down by street, both inside and the outside the current scheme boundary).

Inside current scheme boundary

Street Name	Request to investigate
Avondale Road	<ul style="list-style-type: none"> Extend permit bay to cover the access of No. 9 and reduce length of single yellow lines. Junction of Leader Road and Dykes Hall Road needs double yellow lines to improve visibility.
Borough Road	<ul style="list-style-type: none"> Liase with businesses to assess if more spaces could be created be reducing the length of single yellow lines.
Bradfield Road	<ul style="list-style-type: none"> Address concerns over enforcement.
Brier Street	<ul style="list-style-type: none"> Carry out surveys to investigate concerns over business permit holders.
Broughton Road	<ul style="list-style-type: none"> Reduce length of double yellow lines near to the park entrance to accommodate more spaces. Try to increase the amount of 2 hour limited waiting bays to reduce cost to visitors in the area. Change single yellow lines to start at 9/10am.
Burnell Road	<ul style="list-style-type: none"> Investigate making one side of Park View Road Double yellow lines to address access issues. Increase number of spaces on Burnell Road by changing layout and length of Double Yellow lines. Change single yellow lines to start at 9/10am.
Burrowlee Road	<ul style="list-style-type: none"> Try to increase amount of bays. Change single yellow lines to start at 9/10am. Clarify the use of skips on street.
Cheadle Street	<ul style="list-style-type: none"> Address issues of parking and driving on the footway outside the shops on Bradfield Road. Address problems with sign locations.
Clarence Road / Court	<ul style="list-style-type: none"> Address blue badge holders parking at the junction of Dykes Hall Road.
Dodd Street	<ul style="list-style-type: none"> Address enforcement issues particularly on a Saturday.
Dykes Hall Road	<ul style="list-style-type: none"> Investigate adding pay and display.
Haden Street	<ul style="list-style-type: none"> Address enforcement issues. Investigate adding pay and display. Reduce length of Double Yellow lines as it is a one way street.
Hawksley Avenue	<ul style="list-style-type: none"> Investigate changing hours or introduce pay and display bays to address problems parking for residents especially near to Middlewood Road. Address enforcement issues.
Hawksley Mews	<ul style="list-style-type: none"> Investigate layout of permit holder only bays.
Hillsborough Road	<ul style="list-style-type: none"> Address problems with markings on cobbles. Address issues with parking on footways.
Holme Lane	<ul style="list-style-type: none"> Enforce restrictions at weekends.

	<ul style="list-style-type: none"> Address problems with illegal right turns from side roads.
Langsett Road	<ul style="list-style-type: none"> Investigate the removal of double yellow lines on Rudyard Road to gain more parking spaces.
Middlewood Road	<ul style="list-style-type: none"> Address issue of too many business permits being issued. Advertise the free 15mins more. Address uncertainty of restrictions in the bay opposite Dykes Hall Road.
Park View Road	<ul style="list-style-type: none"> Investigate possibility of double yellow lines outside No. 61. Change single yellow lines to start at 9/10am. Try and accommodate more limited waiting bays to assist visitors.
Rider Road	<ul style="list-style-type: none"> Investigate Sunday restrictions. Investigate problems with Taxis on Rudyard Road.
Rudyard Road	<ul style="list-style-type: none"> Investigate Sunday restrictions. Investigate problems with Taxis. Address enforcement issues especially on Friday, Saturday and Sunday. Investigate the introduction of pay and display bays.
Taplin Road	<ul style="list-style-type: none"> Address problems on single yellow lines on Sunday.
Treswell Crescent	<ul style="list-style-type: none"> Address problems with uncertainty of single yellow lines outside enforcement hours. Investigate problems with Taxis on Rudyard Road. Address enforcement issues especially at the weekend and after 6pm. Investigate extending the scheme to include Sundays. Investigate shortening double yellow lines to allow more bays in the area. Investigate the introduction of pay and display.
Trickett Road	<ul style="list-style-type: none"> Address enforcement issues. Address the issues with the number of business permits.

Outside current scheme boundary

Street Name	Request to investigate
Beechwood Road	<ul style="list-style-type: none"> Investigate addition of double yellow lines at the junction with Hawthorn Road to address visibility or change layout. Investigate location or additional one way arrows and signage.
Burnaby Street	<ul style="list-style-type: none"> Look at restrictions to improve the turning head. Bin lorries and delivery vans currently experience difficulties. Address issues with people ignoring the clearway.
Clarence Road	<ul style="list-style-type: none"> Need further enforcement on double yellow lines in and around Clarence Road.
East View Terrace	<ul style="list-style-type: none"> Investigate possibility of double yellow lines on one side to improve access for residents.

Garry Road	<ul style="list-style-type: none"> Investigate possibility of double yellow lines on corners such as Garry / Dorothy and Lennox / Far Lane.
Hammerton Road	<ul style="list-style-type: none"> Investigate reported problems of vehicles parking too close to Ripley Street on Trickett Road.
Hawthorn Road	<ul style="list-style-type: none"> Investigate request for double yellow lines on the corner of Beechwood and Hawthorn to address safety concerns.
Kirkstone Road	<ul style="list-style-type: none"> Investigate possibility of restrictions around the turning head to address access problems. Double yellow lines suggested for the junction with Walkley Lane to address visibility issues.
Minto Road	<ul style="list-style-type: none"> Investigate possibility of reducing lengths of double yellow lines to free up more spaces to park. Address safety concerns at the junction with Leader Road.
Morlety Street	<ul style="list-style-type: none"> Investigate the possibility of making the yellow box at the top of Limbrick Road larger. Investigate restrictions around school.
Upwood Road	<ul style="list-style-type: none"> Request for double yellow lines at the junction with Wynyard Road.
Victor Road	<ul style="list-style-type: none"> Address issues with people parking on the clearway.
Warner Road	<ul style="list-style-type: none"> Investigate possibility of double yellow lines at all junctions within the area to improve visibility and safety.
Proctor Place	<ul style="list-style-type: none"> Requests received for the full length to be made double yellow lines with loading restrictions to address access and congestion problems.

APPENDIX 'B'

SECTION 3 – COMMENTS

Please use the box below to add any further comments (things to think about are: length and location of yellow lines, times of restrictions and enforcement levels).



DP13416

PLEASE RESPOND BY 21st DECEMBER 2012.

HILLSBOROUGH PERMIT PARKING SCHEME REVIEW

To help us with the analysis of the responses, it would be helpful if you could provide the following information:

On your road:
 YES NO DON'T KNOW

In the overall area:
 YES NO DON'T KNOW

Throughout Hillsborough we have tried to introduce a mixture of different parking restrictions to meet the demand from residents, businesses and shoppers.

Taking the above into account, do you think there is a suitable balance of parking restrictions on your street and overall in Hillsborough?

On your road
 YES NO DON'T KNOW

In the overall area
 YES NO DON'T KNOW

SECTION 1 – ABOUT YOU

Name

Street Name and Number

Are you: Resident / Business (delete as appropriate)

SECTION 2 – THE SCHEME

Bearing in mind the parking situation in the area before the scheme was introduced; do you think the overall parking situation has improved?

What happens next.....

Views of residents and businesses inside and outside the scheme will be used to assess how it is working and what changes could be made. The outcome of the consultation will be reported to a future meeting of the Council's Cabinet Highways Committee where the results will be presented to Councillors. If it is felt that changes would benefit the area, this is likely to require a Traffic Regulation Order, providing you with the opportunity to comment on the changes proposed at that stage.



Some Scheme Info

Current Hours of Operation.

In general, these are Monday to Saturday 0800 – 1830. Some of the roads in the Rudyard Road area are Monday to Saturday 0800 – 2200.

Current Charges.

Resident Permit: £20 for one Permit (£60 for a second Permit)

Visitor Permits: £10 for a book of 25 Permits

Business Permit: £40 for one Permit (£90 for a second Permit)

Useful Contacts

Andrew Marwood
Scheme Design Group
 2-10 Carbrook Hall Road
 SHEFFIELD S9 2DB

By telephone: (0114) 273 6170

By email: andrew.marwood@sheffield.gov.uk

આ દસ્તાવેજ મોટી ભાષામાં, ઊંચાંચાં ઉચ્ચારેલી શબ્દો અને અન્ય સહાયક સાધનો દ્વારા ઉચ્ચારવામાં આવેલ છે. અંગ્રેજી, સ્પેનિશ, ગુજરાતી, પંજાબી કે દિલ્હીમાં વાચવામાં આવી શકે છે.

इस दस्तावेज को बड़े फॉन्ट, ब्रेल लिपि में आसानी से पढ़ा जा सके, अंग्रेजी, स्पेनिस, गुजराती, पंजाबी या हिन्दी में अनुवाद कराना या संभव है।

Dikuminitigean waxaa loo diyaarin karaa in lagu helo isagoo ku qoran far waaweyn, farta indhooleyasha (Braille) ama waxaa lagu turjumi karaa luqadaha Urduu, Soomaali, Juyntis, Gajuraati, Punjaabi ama Hindi.

ਇਹ ਦਸਤਾਵੇਜ਼ ਵੱਡੇ ਅੱਖਰਾਂ, ਬ੍ਰੇਲ ਵਿੱਚ ਉਚਾਰਣਯੋਗ ਵਰਣਾਲਿਆਂ ਜਾਂ ਸਵਰਾਂ ਦੇ ਜਾਂ ਉਚਾਰ, ਸੋਮਲੀ, ਕੇਟੇਨੀਜ਼, ਗੁਜਰਾਤੀ, ਪੰਜਾਬੀ ਜਾਂ ਹਿੰਦੀ ਵਿੱਚ ਅਨੁਵਾਦ ਕੀਤਾ ਜਾਂ ਸਵਰਾਂ ਹੈ।

我們可提供本文件的特大字體、盲人點字版本、或其烏爾都語、索馬里語、廣東話 (繁體中文)、古吉拉特語、旁遮普語或北印度語譯文版本。

— یہ دستاویز بڑے حروف، بھیل، گجراتی، گجراتی، ہندی، اور اردو، سومالی، پنجابی یا ہندی میں انگریزی میں لکھی ہوئی ہے۔

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09/065

Hillsborough Permit Parking Scheme Review



Let us know what you think

Dec 2012
 Residents/businesses in scheme



Hillsborough Permit Parking Scheme Review



Why are we writing to you....

Now that the parking changes have been in place for about 10 months, we are reviewing the scheme to see if any improvements could be made.

Just as your comments helped to develop the implemented scheme, we are again asking for your comments to consider any adjustments. Your feedback will help us to find out how the scheme is working and what changes, if any, would make it work better.



Things to think about....



In addition to your view of the Scheme overall (section 2 on the postcard), we would also like to hear from you about the following (use section 3):

- Are there any locations where you feel the yellow lines should be extended / reduced?
- Do you feel there are any locations where the times of restrictions could be altered slightly?
- Do you feel that the mix of parking permitted could be altered (residents, businesses, visitors)?
- Do you feel the level of enforcement by parking attendants is enough / too much / about right?

In order to make best use of your feedback, we would like to know which road you live on (section 1). If you use section 3 to suggest any changes, please give a precise location, and reasoning for your suggestions.

Please let us know what you think....

Please use the postcard attached to tell us what you think. **Please return this to us by 21 December 2012.**

If you would like to check any details of the current scheme, you can see a plan at the First Point Office (Hillsborough Barracks) and on the Council web page at: <https://www.sheffield.gov.uk/hillsboroughparking>

You can also find out more information about applying for a permit, enforcement and the terms and conditions of the scheme on the web page.

The Story So Far ...

The Hillsborough Permit Parking Scheme became operational in February 2012. Before that, about a year ago now, we sent out a booklet about the scheme including permit application forms. In that booklet we said that there would be a review of the scheme after it had been in place for between 6 and 12 months. This review is starting now: this leaflet is a major part of it.

The purpose of the scheme was to manage parking in Hillsborough better, making it easier for residents to park nearer their properties while also helping visitors/shoppers to local businesses by providing short term parking. The scheme was the result of much consultation and survey work over a number of years. We will now be assessing to what extent it has achieved its purpose and how this can be improved.

HILLSBOROUGH PERMIT PARKING SCHEME REVIEW

To help us with the analysis of the responses, it would be helpful if you could provide the following information:

SECTION 1 – ABOUT YOU

Name
Street Name and House Number
Are you: Resident / Business (delete as appropriate)

SECTION 2 – THE SCHEME

Do you think there are problems parking on your street? YES NO
What times do you think there are problems? (Tick all that apply)
 DAYTIME EVENING SATURDAY SUNDAY ONLY ON MATCH DAYS
Do you think the situation could be improved by including your street in the Hillsborough parking scheme?
 YES NO DON'T KNOW

APPENDIX 'C'

SECTION 3 – COMMENTS

Please use the box below to add any further comments (things to think about include length and location of yellow lines, current parking restrictions in your area and whether your street would benefit from the type of parking bays found within the current scheme).

[Empty text box for comments]

PLEASE RESPOND BY 21st DECEMBER 2012.



DP13416

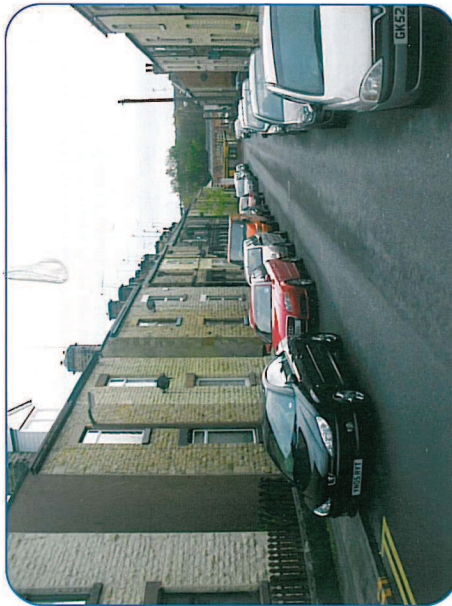
Hillsborough Permit Parking Scheme Review

Why are we writing to you....

Now that the parking changes have been in place for about 10 months, we are reviewing the scheme to see if any improvements could be made. As part of this, it is essential that we hear the views of people outside the scheme boundary as it is quite likely that parking practices will have changed following the introduction of the scheme. And, of course, the Parks Service has also introduced charging in Hillsborough Park in the same period.

Your feedback will help us to find out how the scheme is working and what changes, if any, would make it work better. This includes whether you feel your road would benefit from being included in the scheme.

Things to think about....



In addition to your views on existing parking practices on your street, we would also like to know whether you think that your road would benefit from being included in the current Hillsborough scheme (question 3 of section 2). Please bear in mind here that this could help if your road is used for parking by commuters and other visitors to the area (especially during the daytime).

Please use section 3 to comment on:

- **The lengths and times of restrictions in the existing scheme, as well as the mix of parking permitted (residents, businesses, visitors);**
- **If you would like your road, or part of it, to be included in the scheme, please give details here.**

In order to make best use of your feedback, we would like to know which road you live on (section 1). If you use section 3 to suggest any changes, please give a precise location, and reasoning for your suggestions.

Please let us know what you think....

Please use the postcard attached to tell us about parking on your street. **Please return this to us by 21 December 2012.**

If you would like to check any details of the current scheme, you can see a plan at the First Point Office (Hillsborough Barracks) and on the Council web page at:

<https://www.sheffield.gov.uk/hillsboroughparking>

You can also find out more information about how the current scheme operates on the web page.



The Story So Far...

The Hillsborough Permit Parking Scheme became operational in the area shown above in February 2012.

The City Council reviews all schemes like this after they have been in place for between 6 and 12 months. So a review of the Hillsborough scheme is starting now. We are seeking views from all residents and businesses within the area covered by the scheme, as well as residents and businesses in adjacent areas.

The purpose of the scheme was to manage parking in Hillsborough better, making it easier for residents to park nearer their properties while also helping visitors/shoppers to local businesses by providing short term parking. The scheme was the result of much consultation and survey work over a number of years. We will now be assessing to what extent it has achieved its purpose and how this can be improved.

APPENDIX 'D'

Hillsborough Permit Parking Scheme

Review Questionnaire Responses - Properties Inside Current Scheme Boundary

Of respondents:-

Above 66% of respondents answered with this response

Between 33% and 66% of respondents answered with this response

Questionnaires delivered Friday 30th Nov - Sunday 2nd Dec 2012

Street Name	Has the parking situation improved on your road? - Yes		Has the parking situation improved on your road? - No		Has the parking situation improved on your road? - Don't Know		Has the parking situation improved in the overall area? - Yes		Has the parking situation improved in the overall area? - No		Has the parking situation improved in the overall area? - Don't Know		Is there a suitable balance of restrictions on your street? - Yes		Is there a suitable balance of restrictions on your street? - No		Is there a suitable balance of restrictions in the overall area? - Yes		Is there a suitable balance of restrictions in the overall area? - No		Is there a suitable balance of restrictions in the overall area? - Don't Know		Total Properties responding	Total Houses on Street	% response Rate	
	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No				
Avondale Rd	5	2	0	0	3	1	1	5	0	0	3	1	1	3	0	0	2	3	1	1	0	2	7	17	41	
Borough Road	1	1	0	0	1	1	1	1	1	1	0	0	1	1	1	1	1	1	1	1	1	0	2	17	12	
Bradfield Road	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	43	5	
Brier Street	1	2	0	0	1	2	1	2	1	2	0	0	2	1	2	0	0	1	1	2	2	0	3	21	14	
Broughton Road	3	7	0	0	2	5	0	4	0	5	0	0	4	6	0	0	2	4	4	2	0	3	10	55	18	
Burnell Road	4	0	1	0	4	0	1	4	0	1	0	1	4	0	1	0	3	3	0	0	1	2	5	57	9	
Burwillie Road	5	3	1	0	6	1	0	6	0	3	0	0	3	0	0	0	5	1	1	1	2	2	9	51	18	
Cannock Street	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	20	5	
Cheadle Street	1	1	0	0	2	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0	0	2	16	13	
Clarence Court + Road	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11	9	
Dodd Street	7	2	0	0	3	0	0	4	0	4	0	4	3	3	1	3	2	3	0	0	0	3	9	48	19	
Dykes Hall Road	3	5	0	0	2	4	0	4	0	4	0	3	3	1	4	3	3	3	0	0	0	2	8	39	21	
Haden Street	4	3	0	0	2	4	0	3	0	4	0	3	4	0	0	2	3	2	2	3	0	7	25	28		
Haggard Road	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4	25	
Hawksley Avenue	17	8	0	0	8	6	0	7	0	16	0	16	7	1	1	8	6	8	0	0	0	11	25	100	25	
Hawksley Mews	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	24	8	
Hawksley Road	5	0	0	0	2	0	0	5	0	0	0	0	0	0	0	2	0	2	0	0	0	3	5	41	12	
Hawthorn Road	1	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	16	13	
Hillsborough Road	4	0	0	0	1	0	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	2	4	23	17	
Holme Lane	1	6	0	0	1	6	0	2	0	4	0	0	0	0	0	0	0	1	5	0	0	0	7	21	33	
Hungate Road	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	66	3	
Lumbrick Road	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	25	4	
Middlewood Road	1	8	1	0	4	4	0	1	0	7	0	7	1	2	0	3	3	2	0	0	0	5	10	166	6	
Owlerton Green	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	1	14	7	7	
Park View Road	6	2	0	0	5	1	0	5	0	2	0	2	1	4	1	4	2	4	0	0	0	1	8	51	16	
Rider Road	2	1	0	0	1	1	0	0	0	3	0	0	0	0	0	0	1	0	1	0	0	3	11	27	27	
Rossell Street	2	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	14	14	
Rudyard Mews	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	10	10	
Rudyard Road	10	2	0	0	6	2	0	9	0	1	0	2	6	1	1	6	1	6	1	0	0	3	12	68	18	
Taplin Road	5	4	0	0	3	3	0	5	0	5	0	5	3	1	3	3	3	3	0	0	0	4	10	74	14	
Treswell Crescent	8	0	0	0	3	0	0	7	0	1	0	0	3	0	0	0	0	3	0	0	0	6	9	38	24	
Tricket Road	4	0	0	0	4	0	0	4	0	0	0	0	4	0	0	0	0	4	0	0	0	0	4	47	9	
Waikley Lane	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	6	17	17
Forbes Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
Hammerton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Hillsborough Place	2	1	0	0	2	0	0	2	0	1	0	2	2	1	0	2	1	2	0	0	0	0	3	18	17	17
Kipling Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0
Penistone Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
Proctor Place	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
Ripley Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0
Total	108	63	6	6	71	46	55	90	69	13	67	41	63	179	1300	14	14	14	14	14	14	14	14	14	14	14

APPENDIX 'F'

Hillsborough Permit Parking Scheme

Review Questionnaire Responses - Properties Outside Current Scheme

Questionnaires delivered Friday 30th Nov - Sunday 2nd Dec 2012

Of respondents:-

Above 66% of respondents answered with this response
 Between 33% and 66% of respondents answered with this response
 Below 33% of respondents answered with this response

Street Name	Section 1			Section 2				Section 3				Totals		
	Do you think there are problems parking on your street? Yes	Do you think there are problems parking on your street? No	No. Indicating there are problems in the Daytime	No. Indicating there are problems in the Evening	No. Indicating there are problems on a Saturday	No. Indicating there are problems on a Sunday	No. Indicating there are problems Only on Match days	Do you think the situation could be improved by a permit scheme? Yes	Do you think the situation could be improved by a permit scheme? No	Do you think the situation could be improved by a permit scheme? Don't Know	Total No. Properties responding	Approx. Total No. Properties on Street	% Response Rate	
Beechwood Road	9	3	8	8	7	4	2	10	2	0	12	80	15	
Burnaby Street	6	1	1	6	5	5	1	3	2	2	7	74	9	
Clarence Road	14	7	12	6	11	4	0	9	11	2	22	55	40	
Dixon Road	7	0	5	0	6	1	1	6	1	0	7	41	17	
Dykes Hall Road	4	2	2	3	1	0	3	2	4	0	6	74	8	
East View Terrace	1	0	1	1	1	1	0	0	0	1	1	3	33	
Findon Street	2	2	0	2	1	1	0	0	4	0	4	46	9	
Garry Road	4	4	0	0	0	0	5	0	5	0	5	49	10	
Hammerston Road	1	6	0	1	1	0	1	1	5	1	7	53	13	
Hawthorn Road	7	5	3	4	5	5	2	4	7	0	12	66	18	
Holme Close	3	0	0	2	1	0	1	0	3	0	3	22	14	
Hunter Road	12	2	10	11	9	9	0	7	5	2	14	63	22	
Keyworth Road	3	1	3	3	3	2	0	3	1	0	4	6	67	
Kirkstone Road	8	5	0	8	1	3	1	3	6	3	13	81	16	
Langsett Road	4	1	4	3	4	2	1	2	3	0	5	20	25	
Leader Court	2	0	2	2	1	1	1	2	0	0	2	5	40	
Leader Road	4	0	4	2	3	1	0	2	1	1	4	96	4	
Manvers Road	3	5	1	3	2	2	2	2	7	0	9	67	13	
May Road	0	3	0	1	0	0	0	0	3	0	3	17	18	
Middlewood Road	0	0	0	0	0	0	0	0	0	0	0	10	0	
Minto Road	16	1	16	7	12	3	0	12	5	1	18	66	27	
Morley Street	4	2	3	3	2	2	0	4	2	0	6	47	13	
Oakland Road	11	5	2	11	6	5	0	3	13	0	16	104	15	
Portsea Road	3	4	0	3	2	2	2	0	6	1	7	60	12	
Singleton Crescent	0	0	0	0	0	0	0	0	0	0	0	10	0	
Singleton Grove	0	1	0	0	0	0	0	0	1	0	1	10	10	
Singleton Road	2	3	1	1	0	0	1	1	4	0	5	40	13	
Taplin Road	4	2	4	2	4	3	0	4	2	0	6	42	14	
Thoresby Road	11	3	9	10	11	10	5	8	5	1	14	81	17	
Upwood Road	1	1	0	0	0	0	1	0	2	0	2	6	33	
Victor Street	6	0	2	5	5	5	1	2	1	3	6	47	13	
Walkley Lane	2	2	0	1	0	0	0	0	4	0	5	53	9	
Warner Road	6	3	1	3	3	1	7	3	5	1	9	53	17	
Wynyard Road	8	7	2	7	4	3	6	3	11	1	15	108	14	
Total	165	81	96	119	114	75	44	96	131	20	250	1655	15	

APPENDIX 'G'

Hillsborough Permit Parking Scheme

Review Questionnaire Responses - Properties Outside Current Scheme

Questionnaires delivered Nov 2009

Of respondents:-

Above 66% of respondents answered with this response
 Between 33% and 66% of respondents answered with this response
 Below 33% of respondents answered with this response

Street Name	Section 1				Section 2				Section 3				Totals		
	Do you think there are problems parking on your street? Yes	Do you think there are problems parking on your street? No	No. Indicating there are problems in the Daytime	No. Indicating there are problems on a Saturday	No. Indicating there are problems on a Sunday	No. Indicating problems Only on Match days	Do you think the situation could be improved by a permit scheme? Yes	Do you think the situation could be improved by a permit scheme? No	Do you think the situation could be improved by a permit scheme? Don't Know	Total No. Properties responding	Approx Total No. Properties on Street	% Response Rate			
Beechwood Road	15	9	10	9	10	6	12	12	N/A	24	80	30			
Burnaby Street	2	0	1	2	2	0	2	0	N/A	2	74	3			
Clarence Road	11	8	6	9	4	2	8	10	N/A	19	55	35			
Dixon Road	19	3	10	8	11	4	13	9	N/A	22	81	27			
Dykes Hall Road	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0			
East View Terrace	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0			
Findon Street	5	8	0	5	4	0	3	10	N/A	13	46	28			
Garry Road	15	4	2	4	1	14	6	12	N/A	19	49	39			
Hammerston Road	1	2	1	0	0	0	0	3	N/A	3	53	6			
Hawthorn Road	15	8	8	10	6	2	9	14	N/A	23	66	35			
Holme Close	2	1	0	1	1	1	2	1	N/A	3	22	14			
Hunter Road	15	4	9	7	6	4	12	7	N/A	16	63	25			
Keyworth Road	5	1	4	4	2	2	5	1	N/A	6	6	100			
Kirkstone Road	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0			
Langsett Road	0	2	0	0	0	0	0	2	N/A	2	20	10			
Leader Court	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0			
Manvers Road	11	6	8	7	4	6	11	6	N/A	17	96	18			
Manvers Road	14	5	3	10	9	6	8	10	N/A	19	67	28			
May Road	2	1	0	2	1	0	2	1	N/A	3	17	18			
Middlewood Road	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0			
Minto Road	17	1	13	14	10	3	12	6	N/A	18	66	27			
Morley Street	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0			
Oakland Road	26	8	2	13	10	1	15	19	N/A	34	104	33			
Portsea Road	10	7	3	9	8	1	5	11	N/A	17	60	28			
Singleton Crescent	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0			
Singleton Grove	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0			
Singleton Road	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0			
Taplin Road	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0			
Thoresby Road	25	1	11	17	15	11	18	7	N/A	26	81	32			
Upwood Road	3	1	3	3	3	3	3	1	N/A	4	6	67			
Victor Street	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0			
Walkley Lane	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0			
Warner Road	11	10	0	5	4	10	4	16	N/A	21	53	40			
Wynyard Road	17	11	0	12	6	12	9	20	N/A	29	108	27			
Total	241	101	94	156	110	97	159	178	0	340	1273	27			

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