

# Highway Cabinet Member Decision Session

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Thursday 13 February 2014 at 10.00 am

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

The Press and Public are Welcome to Attend

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Members of the public can attend the sessions to make representations to the Cabinet Member.

If you wish to speak you will need to register by contacting Democratic Services (contact details overleaf) **no later than 10.00 am** on the last working day before the meeting.

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## PUBLIC ACCESS TO THE MEETING

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Executive decisions in relation to Highway matters will be taken at Highway Cabinet Member Decisions Sessions. The Cabinet Member for Business, Skills and Development, Councillor Leigh Bramall, will be present at the sessions to hear any representations from members of the public and to approve Executive Decisions.

Should there be substantial public interest in any of the items the Cabinet Member may wish to call a meeting of the Cabinet Highways Committee

A copy of the agenda and reports is available on the Council's website at [www.sheffield.gov.uk](http://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 can attend the sessions to make representations to the Cabinet Member. If you wish to speak you will need to register by contacting Simon Hughes **no later than 10.00 am on the last working day before the meeting** via email at [simon.hughes@sheffield.gov.uk](mailto:simon.hughes@sheffield.gov.uk) or phone 0114 273 4014

Recording is allowed at Highway Cabinet Member Decisions Sessions under the direction of the Cabinet Member. Please see the website or contact Democratic Services for details of the Council's protocol on audio/visual recording and photography at council meetings.

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. Meetings are normally open to the public but sometimes the Cabinet Member may have to consider an item in private. If this happens, you will be asked to leave. Any private items are normally left until last.

The Cabinet Member's 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 4014 or email [simon.hughes@sheffield.gov.uk](mailto:simon.hughes@sheffield.gov.uk).

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## FACILITIES

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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.

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**HIGHWAY CABINET MEMBER DECISION SESSION  
13 FEBRUARY 2014**

**Agenda**

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- 1. Exclusion of Press and Public**  
To identify items where resolutions may be moved to exclude the press and public
- 2. Declarations of Interest** (Pages 1 - 4)  
Members to declare any interests they have in the business to be considered at the meeting
- 3. Minutes of Previous Session** (Pages 5 - 8)  
Minutes of the Session held on 16 January 2014
- 4. Public Questions and Petitions** (Pages 9 - 10)
  - (a) New Petitions  
To note the receipt of petitions (i) containing 14 signatures requesting traffic calming measures and a 20mph speed limit on Shenstone Road and (ii) containing 21 signatures requesting the widening of the road on Greystones Road.
  - (b) Outstanding Petitions  
Report of the Executive Director, Place
- 5. Move More Project and Active Travel Strategy** (Pages 11 - 76)  
Report of the Executive Director, Place
- 6. Wordsworth Avenue - Road Safety Scheme** (Pages 77 - 86)  
Report of the Executive Director, Place
- 7. Gleadless Key Bus Routes: Objections to Traffic Regulation Orders** (Pages 87 - 104)  
Report of the Executive Director, Place
- 8. Permit Parking Scheme - Upperthorpe** (Pages 105 - 170)  
Report of the Executive Director, Place

**NOTE: The next Highway Cabinet Member Decision Session will be held on Thursday 20 March 2014 at 10.00 am**

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## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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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.

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 (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

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 DPIs 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>

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](mailto:lynne.bird@sheffield.gov.uk)

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**Highway Cabinet Member Decision Session**

**Highway Cabinet Member Decision Session held 16 January 2014**

**PRESENT:** Councillor Leigh Bramall (Cabinet Member for Business, Skills and Development)

**ALSO IN ATTENDANCE:** Councillor Chris Rosling-Josephs (Cabinet Adviser)  
John Bann (Head of Transport, Traffic and Parking Services)  
David Whitley (Principal Engineer)

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**1. DECLARATIONS OF INTEREST**

1.1 There were no declarations of interest.

**2. EXCLUSION OF PRESS AND PUBLIC**

2.1 No items were identified where it was proposed to exclude the public and press.

**3. MINUTES OF PREVIOUS SESSION**

3.1 The minutes of the previous Session, held on 12 December 2013 were approved as a correct record.

**4. PUBLIC QUESTIONS AND PETITIONS**

4.1 New Petitions

There were no new petitions to report.

4.2 Outstanding Petitions

The Executive Director, Place submitted a report setting out the position on outstanding petitions that were being investigated. The Head of Transport, Traffic and Parking Services reported that petitions 2, 3, 6,7,8,9,10,16,17 and 18 should have Lead Petitioner to be Informed added in the Comments column.

**RESOLVED:** That the report be noted.

**5. BOSTON STREET - PROPOSED BUS LANE - TRAFFIC REGULATION ORDER CONSULTATION RESULTS**

5.1 The Executive Director, Place submitted a report presenting the objections received following the advertisement of a Traffic Regulation Order (TRO) for the proposed bus lane on Boston Street.

5.2 **RESOLVED:** That:-

- (a) the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984 for the bus lane proposed on Boston Street;
- (b) those who made representations be informed accordingly; and
- (c) the proposed bus lane be introduced.

### 5.3 **Reasons for Decision**

- 5.3.1 The Traffic Regulation Order will deter general traffic from turning left out of Boston Street on to London Road in the morning peak period which impacts on journey times for bus passengers.
- 5.3.2 The TRO will extend the current hours of operation so that the restrictions start at 7.30am, assisting earlier buses on London Road and Boston Street.
- 5.3.3 The TRO would allow camera enforcement of the new restrictions.

### 5.4 **Alternatives Considered and Rejected**

- 5.4.1 Officers have considered enforcing the current restrictions, although this would be difficult and expensive to implement due to the need to provide an alternative route at the point where it becomes 'no entry except buses'. Enforcing the bus lane (rather than the 'no entry except buses') at the existing times is an option, but would lead to an inconsistent implementation of bus lane hours of operation, which could lead to unnecessary Penalty Charge Notices being issued. In addition, officers have also considered removing the restrictions completely. This is not considered appropriate due to the potential increase in traffic using Cemetery Road/Boston Street as a through route, coupled with providing more conflict in terms of signal priorities at the Boston Street/London Road junction. Doing nothing is not supported by bus operators or passengers so the bus lane approach is regarded as the most appropriate way forward in that it provides public transport priority but aims to mitigate against traffic disruption on other routes.

## 6. **INVESTING CAMERA ENFORCEMENT INCOME: BUS AND TRAM LANES AND GATES**

- 6.1 The Executive Director, Place submitted a report confirming that the Council will use income from Penalty Charge Notices issued at bus and tram lanes and gates in accordance with the Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005.
- 6.2 The Head of Transport, Traffic and Parking Services reported that the second bullet point under recommendations on the front sheet to the report should say section 4.7 and not 4.8.
- 6.3 **RESOLVED:** That the Cabinet Member:-
  - (a) formally endorses the contents of the report, in particular that the Council

will use income from Penalty Charge Notices issued at bus and tram lanes and gates in accordance with the Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005; and

- (b) approves the use of this income on the types of scheme highlighted in paragraph 4.7 of the report.

#### 6.4 **Reasons for Decision**

- 6.4.1 Although the Council are already following the legislation in terms of using PCN income, recent high profile cases nationally underline the need to have the decisions and actions taken by the Council formally recorded as having political support.

#### 6.5 **Alternatives Considered and Rejected**

- 6.5.1 Alternative options do not exist as the use of income from PCNs from enforcement of bus lanes is covered by legislation.

### 7. **RESPONDING TO PETITIONS REQUESTING TRANSPORT, TRAFFIC AND PARKING SERVICES**

- 7.1 The Executive Director, Place submitted a report

#### 7.2 **RESOLVED:** That:-

- (a) the Cabinet Member for Business, Skills and Development endorses the proposed revision for how petitions are handled, mindful of the Streets Ahead Programme;
- (b) petition requests will be assessed and scored and prioritised along with all other pedestrian requests in conjunction with the Streets Ahead zonal works, within the Streets Ahead time scale; and
- (c) the lead petitioners are informed of this new process along with the scheduled date for the Streets Ahead zone concerned.

#### 7.3 **Reasons for Decision**

- 7.3.1 The process will be fair and transparent and result in the most beneficial schemes being progressed across the City with maximum value for money.

#### 7.4 **Alternatives Considered and Rejected**

- 7.4.1 No alternatives have been considered as not prioritising work with the Streets Ahead programme would result in higher costs together with extra disruption on the road network.

#### 7.5 **Any Interest Declared or Dispensation Granted**

None

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

None

**7.7 Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

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

Economic and Environmental Wellbeing



## SHEFFIELD CITY COUNCIL Highway Cabinet Member Decision Session

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**Report of:** EXECUTIVE DIRECTOR, PLACE

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**Date:** 13 February 2014

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**Subject:** OUTSTANDING PETITIONS LIST

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**Author of Report:** Sarah Carbert 0114 2736135

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**Summary:**

List of outstanding petitions received by Transport & Highways

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**Recommendations:**

To Note

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**Background Papers:** None

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**Category of Report:** OPEN

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INDIVIDUAL CABINET MEMBER DECISION

OUTSTANDING PETITIONS

JANUARY 2014

No.	No. of Sigs	Description Of The Petition	Reported To Meeting On	Responsibility	Outcome Of Investigation To Be Reported To	Comments
1.	13	Objecting to the Experimental Traffic Regulation order for Taxi Ranks on Carver Street	05 12	Transport Planning	ICMD	To be considered during review of the ETRO and report of objections to the order. Report to be taken to ICMD.
2.	95	Objecting to Experimental Traffic Regulation Order for Taxi Ranks on Rockingham Street	05 12	Transport Planning	ICMD	To be considered during review of the ETRO and report of objections to the order. Report to be taken to ICMD.
3.	411	Request for Reduction in speed limit outside Ecclesfield Secondary School to 30 mph	04 09	Transport Planning	ICMD	Under investigation. The lead petitioner to be informed.
4.	8	Objection to a proposed traffic regulation order (TRO) on Pingle Road near Dobcroft Infant and Junior Schools.	15 10	Transport & Traffic Design & Delivery	ICMD	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.
5.	200	Traffic Calming on Harborough Avenue	12 12	Transport Planning	ICDM	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.
6.	22	Request for a Review of the Permit Parking Scheme on Falding Street, Chapeltown	22 08	Transport Planning	ICDM	Under investigation. Report to be taken to ICMD. The lead petitioner has been informed.



## Individual Cabinet Member

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**Report of:** Executive Director Place

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**Date:** 13 February 2014

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**Subject:** Move More

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**Author of Report:** Paul Sullivan, 27 53073

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**Summary:** This report sets out the background to the Move More programme, its aims and how Transport Traffic and Parking Services Division of the City Council can contribute to the objectives of the programme; and how it may help achieve corporate plan objectives and outcomes.

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### **Reasons for Recommendations:**

The City Council's Vision for Transport and the Move More strategy complement each other, aims and objectives are similar, they are both City-wide and all encompassing.

It will allow all parties to contribute to, link with and raise awareness of each other's active travel projects - opportunities that may otherwise be missed or other lost.

It will create an improved working relationship between Transport, Health and Academic professionals / teams.

### **Recommendations:**

That the Move More programme is supported as initiative in its own right.  
That Transport, Traffic and Parking Services utilises the potential of the Move More programme, its website, and its management ideas to promote our own schemes and initiatives to achieve both Move More and Corporate Plan objectives

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**Background Papers:** Appendix A - Draft Move More Strategy

**Category of Report:** OPEN

## Statutory and Council Policy Checklist

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



## **REPORT TITLE: The Move More Programme**

### **1.0 SUMMARY**

- 1.1 This report sets out the background to the Move More programme, its aims and how Transport Traffic and Parking Services Division of the City Council can contribute to the objectives of the programme; and how it may help achieve Corporate plan objectives and outcomes.

### **2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?**

- 2.1 The ultimate goal for Move More is to make Sheffield the most physically active city in the UK by summer 2020 (to coincide with the Tokyo Olympics).
- 2.2 It consists of a website and a strategic plan which, through a unified and city-wide approach, aims to create a culture of physical activity in Sheffield.
- 2.3 Move More will support evidence-based initiatives that reduce the burden of disease across Sheffield, promote economic growth, improve the health and productivity of the City's workforce and facilitate more active lifestyles for the population of Sheffield as a whole.

### **3.0 OUTCOME AND SUSTAINABILITY**

- 3.1 Move More enhances our active travel programmes which, in turn, help meet Move More objectives – helping to reach a wider audience, created enhanced range of activities, better integration, and contributing to a healthy and economically successful city.
- 3.2 The Move More programme meets the Council's corporate plan in the following ways:
- A strong and competitive economy – by improving the health of the population resulting in fewer sick days and increasing productivity, and by reducing congestion and the associated costs
  - Better health and Well Being – by encouraging people to be more active
  - A Great place to live – by encouraging design that promotes active travel and less reliance on motorised transport
  - Safe and secure communities – maximising the use of public facilities such as parks and open spaces, to create increased use at all times of the day

### **4.0 REPORT**

- 4.1 On the back of the London Olympics in 2012 Sheffield was awarded responsibility to deliver an Olympic Legacy programme – The National Centre of Sport and Exercise Medicine. At the heart of the programme is

a “Whole City” approach to increasing physical activity across ages and in all parts of Sheffield. This has been badged Move More. Alongside the Council, it is supported by all significant *partners, including voluntary sector, NHS, both Universities, Sheffield Chamber of Commerce, and Sheffield International Venues (SIV)*. ([www.movemoresheffield.com](http://www.movemoresheffield.com))

- 4.2 The Olympic legacy programme is steered by the Health and Well-Being board led by Sheffield Hallam University. Its membership contains representatives from Hallam, University, Sheffield City Council, NHS, and the teaching hospitals.
- 4.3 The aim of the programme is to get people to move more so that they feel better, look better, work better, play better, and possibly save money.
- 4.4 There is indisputable evidence that physical activity performed on a regular basis is good for the individual, for society and for the environment. Physical activity enhances health, helping to prevent chronic diseases, such as cardiovascular disease, obesity and diabetes and recovery from illness. However, it is perhaps less well publicised that physical activity can also improve the educational attainment of our children, help to reduce anti-social behaviour, build self-esteem across the life-span, contribute to urban regeneration and help increase work productivity, quality of life and employment. A physically active society reduces loneliness and isolation, along with depression and poor psychological health. It results in significant per capita reductions in Carbon Dioxide emissions, reduced congestion and a lower number of working age people on out of work benefits.
- 4.5 The Move More plan (currently being drafted) encourages the city’s population to seek out opportunities to be physically active whether that is as part of their commute to school or work, playing sport or making use of the city's parks for enjoyment and recreation with friends and family. Furthermore it also aspires to develop a city designed to encourage physical activity.
- 4.6 The mission for Move More is: “Through a unified and city-wide approach we will support evidence-based initiatives that reduce the burden of disease across Sheffield, promote economic growth, improve the health and productivity of the City’s workforce and facilitate more active lifestyles for the population of Sheffield as a whole.”
- 4.7 Provisional targets are:
  - A 1% increase in physical activity across the population year on year from a baseline in 2013
  - All Move More partners will have a workforce wellness programme to promote physical activity embedded by summer 2016
  - 50% of workplaces registered with Sheffield Chamber of Commerce and Industry will have a workforce wellness programme to promote physical activity embedded by summer 2015
  - The on-line physical activity hub will have a minimum set number of

unique hits per week by summer 2014

These are compatible with Sheffield city Council targets to increase levels of walking and cycling.

- 4.8 The Move More programme team feel that Sheffield is in an extremely strong position to utilise the plan to strengthen the long-term commitment to improve the health of its population and the quality of the environment. Sheffield has long held ambitions to be a leader in the World Health Organisation (WHO) Healthy City network and as a City of Physical Activity and is committed to selling itself as the UK's outdoor capital. The ambition is to attract more visitors, students, spin-off companies and businesses with employees wanting a better quality of life.
- 4.9 Sheffield has a major public health programme in both primary care and local authority settings, alongside an active voluntary sector, with a special emphasis on engaging the most disadvantaged groups through the Healthy Communities Programme. In addition it has made significant investment in activity-related facilities with the development of the English Institute of Sport and the creation of the Sheffield International Venues forum.
- 4.10 There is also a long-standing commitment by the local NHS and Sheffield Council to reduce health inequalities. There is a significant track record of joint working between the public, private and third sector on health and physical activity related programmes and multi-agency working in sport and health on the public health agenda locally, nationally and internationally. (Copeland 2013)
- 4.11 The Move More website will use all available channels to promote the programme but will focus on maximising the use of social media. At present it is currently signing people to various physical activity events such as park runs, but also offering hints and tips on how to start being more active.
- 4.12 What Transport, Traffic, and Parking Services can do to help Move More

A key objective of Move More is to help residents by developing a social and physical environmental infrastructure that facilitates physical activity. Creating a built and natural environment that provides varied and easily accessible opportunities for physical activity and promotes habitual movement through the daily living as well as signposting people to all the opportunities to be active. This can be achieved by:

**“Ensuring Transport systems can support active travel by providing safe, well signed and affordable routes to workplaces, schools and community facilities and services.”**

- 4.13 This complements our Vision for Excellent Transport in Sheffield which will empower people to make informed choices about the way they travel.

Transport will help contribute to the social, economic and environmental improvements we want to happen in the city:

- Increasing opportunities for everybody
- A competitive low-carbon economy
- A better environment
- A healthier population
- A culture where the car is not always the first choice

4.14 Our aim is to create a city that has the appropriate infrastructure connecting key destinations making it easier to walk and cycle for leisure, to leisure, to work and for work – for any trip on foot or by bike.

Creating an environment that meets all users' needs and that parents/guardians would be content to allow a 12-year-old child enjoy on their own.

4.15 This will be achieved through:

- The Streets Ahead maintenance project creating smoother, well-lit and maintained road and path surfaces
- Improved integration with public transport
- A range of interventions to improve opportunities to cycle and walk via the following programmes -

4.16 South Yorkshire Local Transport Plan 2011-2026

The Local Transport Plan (LTP) is a statutory document which sets out how transport will help support the advancement of the Sheffield City Region (SCR) over the next 15 years. The Vision for SCR is to offer people a great place in which to live, work, invest and visit. One of the key principles is to encourage a change in travel culture - facilitating a shift from car-dependency to more active and sustainable travel modes.

4.17 Local Sustainable Transport Fund (2011-2015 possible extension to 2016)

Predominantly a revenue based funding stream (with some capital) to boost the economy by encouraging sustainable travel, and improving the way we travel. Funding is in place until March 2015, and bids for further funding to extend and improve the programme until March 2016 are currently being compiled.

4.18 A Vision for Excellent Transport in Sheffield 2011-2026

Running in parallel to the Local Transport plan the Vision focuses on changing our travel culture by empowering people to make informed choices and how the council can enable them to make different decisions about how they travel. This will include providing incentives and rewards for people. The Council's role can be summarised as an 'enabler' rather than 'doing things to people.' This Vision also takes a more objective led approach which sees transport as means of achieving our wider objectives.

4.19 South Yorkshire Cycling Action Plan 2010—2026 -- due to be redrafted in 2014 to cover the City Region, and reflect recent opportunities to bid to

the Department for Transport for funds to develop cycle infrastructure.

4.20 Sheffield Cycle Action Plan 2014 – 2023 -- to be drafted in 2014 it will build on existing programmes but also recommendations from the All Party Review of Cycling, Green Routes Network (GRN), CycleBoost and The Tour de France Legacy Delivery Plan for Sheffield – a 10 year plan to create a cycling culture and make the region a premier destination for cycling. The Sheffield Delivery Plan includes: (but is not limited to)

- developing a cycle hire scheme (in partnership with both Universities)
- building cycle hubs that also offer bike hire (short and long term);
- developing improved commuter cycle network along key corridors,
- working with British Cycling to deliver a programme of led rides and mass participation events
- maximising opportunities to benefit cyclists and pedestrians via funding for the Streets Ahead Enhancements as the Streets Ahead highway maintenance project moves around the city
- delivering 20mph zones – in residential areas and a 20mph city centre zone to create a safe and pleasant environment
- ongoing schools programme -- including Bikeit, walking buses, child pedestrian training, school travel plans
- workplace travel plans – encouraging employers to implement initiatives promoting cycling and walking

4.21 Continuing interventions from the Sheffield Cycle Action Plan 2006-2011

- Creating a network of radial routes including Blackburn, Upper and Lower Don Valley – to be complete by March 2015, and a network of city centre cycle routes
- Provision of on highway cycle stands and improved cycle parking at interchanges and park and ride sites
- Using parks and open space to undertake training (Hillsborough, Endcliffe, High Hazels, Concord are currently used)
- Cycle training for adults (over 2700 people have undertaken a training course over the last 8 years – 924 of those in the last 24 months)
- All cycle transport schemes over £50k in value to receive a cycle audit (just commencing)
- Marketing campaign

4.22 The Public Rights of Way Improvement Plan 2007-2017

- Developing inclusive access to urban and rural open spaces, riverbanks, waters' edge and woodlands, and ensuring that all public rights of way are safe and easy to use
- Improving the network of bridleways.

4.23 Other walking initiatives

- Walkboost (funded from the LSTF) encourages people to walk to work and increase footfall to retail businesses – by offering

- incentives/competitions, information, support and activities
- A series of local walking information and route leaflets

**“Ensuring parks and public open space are safe, accessible, multi-functional and part of an active travel/transportation network that connects key destinations (e.g. schools, workplaces, community facilities)”**

4.24 General initiatives

- More shared space in appropriate locations to give priority back to pedestrians
- Improved connectivity of public space in the city centre
- Making safer walking and cycle routes to all schools
- Improving Public Transport facilities and bus services which is leading to increasing patronage, and thus more people walking to their local stops and interchanges

**“Designing and re-orientating buildings so that they promote opportunities for active living and at the same time reduce sedentary behaviour”**

4.25 General initiatives

- Encouraging developers through the planning process to build in facilities at key destinations that welcome cyclists and walkers (storage, changing facilities etc).
- Encouraging existing developments to incorporate these facilities

4.26 How Move More can help Transport, Traffic and Parking Services

4.27 Move More have created a website [www.movemoresheffield.com](http://www.movemoresheffield.com) to signpost everyone -- and specific communities – to all opportunities for physical activity in the city, regardless of which organisation is responsible for delivery.

4.28 Move More are also contributing Ideas to improve active travel programmes and have already made suggestions for LSTF2, and how we can promote the active travel aspects of LSTF1. Although Move More programme does not have funding, it can promote our active travel projects for free.

4.29 Relevant Implications

4.30 With regard to **legal implications**, The General Power of Competence contained in S1 of the Localism Act 2011 gives the Council the power to take the reasonable action they need ‘for the benefit of the authority, its area or persons resident or present in its area’. Providing this decision is soundly and prudently taken in the light of a proper evaluation of all material facts and circumstances then the Council will be acting lawfully.

- 4.31 As yet there are no immediate **capital financial implications**. However going forward where works are carried out to alter or build infrastructure to encourage active travel, these costs will be funded from the available capital resources typically The Local Transport Plan and Local Growth Fund. The capital costs will also be subject to obtaining the appropriate approval via completion of Capital Approval Forms and submission to CPG.
- 4.32 As yet there are no immediate **revenue financial implications**, however going forward costs will be incurred regarding employing resources to manage infrastructure schemes, and revenue based schemes such as CycleBoost and WalkBoost. These increased costs will be funded through the Local Sustainable Transport Fund, and its successor.
- 4.33 The **implications for equality** are on the whole, positive. Initiatives that currently operate are open to all. LSTF funded Active Travel schemes are targeting deprived areas. Infrastructure schemes to encourage active travel are city wide but are predominantly in the LSTF areas and will create better surfaces for all users. Move More is aimed at getting the entire population fit and active.

## 5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 In the fields of active travel, and network development any channel to promote should be welcomed. Not using Move More denies an opportunity to link leisure travel and activity with utility travel.
- 5.2 Using the *inmotion!* website. This is LSTF funded, and is aimed at businesses in select corridors. Funding lasts until March 2015. It would only promote LSTF/LSTF related initiatives.
- 5.3 Using Travel South Yorkshire website. There is an opportunity to start to use this site as a portal for all travel. However, market research undertaken in 2012 suggested that users saw this as public transport site only. The profile of other sustainable travel is limited, and there is no guarantee that this website would promote active travel to a greater extent in the future.

## 6.0 REASONS FOR RECOMMENDATIONS

- 6.1
- The projects complement each other, and aims and objectives are similar, they are both City-wide and all encompassing
  - It will allow both parties to contribute to, link with and raise awareness of each other's projects. Opportunities that may otherwise be missed or other lost
  - It will create an improved working relationship between Transport, health and academic professionals / teams

## **7.0 RECOMMENDATIONS**

- 7.1 Support the Move More programme as an initiative in its own right.
- 7..2 Transport, Traffic and Parking Services Division utilises the potential of the Move More programme, its website, and its management ideas to promote Sheffield City Council's own schemes and initiatives to achieve both Move More and Corporate Plan objectives.

### **Appendices**

#### **Appendix A – Draft Move More Strategy**

**Simon Green**

**Executive Director Place**

**20 January 2104**



# Creating a Culture of Physical Activity

The Move More Plan:

A framework for increasing physical activity in Sheffield 2014-2019.



“Lack of activity destroys the good condition of every human being while movement and methodical physical exercise save it and preserve it”

Plato

DRAFT

## Contents

i Preamble .....	7
ii Options for reading the Move More plan .....	7
iii Move More plan one-page summary.....	8
iv Move More pseudo-manifesto .....	9
1.0 A challenge to Move More.....	10
1.1 Vision.....	12
1.2 Mission .....	13
2.0 Physical activity .....	14
2.1 A quick definition of physical activity .....	14
2.2 Benefits of regular physical activity .....	14
2.3 How active are we currently? .....	15
2.3.1 Adults .....	15
2.3.2 Children and Young people.....	16
2.4 Sedentary behaviour across the lifespan.....	17
2.5 What works to promote physical activity? .....	17
3.0 Move More: a plan for changing culture .....	19
3.1 How has the plan been developed? .....	20
3.2 Our approach to moving more .....	20
4.0 What are our priorities for action? .....	21
4.1 Our six outcomes .....	21
Outcome 1: Empowered Communities.....	21
Outcome 2: Active Environments .....	21
Outcome 3: Active People & Families.....	21
Outcome 4: Physical activity as Medicine.....	22
Outcome 5: Active Schools and Active pupils.....	22

Outcome 6: Active Workplaces and an Active Workforce.....	22
4.2 12 Principles of the Move More plan.....	22
5.0 How will we achieve the outcomes? .....	24
5.1 Empowered Communities .....	24
Ambition 1: Create a Move More network.....	24
Ambition 2: Asset based community development training programme .....	25
Ambition 3: Support community-based innovation events.....	25
5.2 Active Environments .....	25
Ambition 1: Establish an innovation academy to implement best practice .....	26
Ambition 2: Pilot playing out programmes.....	26
Ambition 3: Improving community safety .....	26
Ambition 4: Routes to activity .....	26
5.3 Active People & Families.....	27
Ambition 1: Create a city-wide brand and associated standards of use for physical activity promotion .....	27
Ambition 2: Create a high quality digital hub for physical activity signposting and promotion.....	28
Ambition 3: Create an on-line physical activity finder.....	28
Ambition 4: Develop 'free for all' Move More marketing and advertising resources.....	28
Ambition 5: Develop a Move More city-wide challenge event .....	29
Ambition 6: Develop and deliver a Move More social marketing campaign.....	29
Ambition 7: Free physical activity for all.....	29
5.4 Physical activity as Medicine.....	31
Ambition 1: UK leading physical activity referral scheme .....	31
Ambition 2: Co-produced programme of training to outline the benefits of physical activity as medicine.....	31
Ambition 3: Centres for physical activity as medicine .....	32
Ambition 4: Teach people the skills to implement physical activity into their daily lives .....	32
5.5 Active Schools and Active pupils.....	32

Ambition 1: Implement whole of school approaches to physical activity.....	33
Ambition 2: Develop an Innovation Academy to review the current provision of physical activity for children.....	33
Ambition 3: Implement Junior parkrun in Sheffield .....	35
Ambition 4: Utilise school facilities to enhance places for community-based physical activity .....	35
Ambition 5: Develop an robust data driven picture of physical activity in children and young people .....	35
5.6 Active Workplaces and an Active Workforce.....	35
Ambition 1: Create a high quality digital hub for workplace physical activity promotion .....	36
Ambition 2: Establish a workforce innovation academy to implement best practice.....	36
Ambition 3: City-wide mass media workforce campaigns.....	37
Ambition 3: Wellness screening and behaviour change counselling.....	37
5.7 Two wrap-around enablers.....	39
5.7.1 Resourced and co-ordinated approach .....	39
5.7.2 Robust data and evaluation .....	39
6.0 Why will this work in Sheffield?.....	40
7.0 Implementation of the Move More plan .....	41
Appendix 1.0 the importance of physical activity for health, wealth and wellbeing. ....	42
Benefits of regular physical activity .....	42
Physical activity recommendations for children, adults & older adults .....	42
Appendix 2.0 Current prevalence of physical activity in the UK.....	45
Adult participation (19-64 years) in physical activity.....	45
Older adult (65+ years) participation in physical activity .....	46
Children and young people’s participation in physical activity .....	46
Sedentary behaviour across the lifespan.....	47
Appendix 3.0 The local context of the Move More plan .....	49
A snapshot of physical activity in Sheffield.....	49
Population and health indices .....	50

Appendix 4.0 What works in terms of physical activity intervention? ..... 52

- Interventions to promote physical activity..... 52
- Informational approaches..... 52
- Behavioural and social approaches ..... 52
- Environmental and policy approaches..... 52
- Effectiveness of interventions to promote physical activity..... 53
- Why a value-based approach?..... 54
- Cost-effectiveness of physical activity interventions..... 54

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## i Preamble

- The following document (the Move More plan) sets out a five year framework for the promotion of physical activity in Sheffield.
- Under the banner of 'Move More', the plan is owned by the Physical Activity and Food sub-group of the Health and Wellbeing Board and has been championed by the Olympic Legacy programme: The National Centre for Sport and Exercise Medicine in Sheffield.
- Move More is supported by all the major city partners, including; the Voluntary Sector, the NHS, both Universities, Sheffield City Council, Sheffield Chamber of Commerce, and Sheffield International Venues (SIV).
- The aim of the Move More plan is to provide the overall direction for increasing physical activity in Sheffield and to secure and align stakeholder commitment to that direction.
- Increasing physical activity at a population level requires the input of numerous organisations, sectors and champions, the Move More plan is therefore intended to be inclusive of, and integral to the strategic and implementation plans of these stakeholders.
- The Move More plan is split into distinct sections with the main body of the plan focusing on the Vision and Mission of Move More, the challenge of increasing physical activity at population level and the outcomes that wish to be achieved through the application of this framework. The principles that underpin the framework and the programmes of work that are designed to deliver the outcomes are also outlined.
- For the purposes of brevity, more detailed context, supporting evidence and rationale are provided in the appendices. Key references are provided as footnotes.
- A one page summary is provided in Section iii.
- For clarity – the term 'Physical Activity' as used here refers to all forms of bodily movement which raise heart rate and help to improve mental and physical wellbeing.
- The Move More definition of physical activity therefore includes sport, more structured and organised exercise such as dancing, swimming and active recreation (i.e. attending at gym) as well as everyday activities like housework, gardening or walking/cycling as a mode of transport.

## ii Options for reading the Move More plan

- This is a sizeable document and it is unrealistic to expect all stakeholders to undertake the task of reading the whole plan.
- Therefore, with the intention of making it easier for the reader to find the information most important to them we propose 3 ways of reading the plan:
  1. If you just want the headlines read sections 1.0, 4.0 and 5.0
  2. For brief background on the development of the plan plus the outcomes, principles & key ambitions – read sections 1.0, 3.0, 4.0, and 5.0.
  3. I've got time, show me everything – read all sections in the order they appear plus the appendices.

### iii Move More plan one-page summary

#### Our six outcomes



##### **Empowered Communities**

Engaged and empowered communities who take responsibility and ownership of 'changing the way we do things round here' in terms of physical activity.



##### **Active Environments**

Sheffield is a city designed to make it easier for people to be physically active as they go about their daily lives.



##### **Active People**

Citizens and communities are better informed, more connected, feel a greater sense of self-efficacy and move more as a normal part of daily life.



##### **Activity as Medicine**

Sheffield's healthcare system commissions, values and promotes physical activity as a viable treatment option.



##### **Active Schools and Active pupils**

Sheffield children are provided with a positive experience of physical activity through the physical, social and educational environment of the school.



##### **Active Workplaces and an Active Workforce**

Places that create environments and policies, and provide support, to enable employees (and those seeking work) to move more as part of their working day to improve health and create wealth.

#### Our vision

Create a culture of physical activity.



#### Our mission

Ensure that everyone (individuals, families and communities) living in Sheffield has the opportunity, environment and human capital to be sufficiently physically active as part of their everyday life, to benefit their health and wealth.

"Changing the way we do things round here"

#### 12 Principles of the Move More Plan

**Build from the bottom up** – Adopt an asset based community development approach.

**Reduce inequality in participation** – In planning and prioritising of interventions, recognise that the largest health gain occurs for the first 15–29 minutes per day of activity by the least active.

**Equal and inclusive approach** – Everyone should have accessible, safe, convenient and affordable choices for physical activity.

**Connect people with physical activity** – Ensure physical activity opportunities are available and promoted across the life-course.

**Whole system approach** – Address the environmental, social and individual factors and determinants of physical activity.

**Make physical activity the easy choice** – Design Sheffield's spaces to promote opportunities for physical activity and reduce sedentary behaviour.

**Create a physical activity habit** – Recognise the importance of habit formation and the contextual nature of physical activity behaviour in the design of interventions.

**Make it fun** – Encourage providers of physical activity to promote fun, enjoyment and autonomy, helping people to build it into their daily lives.

**Consistent communications** – About the benefits, opportunities and support available for physical activity choices in Sheffield.

**Make it visible** – Portray physical activity as a normal part of life, across the lifespan.

**Work together** – Recognise that no single organisation can effectively change the physical activity behaviour of the population alone.

**Evidence and Evaluation** – Ensure interventions are underpinned by best practice and the impact of service delivery is robustly evaluated using process, output and outcome frameworks.



twitter: @movemoresheff  
facebook: movemoresheffield

movemoresheffield.com



#### iv Move More pseudo-manifesto

**Move More.** Connect people who Move More. **Change the environment** to promote moving. **Reward effort. Have Fun.** Monitor and feedback progress. Ask others how they Move. Encourage others to copy them. Find something people enjoy. **Focus on the times people do Move**, not the times they don't. Point out to people they can move more and read, listen to music, talk, **enjoy** solitude or social interaction. Make it easy to play Sport, walk to work, walk in work, walk home. **Look better, Feel better - that's the message.** Teach new skills. Re-visit old ones. **Come Meet people like you.** Meet people unlike you. Improve Health. Increase wealth. Create new activities - people might like it, they might not but at least we'll know. **Make moving more easy.** No time, encourage people to turn off the TV. **10-minutes more. Sit less** - 10 minutes less. **Stand up - enjoy the view.** Keep it simple. Teach people how to **Make a plan A and a plan B.** Explain that setbacks are normal, people are human. Let's start now not Monday. **Focus on what people value.** Family. Friends. Value and support role models - lots of them not just famous ones - **local ones are great too.** Help others. Seek help. **Save money.** Be kind to the Environment. Save the whales - what? **Ride Bikes.** Walk. Run. Dance. Grow something, reap something. **Do something - Move More.**

## 1.0 A challenge to Move More

- There is compelling and indisputable evidence that physical activity performed on a regular basis, is good for you, for us as a society, for our environment and our economy.
- It is well documented that physical activity can enhance and sustain our health, helping to prevent chronic diseases, such as cardiovascular disease, obesity and diabetes as well as enabling us to recover quicker if we do become ill.

*There is strong evidence that creating a culture of physical activity in Sheffield could lead to over 600 premature deaths being prevented each year<sup>1</sup>. That's friends, relatives, colleagues, neighbours and members of our communities in Sheffield sharing life together longer.*

- It is perhaps less well publicised that physical activity can also improve the educational attainment of our children, help to reduce anti-social behaviour, build self-esteem across the life-span, contribute to urban regeneration and help increase work productivity, quality of life and employment<sup>2</sup>
- A physically active society will also result in a major decline in loneliness and social isolation, along with a reduction in depression and poor psychological health.
- There will be significant per capita reductions in CO2 emissions, reduced congestion and a lower number of working age people on out of work benefits.
- Sounds great doesn't it!?
- There is of course a problem. The world we all live in doesn't make being physically active very easy; in fact, it's easier to move less than it is to move more.
- For example over the last 3 decades we (as a society) have become increasingly reliant on technology for tasks of daily living and our work and leisure environments and opportunities predominantly promote sitting down.
- Sedentary forms of transport are a perceived necessity to enable us to lead our 'busy' and 'time restricted' lives and as a result the social and physical design of our schools, workplaces and communities has changed to accommodate these preferences.
- In sum, we have pretty much engineered physical activity out of daily life.
- Instead of being part of how we live, we have largely confined physical activity to a recreational past-time chosen by few and in the process created a plethora of actual and/or perceived barriers to participation (e.g. a perceived lack of time, cost, low confidence, limited opportunity and actual or perceived lack of safety).
- Consequently, opportunities to engage in physical activity across the lifespan are plagued with inequality and too often defined by socioeconomic position with the least active commonly the least well off.

---

<sup>1</sup> Whitfield, Gillett, Holmes, & Ogden, (2006). Predicting the impact of population level risk reduction in cardiovascular disease and stroke on acute hospital admission rates over a 5 year period—a pilot study. *Public Health*, **120** (12), 1140-1148

<sup>2</sup> See Bailey, Hillman, Arent, & Petitpas. (2013). Physical activity: an underestimated investment in human capital? *Journal of Physical Activity & Health*.

- The dominant position that physical inactivity currently assumes within our city means that the majority of society and particularly the least affluent are experiencing negative physical and emotional health with huge medical, psycho-social and economic consequences<sup>3</sup>.
- The physical activity of the new and emerging generations is particularly low resulting in disorders, once the reserve of adulthood, now common amongst our children and young people (i.e. type II diabetes).
- Inactive children become inactive adults perpetuating the cycle.
- This is unacceptable. A change in culture is required.
- In Sheffield we (city-stakeholders<sup>4</sup> under the banner of Move More) are committed to achieving this culture change and challenging the sedentary way of life.
- We want to help create a culture of physical activity which sees Sheffield become the most active city in the UK by 2020.
- We also want to, as one colleague put it, "change the way we do things around here" to reduce the inequality that exists in the city in terms of physical activity (largely defined by socioeconomic position).
- This is so everyone (individuals, families and communities) living in Sheffield irrespective of age, gender, ethnicity, geography or social gradient has the opportunity, the environment and the human capital to be sufficiently physically active as part of everyday life to be of benefit to their health and wealth.
- In the following pages we set-out what we believe is an appropriate framework for the start of this culture change programme.

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<sup>3</sup> see Lee, Shiroma, Lobelo, Puska, Blair, Katzmarzyk. (2012). Effect of physical inactivity on major non communicable diseases worldwide: an analysis of burden of disease and life expectancy. Lancet. [http://dx.doi.org/10.1016/S0140-6736\(12\)61031-9](http://dx.doi.org/10.1016/S0140-6736(12)61031-9)

<sup>4</sup> Move More is supported by all the major City partners, including; the Voluntary Sector, the NHS, both Universities, the Local Authority, Sheffield Chamber of Commerce, and Sheffield International Venues (SIV).

## 1.1 Vision

**To create a culture of physical activity  
resulting in Sheffield becoming the most  
active city in the UK by 2020<sup>5</sup>**

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<sup>5</sup> Assessed using routinely collected data (i.e. Public Health Outcome Framework data, Active Peoples Survey; Health Survey for England) but also via a Sheffield specific database, including objectively assessed physical activity, across the lifespan.

## 1.2 Mission

**To change the way we do things around here so that that everyone living in Sheffield has the opportunity, environment and human capital to be sufficiently physically active to benefit their health and wealth.**

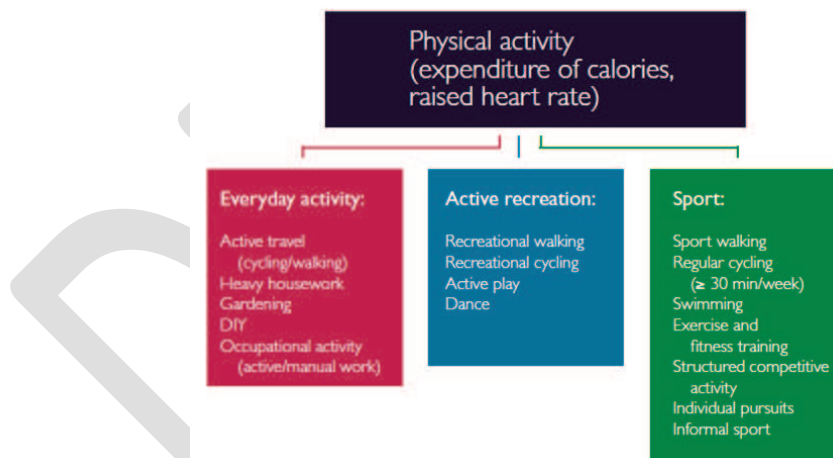
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## 2.0 Physical activity

### 2.1 A quick definition of physical activity

- Physical activity includes any form of movement which raises heart rate and so helps to improve mental and physical wellbeing (see figure 1.0).
- It includes everyday activities like housework, gardening, walking or cycling as a mode of transport, being active at work as well as families playing together.
- Physical activity also includes more structured and organised activities (often termed exercise) such as dancing, swimming and active recreation (i.e. attending at gym). It also includes individual and team sports whether competitive or not.
- Moderate physical activity is that which causes an individual to feel slightly warm, breathe slightly heavier and increases the heart rate. Typically people are still able to have a conversation whilst engaging in moderate intensity physical activity.
- Vigorous physical activity is that which requires us to breathe very hard, have a rapid heartbeat and often be short of breath. People cannot carry on a conversation whilst doing vigorous intensity physical activity.

Figure 1.0 What counts as physical activity?



### 2.2 Benefits of regular physical activity

- Physical activity, performed on a regular basis, is associated with significant positive physical and mental health benefits across the lifespan<sup>6</sup>.
- Physical activity plays an important role in the prevention of various chronic diseases, such as cardiovascular disease, ischemic stroke, hypertension, obesity, diabetes mellitus, osteoporosis, colon cancers and fall-related injuries.
- Physically active men and women of all ages, socioeconomic groups, and ethnicities are happier, healthier and more productive compared to sedentary peers.

<sup>6</sup> See O'Donovan et al., 2010

- There are also numerous protective and beneficial effects of an active lifestyle for older and younger people respectively as well as wider benefits to society (see Table 1.0 appendix 1.0).
- Physical activity can also help to save money, improve the physical (reduced congestion and pollution via active travel) and social (reduced anti-social and criminal behaviour) environment we live in and help to ease the burden of chronic disease on the health and social care services.
- Reducing the burden of physical inactivity is critical given that it costs the NHS £1.1billion with the wider costs to society and the economy approximately £8.2billion per year<sup>7</sup>.

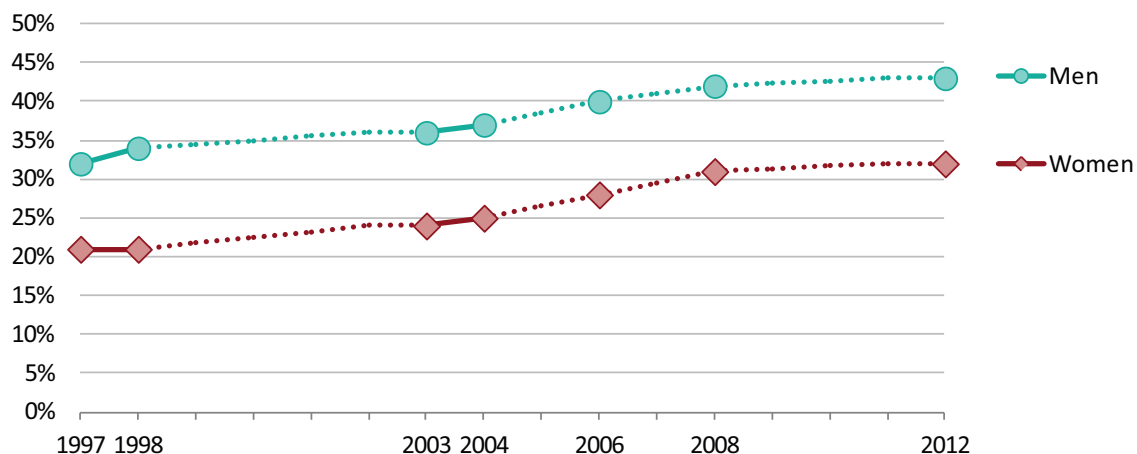
### 2.3 How active are we currently?

- Appendix 2.0 provides a fuller consideration of the current physical activity behaviour of the UK, with a look at Sheffield presented in appendix 3.0.
- The following section presents the headlines from this review.

#### 2.3.1 Adults

- Over the past two decades the prevalence of physical activity in England at recommended levels<sup>8</sup> has been low, albeit steadily increasing. This is shown in Figure 2.0.

**Figure 2.0 Trend in the proportion meeting previous physical activity recommendations (at least moderate intensity activity) by age and sex.** Source: Health Survey for England 2012<sup>9</sup>



- In 2009, a cohort study using objective measures of physical activity suggested that only 6% of men and 4% of women were sufficiently active to be of benefit to their health (NHS Information Centre for Health and Social Care, 2009) raising significant concern about a) the true picture of physical activity behaviour in the UK and b) the reliability of the available self-report data.

<sup>7</sup> See Allender et al., 2007 and Department of Culture, Media and Sports, 2002.

<sup>8</sup> Achieving at least 30 minutes per day of moderate intensity physical activity at least 5 times per week.

<sup>9</sup> Thanks to Cavill associates for the use of the Figures 2.0 & 3.0.

- The same trend has been observed in Sheffield with equally low participation.
- In 2011, the physical activity guidelines were updated.
- Adults (19-64 years) and older adults (65+) are now recommended to be active daily and to try and accrue at least 150 minutes of moderate intensity activity per week - in bouts of 10 minutes or more<sup>10</sup>.
- Using a different measure of physical activity that reflects the change in policy (such that comparisons should not be made with the previous data presented in Figure 2.0) the Health Survey for England (HSE, 2012) reported 67% of men and 55% of women met the current guidelines (150 minutes per week).
- In 2013, the Active Peoples Survey 7 (predominantly a measure of sport participation), found similar levels of participation with 56% of adults meeting the new guidelines.
- Sheffield reported 54.6% of adults meeting the 150minutes per week target.
- What is clear is that changing the threshold for physical activity has certainly increased the self-reported prevalence, perhaps making it easier for people to achieve the guidelines, but this change in measurement appears to be having little impact on the burden of chronic disease. Moreover, this data is still based on self-report and it is widely accepted that objectively assessed physical activity is likely to present a much lower prevalence.
- Equally, over 30% the population in Sheffield are not achieving even 30 minutes of physical activity per week with clear inequalities remaining in terms of participation with the least active also the least affluent.

### 2.3.2 Children and Young people

- All children and young people should engage in moderate to vigorous intensity physical activity for at least 60 minutes and preferably up to several hours every day.
- The stark reality is that in 2012 only 21% boys and 16% girls aged 5-15 were classified as meeting current guidelines.
- Worryingly, this represents a marked decrease compared to 2008 data which reported 28% of boys and 19% of girls meeting the target.
- The proportion of children (boys and girls) meeting guidelines also reduces with age.
- That said, at least 90% of children were reported to have taken part in some physical activity in the last week, with 50% physically active for at least seven hours in the last week.
- Active travel to/from school, time being active during breaks at school, and formal PE lessons at school have remained relatively stable but low and so efforts must be made to change the physical activity habits of children within and outside the school environment.

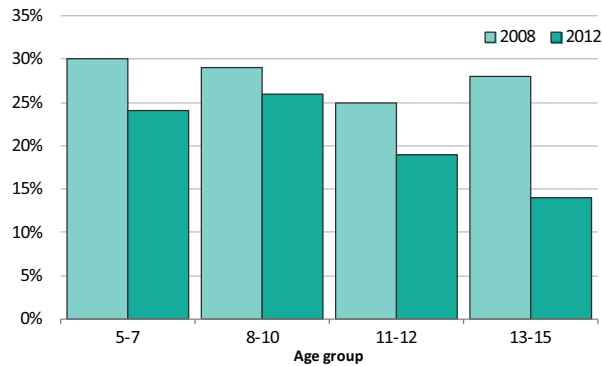
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<sup>10</sup> See Start Active, Stay Active - Department of Health, 2011

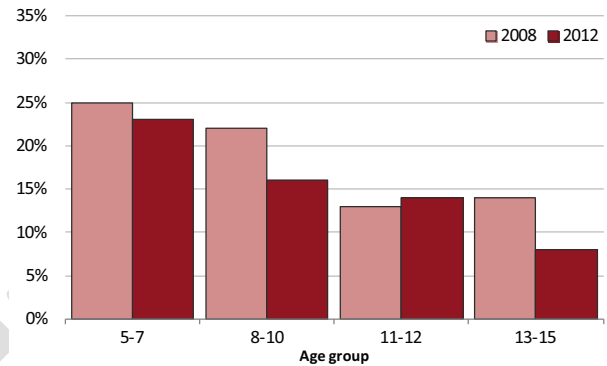


**Figure 3.0 Proportion of children aged 5-15 meeting physical activity recommendations 2008 and 2012 by age and sex.** Source: Health Survey for England

### BOYS



### GIRLS



## 2.4 Sedentary behaviour across the lifespan

- Current UK guidelines recommend that individuals across the lifespan should minimise the amount of time spent being sedentary for extended periods.
- According to HSE 2012 data, 31% men and 29% women spend an average of six or more hours of total sedentary time on weekdays with that figure increasing at weekends (40% and 35% respectively).
- In children, the average total sedentary time (excluding time at school) during weekdays was 3.3 hours per day for boys and 3.2 hours for girls. On weekend days this increased to 4.2 hours and 4.0 hours respectively.
- Perhaps most worryingly, the proportion of children who spend six or more hours being sedentary increases steadily with age as does the average time per day spent watching TV.
- The reduction of sedentary behaviour is equally a priority across the lifespan.

## 2.5 What works to promote physical activity?

- The key messages pertaining to 'what works' for promoting physical activity are presented here. The reader is directed to appendix 4.0 for a more comprehensive summary of the evidence base.
- Over the past decade the literature evidencing the promotion of physical activity, particularly in adults, has grown exponentially.
- Whilst interventions vary in terms of quality and design, with a fairly limited picture in terms of 'what works' at a population level<sup>11</sup>, there are some common approaches emerging. These include:
  - Social marketing through local mass media (television (TV), radio, newspaper).

<sup>11</sup> See Baker et al., 2011

- Other communication strategies (posters, flyers, information booklets, web sites, maps) to raise awareness and provide specific information to individuals in the community.
- Individual counselling by health professionals (both publicly and privately funded), such as the use of physical activity prescriptions.
- Working with voluntary, government, and non-government organisations, including sporting clubs, to encourage participation in walking, cycling, other sporting activities, and events.
- Working within specific settings such as schools, workplaces, aged care centres, community centres, homeless shelters, and shopping centres. This might include settings that provide an opportunity to reach disadvantaged groups.
- Environmental change strategies such as creation of walking trails and infrastructure with legislative, fiscal, policy requirements and planning (having ecological validity) for the broader population.
- What is also known via previous NICE evidence reviews<sup>12</sup> is that whilst short term changes in physical activity might be achievable, long term change (represented by maintained physical activity participation) and at a population level is much more difficult to achieve, particularly in those considered least active.
- A recent publication from the WHO (2011) outlines what it calls 'the best investments for physical activity'. The full report can be accessed here: <http://www.globalpa.org.uk/pdf/investments-work.pdf>
- WHO suggests the following 7 programmes should be considered to increase physical activity on a population level:
  1. Whole of school programmes
  2. Transport policies and systems that promote walking, cycling and public transport
  3. Urban design regulations and infrastructure that provide for equitable and safe access for recreational physical activity, and recreational and transport related walking and cycling across the life course
  4. Public education, including mass media to raise awareness and change social norms on physical activity
  5. Physical activity and NCD programmes integrated into primary health care systems
  6. Community-wide programmes involving multiple settings and sectors and that mobilise and integrate community engagement and resources
  7. Sports systems and programmes that promote 'sport-for-all' and encourage participation across the lifespan.
- Many of these multi-component approaches are also championed in a recent publication from the American College of Sports Medicine, the International Council for Sport Science and Physical Education and Nike, Inc. (see [www.designedtomove.org](http://www.designedtomove.org)).

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<sup>12</sup> See Hillsdon et al., 2005; Foster & Cavill. 2009

- Although many of the interventions outlined above have been tested in isolation, few population-based programmes have considered/delivered them concurrently (Kahn et al., 2002).
- In light of the Advocacy Council of the International Society for Physical Activity and Health (2011), confirming that no single solution to increasing physical activity exists multi-component and concurrent interventions are therefore required.
- Indeed, a further WHO publication on 'what works' for physical activity (2009) suggested that multi-component interventions that are adapted to the local context, that use the existing social structures of a community and involve participants in the planning and implementation stages of the intervention represent the most effective option.
- Therefore, using whole systems approaches (an approach that considers all age groups and socio-demographics within the City) that combine multilayer interventions concurrently and importantly consider an individual's values as well as their apparent need for physical activity should be the focus for any attempt to elicit a significant shift in participation.
- This is the evidence base upon which the Move More plan has been developed.

### 3.0 Move More: a plan for changing culture

- The Move More plan is the framework upon which a culture of physical activity can be created within the communities, schools, workplaces and residents of Sheffield.
- The ultimate aim of the Move More plan is for Sheffield to become the most active City<sup>13</sup> in the UK by 2020 and as a result see meaningful improvement in the health, wellbeing and quality of life of individuals, families and communities living in Sheffield.
- Taking into account current and emerging trends in physical activity behaviour, the Move More plan provides a 5 year overall direction and a rationale for investment in increasing opportunities and stimulating a demand to be physical activity from a number of sectors (e.g. planning, transport, health, sport and education) and in a number of contexts (e.g. schools, workplaces, active travel, recreation).
- Recognising that no single organisation can effectively change the physical activity behaviour of the population alone, the Move More plan is intended to be inclusive and integral to the plans of others that influence the physical activity of the population of Sheffield.
- The Move More plan also plan reflects the aims and ambitions of a range of national and regional plans and strategies.
- Whilst the Move More plan identifies key themes of work, which in some instances present options for service delivery, outlining operational plans for the delivery of these services is beyond the scope of this plan. As such, there is little mention of delivery costs, operational management processes and likely investment.
- Instead, it is assumed that these more detailed discussions will take place upon acceptance and sign-off of the principles and overall direction outlined herein.

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<sup>13</sup> Assessed using routinely collected data (i.e. Public Health Outcome Framework data, Active Peoples Survey; Health Survey for England) but also via a Sheffield specific database, including objectively assessed physical activity, across the lifespan.

- Moreover, one of the underpinning principles of the Move More plan is to build physical activity in communities from the bottom up and so a flexible approach is required to the design and delivery of services.

### 3.1 How has the plan been developed?

- The Move More plan has been co-produced through consultation with over 300 individuals representing over 100 different organisations in Sheffield.
- The most significant consultation took place on 6th November 2013 where people across Sheffield were invited to contribute to the development of the plan at an event at the City Hall.
- Comprising over 60 organisations, a total of 132 individuals attended the event during which they asset mapped physical activity, shared ambitions and action planned about how to challenge the inactivity culture prevalent within our society.
- The ideas generated from that event were then reviewed using simple content analysis and key themes identified.
- In addition, a pre-event questionnaire was designed and circulated across city-networks with open access to gain further insight and to help shape the Move More plan.
- In the writing of the plan, this stakeholder consultation has been combined with extensive review of the latest evidence emerging from the research community as well as considering previous and current physical activity strategies available locally, nationally and internationally.
- The result is a framework that is grounded in the views, experience and commitment of physical activity champions across the City as well as what works from evidence regionally, nationally and internationally.
- That said, whilst we are confident that our stakeholders have a good understanding of the needs of the communities that they represent, there has been little direct engagement with the people of Sheffield themselves in the development of this document. This is something that we will seek to redress over the lifetime of the Move More plan.

### 3.2 Our approach to moving more

- The Move More plan will take a bottom-up, value-based, whole systems approach (an approach that considers all age groups and socio-demographics within the City) to creating a culture of physical activity within Sheffield.
- In accordance with best practice and research evidence (i.e. NICE guidance on physical activity PH8, PH13, PH17, PH25, PH41, PH44, PH47 and PH49; WHO 2011 - Investments that work for physical activity) our approach is underpinned by a socio-ecological model<sup>14</sup> for physical activity promotion.
- This model suggests a need to consider the broad range of variables known to influence physical activity concurrently (i.e. intrapersonal, cultural, organisational, physical environmental, and policy).
- The plan also recognises that a large proportion of the population in Sheffield currently participates in less than 30 minutes of physical activity per week against a target of 150minutes and that the greatest health gain can be accrued by activating the least active.

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<sup>14</sup> See Sallis et al., 2006.

- Moreover, inequalities exist in terms of physical activity participation between the least and the most affluent areas of the city which need re-dressing.
- With this in mind it is a specific intention of the Move More plan to ensure that everyone, regardless of age, gender, language, ethnicity, economic status or ability, should have accessible, safe, convenient and affordable choices for physical activity.
- Therefore any intervention programmes must be designed to be accessible for all.
- Achieving a change in culture will also require courageous and committed leadership, a resourced and co-ordinated approach from partners and the communication of consistent messages about physical activity but ultimately, the success of this plan will depend on whether or not the people and communities of Sheffield are up for it. This is why we are placing a large emphasis on asset based community development in our approach.
- We believe that releasing the resources within people, networks, associations and supporting services and institutions of Sheffield will be enough to ensure that Sheffield 'moves more' than any other city by 2020.

#### 4.0 What are our priorities for action?

- The Move More plan identifies 6 priority areas for action (our outcomes) which aim to re-engineer physical activity back into daily life with a specific focus on four key contexts; schools, communities, workplaces and healthcare.
- These outcomes are supported by 12 guiding principles (our enablers) that come together as a framework to provide direction and influence investment in physical activity promotion across Sheffield.
- Whilst specific ambitions to change culture (i.e. proposed programmes of work) are outlined herein, it is essential that physical activity in communities is built from the bottom up and so a flexible approach is required to the design and delivery of services.

##### 4.1 Our six outcomes

- As city-stakeholders we have identified 6 key outcomes that represent what we want to achieve through the Move More plan. These aims are aligned with the Health and Wellbeing Board in terms of improving population health. They are:

##### Outcome 1: Empowered Communities

Engaged and empowered communities who take responsibility and ownership of 'changing the way we do things round here' in terms of physical activity

##### Outcome 2: Active Environments

Sheffield is a city designed to make it easier for people to be physically active as they go about their daily lives.

##### Outcome 3: Active People & Families

Citizens and communities are better informed, more connected, feel a greater sense of self-efficacy and move more as a normal part of daily life.

#### Outcome 4: Physical activity as Medicine

Sheffield's healthcare system commissions, values and promotes physical activity as a viable treatment option.

#### Outcome 5: Active Schools and Active pupils

Sheffield children are provided with a positive experience of physical activity through the physical, social and educational environment of the school.

#### Outcome 6: Active Workplaces and an Active Workforce

Places that create environments and policies, and provide support, to enable employees (and those seeking work) to move more as part of their working day to improve health and create wealth.

- These outcomes will be assessed using routinely collected data (i.e. Public Health Outcome Framework data, Active Peoples Survey; Health Survey for England) but also via a Sheffield specific database, including objectively assessed physical activity, across the lifespan.

#### 4.2 12 Principles of the Move More plan

- Through our stakeholder consultation and desk-top research that have informed the writing of this plan, 12 guiding principles have been developed that will be used by the Move More board to shape and test investment for physical activity over the next 5 years.
- It is envisaged that these principles will also be used by partners across the city in the consideration of any plans to provide services or design spaces that have an influence on the physical activity of the population and or specific groups within the population.
- The 12 principles are as follows:
  1. **Build from the bottom up** - adopt asset based community development values and processes in the promotion of physical activity.
  2. **Reduce inequality in participation** - In planning and prioritising of interventions, recognise that the largest health gain occurs for the first 15–29 min per day of activity by the least active<sup>15</sup>.
  3. **Develop an equal & inclusive approach** - This means that everyone, regardless of age, gender, language, ethnicity, economic status or ability, should have accessible, safe, convenient and affordable choices for physical activity.
  4. **Connect people with physical activity** – Ensure physical activity opportunities are available and promoted across the life-course by addressing the needs of and promoting activity for children, families, adults and older adults in specific contexts (e.g. workplaces, schools, communities, parks and green spaces).

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<sup>15</sup> See Woodcock, Franco, Orsini, & Roberts, (2011). Non-vigorous physical activity and all-cause mortality: systematic review and meta-analysis of cohort studies. *International Journal of Epidemiology* 40: 121–38.

5. **Whole-system approach** - Address the environmental, social and individual correlates (factors associated with physical activity) and determinants (those with a causal relationship) of physical activity concurrently in interventions.
6. **Make physical activity the easy choice** - Design and orientate Sheffield's spaces to promote opportunities for physical activity and to reduce sedentary behaviour thereby making the physically active choice the easy choice.
7. **Create a physical activity habit** - Recognise the importance of the habit formation process and the contextual nature of physical activity behaviour in the design of interventions (i.e. it is often assumed that people make rational lifestyle decisions whereas, in reality, many such decisions are actually irrational, using unreasoned shortcuts or habits instead of logic<sup>16</sup>).
8. **Make it fun** - Providers of physical activity should seek to promote fun, enjoyment, mastery and autonomy and help people to build physical activity into their daily lives.
9. **Consistent communication** - Communicate consistent messages about the benefits, opportunities and support available for physical activity in Sheffield using Move More as the wrap around brand.
10. **Make it visible** - The participation in physical activity (in different contexts) of people from across the lifespan should be promoted widely and often so that physical activity is seen as a normal part of life.
11. **Work together** - No single organisation can effectively change the physical activity behaviour of the population alone and therefore working in partnership with numerous organisations across a broad range of sectors is essential.
12. **Evidence and Evaluation** - Ensure interventions are underpinned by best practice and the impact of service delivery is robustly evaluated using process, output and outcome frameworks.

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<sup>16</sup> See Matheson et al.,2013

## 5.0 How will we achieve the outcomes?

- The following section provides headline information on our ambitions (i.e. proposed programmes of work) to deliver a culture change in physical activity.
- Extended rationale will be provided in the delivery plans for each outcome which are to be co-produced over the next few months.
- Importantly, the delivery plans will also identify outcome measures and a clear process, output and outcome framework for evaluation.
- Needless to say, all our ambitions are underpinned by our 12 Move More principles as well as best practice and evidence locally, nationally and internationally.
- Our ambitions will require input from and connection with multiple stakeholders from many sectors including; health, urban planners, local government, the transport sector, environmental protection agencies, sporting organisations and clubs, criminal justice organisations, community organisations and special interest groups.

### 5.1 Empowered Communities

Aim: Engaged and empowered communities who take responsibility and ownership of 'changing the way we do things round here' in terms of physical activity.

Objectives:

1. To identify and connect physical activity champions working and living in Sheffield to create a community of Move More ambassadors.
2. To up-skill Move More ambassadors in asset based community development approaches.
3. To support, value and recognise the contribution of the Move More ambassadors to the culture change programme.
4. Facilitate the co-production of physical activity intervention in communities through the Move More ambassadors.

#### Ambition 1: Create a Move More network

- The first stage of creating empowered communities is to connect the people who are already on message and/or already support people into physical activity in daily life.
- For the purposes of this plan, we are calling this group of people 'Move More ambassadors' and the proposal is to connect them digitally (via the Move More on-line hub – see Outcome 3) and via face-to-face events to establish a 'Move More network' across Sheffield.
- Once established, the Move More network will provide real opportunity to:
  - a) Listen to the needs of the population that we are trying to reach,
  - b) Enhance and refine current physical activity delivery to meet these needs,
  - c) Identify road blocks and potential pinch points in terms of physical activity provision and behaviour,
  - d) Find the bright spots of activity in terms of what people are doing that is working,
  - e) Define and refine the help and support people need, and importantly find ways to provide it through the network,



- f) Communicate the aims, benefits and programmes of Move More across the city.
- The Move More network will also provide a facility for stakeholders across the city to input into the evidence and knowledge-based design of initiatives within this and future Move More plans as well as enabling them to continue to share knowledge and consider any appropriate service redesign.
  - This will also ensure equal contribution in co-designing the Move More Plan.
  - Whilst we are aiming for a city-wide approach with the Move More plan, we also recognise that environmental and individual behaviour change will be harder amongst certain groups and in specific places (e.g. the least active).
  - It is envisaged that the Move More network will provide intelligence to help us direct resources in an equitable manner, and target extra effort to those with greater need.

#### Ambition 2: Asset based community development training programme

- Fundamental to our approach to moving more is to build physical activity promotion from the bottom-up. This will mean embedding the principles of asset based community development within the strategic and delivery fabric of the city.
- With this in mind a key Ambition will be to train Move More ambassadors in the asset based community development approach and in doing so embed key skills at pace and scale into the design and delivery of physical activity interventions within Sheffield communities.

#### Ambition 3: Support community-based innovation events

- The co-production of community owned physical activity intervention will require some facilitation and support. The Move More plan will identify resource (i.e. people and places) to support this co-production through a series of community based innovation events.
- Each of these events will have a specific contextual, geographical or socio-demographic theme and will be owned and driven by Move More ambassadors.

## 5.2 Active Environments

Aim: Sheffield becomes a place designed to make it easier for people to move more. This will mean designing a built and natural environment that provides varied and easily accessible opportunities for physical activity and promotes habitual movement through the daily living of residents.

Objectives:

1. Ensure that transport systems within the city support active travel by providing safe, well sign-posted and affordable routes to workplaces, schools and community facilities and services.
2. Ensure parks and public open spaces are safe, accessible, multi-functional and part of an active travel/transportation network that connects key destinations (e.g. schools, workplaces, community facilities).
3. Design and re-orientate buildings so that they promote opportunities for active living and at the same time reduce sedentary behaviour (e.g. enhancing signage to the stairs and improving the quality of stair-well environments).

#### Ambition 1: Establish an innovation academy to implement best practice

- Explore the potential of establishing an 'Innovation Academy' (a multi-agency working group) to connect key stakeholders across the city that influence policy and delivery decisions affecting physical activity in the built and natural environment in Sheffield.
- It is proposed that the Innovation Academy would be responsible for:
  - a) Facilitating the implementation of NICE guidance on promoting physical activity in the environment (PH8) across city stakeholders.
  - b) Facilitating the implementation of best practice in other contexts such as schools and the workplaces (see outcomes 5 and 6) in terms of active travel.
  - c) Developing a programme of work to review and replace cues from the physical and social environment that re-enforce the message that physical activity is not important. For example; cycle paths that are not connected, not sufficiently wide or give way to motorists unnecessarily OR streets that are littered with 'no ball game' signs or city centres designed around car access rather than active travel access (i.e. lots of car parks and no safe cycle storage or changing facilities).
  - d) Explore the viability of developing a physical activity rating for city spaces based on accessibility, safety, quality of services.
- Either as part of or separate to the Innovation Academy the feasibility of a city-wide policy officer (part-time and embedded within one of the Move More stakeholder organisations) is to be considered who would have the role of implementing global models of best practice (Finland, Netherlands and Western Australia) and influencing policies across organisations and sectors that promote physical activity in the built and natural environment for older adults, adults, people with disabilities, children and young people.

#### Ambition 2: Pilot playing out programmes

- Pilot a 'playing-out' programme using Move More ambassadors (see Outcome 1) across Sheffield (see [www.playingout.net](http://www.playingout.net)).

#### Ambition 3: Improving community safety

- To scope out a programme of work to improve community safety.
- This should build on current work within Sheffield that focuses on improving the actual and perceived safety around areas of physical activity opportunity within communities (i.e. green spaces, streets etc).
- This would include a focus on City hot-spots, schools and community streets using 'community audit' work to inform our approach.
- The philosophy of this programme is built on the idea of 're-claiming the streets and green spaces for physical activity and play'.

#### Ambition 4: Routes to activity

- As part of an environmental approach to increasing physical activity the 'cycle-ability' and 'walk-ability' of Sheffield will be improved via a programme of investment under the banner 'Routes to Activity'.

- This programme, which would be in partnership with the LSTF and SCC town planning and active travel officers – would see a focused investment in routes to schools, routes to leisure and routes to the City that promote physical activity through active travel.
- As well as capital investment in improving the quality of cycle lanes, footpaths and active travel hubs (places that provide changing and storage facilities), this programme would also focus on providing a supportive social environment for active travel including bike hire, bike servicing, rider confidence and skills training, route mapping apps and mass participation events such as Sky ride.
- Importantly here, these ‘Routes to Activity’ would be promoted through the physical activity online hub, social marketing campaigns (barriers to activity) and programmes of tailored support in our key contexts of communities, schools, workplaces and healthcare.

### 5.3 Active People & Families

Aim: Physical activity is a normal part of daily life for people living in Sheffield whether that’s through shopping, the commute, active recreation, playing sport or tasks of daily living.

- To be successful in our aim for Sheffield to be the most activity city in the UK by 2020 we need to create a population who seek out opportunities to be active as part of their daily lives.
- This will mean changing attitudes, enhancing knowledge and skills, building confidence, reducing barriers and providing support.
- It will also mean signposting, supporting and connecting people with opportunities to be active within the city - of which there are many (evidenced through the asset mapping undertaken at the Move More consultation event).

Objectives:

1. Connect people with physical activity opportunities across the lifespan
2. Have a positive impact on the least active across the lifespan in Sheffield
3. Market clear, consistent, simple and value-based messages for physical activity
4. Connect with key strategy and delivery groups who are tasked with implementing change in specific communities across the life-course in Sheffield (e.g. aging better, within reach, Sheffield Mind).

#### Ambition 1: Create a city-wide brand and associated standards of use for physical activity promotion

- The key principle underpinning this ambition is to establish a single identity within Sheffield for physical activity that can be adopted, explored and used by all stakeholders (providers and commissioners) so that consistent and co-ordinated messages reach the population of Sheffield regarding physical activity.
- Furthermore, one brand will help connect large scale events and link together the Move More network. This will in turn create a sense of a growing social norm around physical activity in the city.
- To facilitate this we will utilise the brand of Move More and develop a set of standards/expectations of association with the brand (which will be kept simple as we want wide uptake)

that will bring kudos to delivery partners and a connectedness across stakeholders in terms of co-ordinated physical activity promotion.

- To achieve this a Move More marketing & public relations team will be formed, that makes best use of technology and channels of communication to:
  - Help grow, connect and manage the Move More network
  - Create consistent, clear and simple messages about physical activity that are value based
  - Promote all activity in the city that supports the Vision of Move More
  - Maximise exposure of the Move More brand.

#### Ambition 2: Create a high quality digital hub for physical activity signposting and promotion

- The development of an on-line hub to promote and signpost physical activity is a key ambition of the Move More plan.
- Providing high quality and immediate access to written information, videos, testimonies and case studies as well as online training programmes, challenges and signposting to physical activity opportunities within the city is much needed.
- The Move More hub would also help facilitate people making plans to be active, help relapse prevention through evidence based strategies and provide access to contact with professional support within the city via the potential for self-referral to city-wide schemes.
- The hub would also link to existing high quality websites across Sheffield as well as national and international websites demonstrating examples of good practice.
- The on-line hub will also be central to supporting the Move More network and will therefore have ongoing management resource requirements.

#### Ambition 3: Create an on-line physical activity finder

- As part of the Move More digital hub an 'activity finder' will be created that signposts individuals and communities to all physical activity opportunities available in the city.
- It will be essential that that this activity finder links to existing information databases (e.g. Get Hooked on Life, Sheffielder, Activity Sheffield, SIV, Ask Sid, Help yourself, Sheffield Information Service) to ensure good coverage and efficiency in updates.

#### Ambition 4: Develop 'free for all' Move More marketing and advertising resources

- It is essential to make it easy for stakeholders and partners to adopt the Move More brand as part of their own marketing and advertising activities.
- For this to happen there needs to be some clear benefits for users and stakeholders.
- With this in mind, part of the physical activity hub will include a suite of marketing and promotion resources for Move More ambassadors and stakeholders to use within their own physical activity delivery, marketing and advertising.
- It will be important that these resources are high quality, simple to use and provide low cost print options with subtle Move More branding, allowing space for the provider to take centre stage.
- It will also be critical that we generate a sense amongst stakeholders, partners and the general public that the Move More branding signifies programmes that are high quality and high impact.

- That is not to say that we will 'police' delivery agencies as this will lead to exclusion and we want to be inclusive with this message but it will help to create a sense of togetherness and ownership of the physical activity agenda in Sheffield which will be essential in transforming the culture.

#### Ambition 5: Develop a Move More city-wide challenge event

- One of the key challenges in the promotion of physical activity on a population level is engagement and ownership.
- Whilst community focused programmes can have a positive impact on physical activity this impact and engagement is mostly confined to specific a targeted group(s).
- Through Move More we are keen to explore the potential of engaging the whole population in a mass participation event - termed the 'Move More Challenge' - which not only acts as a tool to promote physical activity but can also be used to enhance the baseline picture we currently have about levels of physical activity across the city.
- The Move More challenge will need to be inclusive and ensure that clear exit routes into participation are established and actively promoted.
- The Move More challenge will also present a platform for sponsorship as well as helping to grow the Move More network, raise profile of physical activity in the city and develop future opportunities for inter-city competitions (regional, national or international).

#### Ambition 6: Develop and deliver a Move More social marketing campaign

- The feasibility of a dedicated print, radio and social networking media (facebook & twitter) campaign will be explored to promote physical activity across Sheffield using the Move More brand.
- The messages within this campaign would be co-produced through the Move More network and community innovation events (see outcome 1) and have a positive focus as opposed to messages of activity for ill health avoidance and be value-driven.
- A number of discrete campaigns could run alongside this broader campaign that focus on breaking down the macro, micro and individual level barriers known to limit physical activity participation (see Cavill et al 2004 systematic review of European Physical Activity interventions) which would also be co-produced through the Move More network.
  - a) Macro - challenging perceived convenience of facilities for walking (pavements, trails), accessibility of destinations (shops, parks), and perceptions about traffic and busy roads.
  - b) Micro - community level and targeted approaches.
  - c) Individual - perception of lack of time; perception that one is not "the sporty type" (particularly for women); concerns about personal safety; feeling too tired or preferring to rest and relax in spare time; and self-perceptions (for example, assuming that one is already active enough).
- As part of any social marketing campaign the use of Move More signage promoting Sheffield as 'The City of Physical Activity' at all entry points to the City via rail, road and so on should be explored to enhance the visibility of physical activity in the city.

#### Ambition 7: Free physical activity for all

- It is also proposed that the model of free physical activity provision is explored.
- This notion is based on recent UK evidence from Birmingham and Blackburn that removing the cost barrier to activity can elicit significant cost-savings and more importantly engagement in physical activity, particularly for the traditionally hardest to reach groups.

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## 5.4 Physical activity as Medicine

Aim: Sheffield's healthcare system commissions, values and promotes physical activity as a viable treatment option

Objectives:

1. Physical activity as a treatment is valued and available in Sheffield
2. The benefits of physical activity in the treatment of non-communicable chronic disease are well understood by primary and secondary care clinicians and commissioners of healthcare services
3. Staff delivering physical activity as medicine are highly skilled and appropriately qualified and suitably valued
4. Commissioners embed outcomes related to physical activity in their service specifications
5. Physical activity is a core part of primary and secondary care health screening
6. Specific centres are designed and utilised that co-locate stakeholders to make it easier to deliver and evaluate the impact of physical activity as medicine.
7. Programmes delivering physical activity as medicine teach people the skills to implement physical activity into their daily lives as well as providing effective physical activity prescription.

### Ambition 1: UK leading physical activity referral scheme

- Create a UK leading physical activity referral scheme and seek to embed primary and secondary care referral pathways within the scheme as well as extending it to community referral and self-referral.
- Linked to this provide commissioners with a simple 'how to evaluate' physical activity interventions manual and programme of training.
- Provide clinicians with a protocol for screening physical activity in primary and secondary care.

### Ambition 2: Co-produced programme of training to outline the benefits of physical activity as medicine

- To co-produce and deliver a programme of training centred on physical activity behaviour change counselling and motivational interviewing to existing professionals and volunteers within the City (i.e. community health champions, health trainers, allied health professionals and within primary care).
- This training will focus not only on counselling skills and supporting individuals with physical activity planning but will also include raising awareness of where to signpost people into physical activity within their locality.
- The work with the Health Trainers and Community Health Champions would have a particular focus on creating well-trained community-based individuals who can provide support for people in terms of creating physical activity plans and goals as well as supporting them into physical activity opportunities, building participant self-worth and self-efficacy.
- Current interventions locally whereby Health trainers provide one to one motivational interviewing and goal setting and Community Health Champions provide more informal 'buddying' support, has been successful and work here will build on this knowledge.

### Ambition 3: Centres for physical activity as medicine

- Through the NCSEM Sheffield an innovative Hub and Spoke model will be established within the City to enhance existing physical activity and leisure facilities, create community facilities through which Sport and Exercise Medicine can bring benefit to traditionally hard to reach users and ultimately connect and co-locate patients, researchers, sport and exercise medicine specialists and public health professionals at community level.
- The Hub and Spoke model is likely to be integral to the delivery of some of the services and programmes that are outlined herein (i.e. community based exercise referral programmes, training of health practitioners and community health champions and the provision of physical activity in the community) but moreover, represents an opportunity to support the move of clinical services from secondary care into the community.
- To ensure the sustainability the services and programmes that will be delivered through the Hub and Spoke model will need to be aligned to existing health care provider strategies such as the clinical commissioning groups and acute hospital trusts.
- With this in mind, a large focus of the work here is to provide the evidence to make a convincing case for healthcare leads to recycle any potential savings from our programmes back into well-being activities (see section 5.7.2 - robust data and evaluation).

### Ambition 4: Teach people the skills to implement physical activity into their daily lives

- Support individuals living with the plethora of conditions which can benefit from specific physical activity to regain functional wellbeing and autonomy through the development and application of a self-management programme (building on the current health trainers and health champions programmes, the Expert-Patient Programme and DESMOND) for long term conditions with a focus on mental health and MSK (we will seek to ensure that these LTC's match or compliment NHS commissioning strategies).
- This will be driven by best practice nationally as well as assessing locally developed programmes designed to meet the needs of at risk groups.
- The self-management approach promoted here will have a strong physical activity emphasis and will link and signpost participants to existing physical activity opportunities within the City and their locality, making use of the 'Move More on-line hub' where possible and appropriate.

## 5.5 Active Schools and Active pupils

Aim: Sheffield children are provided with a positive experience of physical activity through the physical, social and educational environment of the school.

- Of all the available data on physical activity participation, trends are most worrying in children and young people.
- Therefore a key target for Move More is to increase the initiation, adoption and maintenance of physical activity behaviour amongst Sheffield's children and young people.

Objectives:

1. Enhance the quality and range of physical activity opportunities for children and young people so that the offer is equal and inclusive across Sheffield.



2. All schools in Sheffield will have a 'whole of school programme' to promote physical activity by 2020.
3. Ensure that the whole of the school community is engaged in the development of physical activity as part of and outside of the curriculum.
4. Ensure the provision of physical activity for all children in Sheffield is high quality, fun, and confidence building.
5. Establish a clear picture of children and young people's physical literacy and participation in physical activity.

#### Ambition 1: Implement whole of school approaches to physical activity

- Develop and implement a 'whole of school' approach to the promotion of physical activity in all schools across Sheffield.
- 'Whole of school' means<sup>17</sup> prioritizing: regular, highly-active, physical education classes; providing suitable physical environments and resources to support structured and unstructured physical activity throughout the day (e.g., play and recreation before, during and after school); supporting walk/cycle-to school programmes and enabling all of these actions through supportive school policy and engaging staff, students, parents and the wider community.
- This programme of work will require input from a broad range of sectors and providers. The Move More network will be utilised to engage with those who can exert influence on the key aspects to the whole of school approach.
- As part of this whole of school approach the feasibility of the following campaigns and interventions should be explored:
  - Reduce the sedentary (sitting) time of children through the introduction of movement breaks (see [www.movementdynamics.com](http://www.movementdynamics.com)).
  - Build physical activity into the environment by re-organising the timetabling of lessons to increase distance walked.
  - Mass participation campaign encouraging walking to school across Sheffield (see [www.beatthestreet.me](http://www.beatthestreet.me)).
  - Extending the Sheffield Cycleboost scheme to children and families to promote cycling to school (see [www.sheffieldcycleboost.org](http://www.sheffieldcycleboost.org)).
- Importantly any campaigns should be evaluated against behaviour and attainment as well as levels of physical activity.

#### Ambition 2: Develop an Innovation Academy to review the current provision of physical activity for children

- A recent publication from the American College of Sports Medicine, the International Council for Sport Science and Physical Education and Nike, Inc. (see [www.designedtomove.org](http://www.designedtomove.org)) outlined 7 core components of programmes that are known to inspire and enable children to participate in physical activity both in and out of school and that contribute to a child's positive development.
- The 7 core principles as outlined in designed to move are:

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<sup>17</sup> As outlined by the WHO (2011) in 'investments that work for physical activity'.

1. **Universal Access:** Programmes that are effective for every child, including those who face the most barriers to participating in physical activity (e.g., girls, children with disabilities, minorities, those from low-income families) are likely to improve both the quality and experience for broader populations.
  2. **Age Appropriate:** Physical activities and tasks that are systematically designed for a child's physical, social and emotional development, as well as his or her physical and emotional safety, are a non-negotiable component of good program design.
  3. **Dosage & Duration:** Maximum benefit for school-aged children and adolescents comes from group-based activity for at least 60 minutes per day that allows for increased mastery and skill level over time. A variety of physical activities, structured play sessions and sports should also be included.
  4. **Fun:** Create early positive experiences that keep kids coming back for more, and let them have a say in what "fun" actually is.
  5. **Incentives & Motivation:** Focus on the "personal best" versus winning or losing. Celebrate attendance, participation, and both individual and group effort and progress.
  6. **Feedback to Kids:** Successful programmes build group and individual goal-setting and feedback loops into programmes to let kids know they're on the right track.
  7. **Teaching, Coaching & Mentorship:** Teachers of physical education, coaches and mentors can make or break the experience for kids. They should be prepared through proper training and included in stakeholder conversations; and their work should be celebrated and honoured.
- With this in mind, the proposal is to audit and review the physical activity provision currently available for children and young people across Sheffield against these 7 core principles.
  - The tone and process for this review is crucial to its success as known from Move More consultation events, there is a significant amount of high quality provision already taking place within Sheffield.
  - Therefore the notion of an Innovation Academy could be applied here made up of providers, commissioners, researchers and school representatives to ensure best practice (What works locally, best research evidence, NICE) for physical activity is delivered across Sheffield.
  - The Innovation academy could also look at the following:
    1. Skills and confidence audit of teachers delivering school PE with follow-up co-produced training programme.
    2. Engagement with the higher education sector to ensure the strategic deployment of student coaches and volunteers in the delivery of programmes for children and young people.
    3. The links between schools (primary and secondary), community sports clubs and NGB's.

### Ambition 3: Implement Junior parkrun in Sheffield

- The parkrun (see [www.parkrun.org.uk](http://www.parkrun.org.uk)) events for adults have had significant success across the UK and particularly in Sheffield. Indeed, Sheffield now has more parkrun events than any other city outside London.
- With this in mind a pilot of Junior parkrun in Sheffield is proposed.

### Ambition 4: Utilise school facilities to enhance places for community-based physical activity

- Safe and accessible places to be physically active are an important part of creating a physical activity culture.
- Move More consultation events have highlighted school-based facilities as a source of untapped community asset and so the proposal is to explore a programme of work to release these assets to enhance the physical activity opportunities in Sheffield.
- Sport England have identified 'Accessing Schools' as a key programme of work and it will be the intention here to partner with Sport England in this programme of work.

### Ambition 5: Develop an robust data driven picture of physical activity in children and young people

- The intelligence locally regarding the participation of children and young people in physical activity is poor.
- Furthermore, whilst data is available at school level on overweight and obesity, very little is known about their physical fitness – a more important measure of long-term health and wellbeing.
- With these points in mind work is proposed to engage with schools, providers and key stakeholders such as sport and exercise scientists to develop a mechanism to consistently and reliably assess young people's physical activity, physical fitness and physical literacy across Sheffield.
- One option for this is to link with the current overweight and obesity screening (NCMP) that occurs at reception and year 6 but a fuller exploration of this is required.
- Importantly, as well as any assessment being reliable and valid it must also be simple to administer and represent a positive experience for our children and young people.
- The availability of reliable and valid data on physical activity, physical fitness and the physical literacy of children and young people in Sheffield will be crucial to the targeting of interventions and the shaping and evaluation of physical activity provision.

## 5.6 Active Workplaces and an Active Workforce

Aim: Sheffield employers create workplace environments and policies, and provide support, to enable employees (and those seeking work) to move more as part of their working day to improve health and create wealth.

- This theme focuses on the role workplaces play in the promotion of healthy living at an individual, group, community and population level in a wide range of settings across the City.
- It is prefaced by the evidence from the British Heart Foundation National Centre for Physical Activity and Health (2010) which states that physically active employees take 27% fewer days'

sick than non-active employees and individual work performance can be improved by between 4% and 15% when people engage in regular physical activity.

- Reducing the loss of revenue from absenteeism and presenteeism (in work but low productivity due to poor health) to workplaces will be a major driving force regarding the success and uptake of initiatives promoted through this theme of work.

Objectives:

1. Demonstrate a return on investment from policies and strategies that promote physical activity in the workplace
2. Use physical activity as a strategy to support people back in to work
3. Reduce sedentary time within the workplace
4. Provide support to individuals within work to increase their physical activity and improve their health and wellbeing by providing evidence-based workplace wellbeing programmes.

**Ambition 1: Create a high quality digital hub for workplace physical activity promotion**

- The development of a workforce specific section within the Move More on-line hub (see outcome 3) to promote workplace physical activity is a core part of the Move More plan.
- Providing high quality and immediate access to written information, videos, testimonies and case studies from the workplace as well as online training programmes, challenges and signposting to physical activity opportunities within the city is much needed.
- The workplace section of the Move More hub will outline the key benefits of investing in workforce health such as robust information on return of investment as well helping to support employees to make plans to be active, help relapse prevention through evidence based strategies and provide access to contact with professional support within the city via the potential for self-referral to city-wide schemes.
- As part of the workforce section of the on-line hub a resources kit will be developed to help workplaces publicise physical activity, implement their own workplace interventions (such as improving stair wells, using positive health messages and images at point of decisions) and link to city-wide initiatives.
- The vision is for this to include printed items such as posters, sign-up sheets and also digital elements. The resource kit will be available as customisable online templates that can be printed locally within the workplace to include specific company programme details, contact people and branding but importantly be connected by the Move More brand.

**Ambition 2: Establish a workforce innovation academy to implement best practice**

- Explore the potential of extending the 'Innovation Academy' idea (a multi-agency working group) to connect key stakeholders across the city that influence policy and delivery decisions affecting physical activity in the workplace.
- It is proposed that the Innovation Academy would be responsible for:
  - a) Facilitating the implementation of NICE guidance on promoting physical activity in the workplace (PH13, PH22) across city stakeholders.
  - b) Developing a programme of work to review and replace cues from the physical and social environment within the workplace that re-enforce the message that physical activity is not important. For example; no safe cycle storage or changing facilities.

- c) Developing and delivering group educational and leadership workshops for senior managers across the City and from different organisations to ensure 'buy-in' and to encourage leaders to own the bottom-line benefits of promoting an active workforce – starting with Move More stakeholders.

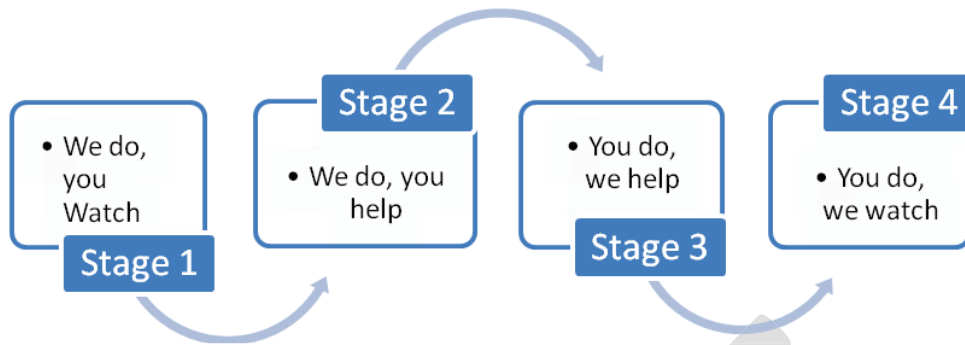
#### Ambition 3: City-wide mass media workforce campaigns

- Explore the feasibility of implementing city-wide mass media campaigns to promote physical activity in the workforce including:
  - Reduce the sedentary (sitting) time of employees through the introduction of movement breaks.
  - Build physical activity into the environment by introducing sit-to-stand desks.
  - Mass participation campaign encouraging active travel to work.

#### Ambition 3: Wellness screening and behaviour change counselling

- In partnership with the NCSEM and community sector deliverers a programme of 1-to-1 Wellness screening and behaviour change counselling is proposed for employees and also those seeking work across Sheffield.
- Individuals will have the opportunity to attend a lifestyle and health screening session that will provide information about current health status (i.e. Blood pressure, cholesterol, aerobic fitness, and physical activity and nutrition).
- On the basis of this information, individuals will be supported in making action plans and setting goals that essentially focus on helping them to think well, eat well, and move more to improve their current health status.
- Individuals accessing this programme will also be signposted to the Move More on-line hub to receive high quality information and support.
- Importantly, a skill legacy within our workplaces and workforces is proposed so that the delivery of workplace wellbeing programmes is sustainable. To achieve this a recipient to champion model will be used which is outlined below:

### Recipient to champion model



#### Stage 1:

- Workplace is keen to be involved but unsure of benefits or lack skills/knowledge of workforce wellness
- Move More network provides clear direction, skills and funded delivery input.

#### Stage 2:

- Workplaces have been involved for a short period with potentially some small benefit shown. However, business also begins to realise the time, effort and commitment required and there is potential here for them to become disengaged
- Move More network acts as a coach during this phase to support the workplace through these challenges

#### Stage 3:

- Workplaces begin to grow in confidence and skill in terms of delivery and enactment and the evidence in terms of improved workforce health and return of investment are growing
- Move More network acts as a logical sounding board for sustainability of interventions and programmes within the workforce and asks workplaces to consider match-funding of programmes

#### Stage 4:

- Workplaces are confident and competent and own the benefits of workplace wellbeing interventions.
- Move More network provides little direction or exerts little control but supports in terms of evaluation and pairs 'established workforce champion' with new keen workplace and the process is repeated.

## 5.7 Two wrap-around enablers.

- To support the delivery of the programmes of work outlined above, two wrap-around enablers have been identified.
- These are a resourced and co-ordinated approach and robust data and evaluation.

### 5.7.1 Resourced and co-ordinated approach

- The overarching aim of this enabler is to ensure a resourced and co-ordinated city-wide approach to physical activity.
- This will be achieved via the following:
  - Establishing a connected and co-ordinated information governance structure for physical activity within the city that is owned by the Health and Wellbeing Board and has strong links to commissioners.
  - Resourcing the Move More brand and associated activities outlined herein via sponsorship, re-allocation of existing resource, generating match and volunteer time and securing local, national and international research funding.
  - Establishing Move More brand guidelines.
  - Developing a communications agreement between partners as regards physical activity and specifically Move More.

### 5.7.2 Robust data and evaluation

- One clear message from evidence reviews undertaken as part of the writing of this Move More plan is that any programmes should be rigorously designed and evaluated. Furthermore that measures of physical activity used to evaluate any programmes of work are reliable and sensitive to change at a population level.
- This will be achieved via the following:
  - Developing a mechanism/protocol for capturing physical activity data at population which is likely to include; routinely captured data from national and local surveys (APS and HSE), data capture from primary and secondary care, workplace initiatives, school initiatives as well as mass participation events.
  - Seeking alternatives to self-report telephone or paper-based surveys.
  - Utilising existing city-wide databases such as the Lifecard
  - Making the best use of innovative technology to capture data
  - Establishing an economic model to demonstrate cost-effectiveness (cost to save) benefits of our work to the NHS, to business and to other commissioners so to make the case for the sustain commissioning of physical activity.
  - Developing programmes of research that help better understand how to increase physical activity across the lifespan and at a population level.
  - Broadcasting learning and success.
  - Building capacity by providing training in research and evaluation.

## 6.0 Why will this work in Sheffield?

- Sheffield is in an extremely strong position to utilise the Move More plan as a vehicle for speeding up and deepening its long term commitment to improving the health of its population and the quality of the environment in which they live.
- Sheffield has long held ambitions to be a leader in the WHO Healthy City network and as a City of Physical Activity (see previous physical activity strategy City on the Move).
- Sheffield has a major public health programme in both primary care and local authority settings, along with a thriving voluntary sector, with a special emphasis on engaging the most disadvantaged groups through the Healthy Communities Programme.
- In addition it has made significant investment in activity-related facilities with the development of the English Institute of Sport and the forming of the Sheffield International Venues forum.
- There are also exciting and extensive plans to redevelop the Don Valley stadium site and Move More will be keen to work with city partners to ensure that opportunities to build physical activity into the culture of that site are fully realised.
- Sheffield is also one of 3 partners to be awarded the Olympic Legacy programme, The National Centre for Sport and Exercise Medicine (NCSEM). The NCSEM is part of a broader attempt to leverage a participation culture post Games and as such it brings global interest to our work here.
- Sheffield also a longstanding commitment on the part of the local NHS and the Local Authority in Sheffield not just to health improvement but to the reduction of health inequalities.
- There is a significant track record of joint working between the public, private and third sector on health and physical activity related programmes and multi-agency working in sport and health on the public health agenda locally, nationally and internationally.

*'Effective solutions for increasing physical activity need the engagement of a wide range of agencies - All will need to work in a coordinated and comprehensive way to influence the way we live'. (DH, 2004)*

- Sheffield has a long history of coordinated public health work on obesity, physical activity and food supported by strong partnerships between the NHS, Sheffield City Council, the two City Universities, private and voluntary sector service providers.
- Sheffield has on-going world class research and professional training programmes in health, wellbeing and physical activity across its two Universities. It has state of the art, research based, medical programmes in physical activity and health and associated specialities in the Sheffield Teaching Hospital Foundation Trust, Sheffield Health & Social Care Foundation Trust and the Sheffield Children's Hospital Foundation Trust.



## 7.0 Implementation of the Move More plan

- A significant programme of work has been outlined herein which aims to provide direction for investment in physical activity over the next 5 years.
- For the vision to be realised the following recommendations are made in terms of implementing the Move More plan:
  1. A commitment of resource is made with powers of autonomy for investment given to the Move More board.
  2. Investment is made in a full-time Move More officer (this could be an existing role within a Move More partner organisation such as the public health lead for physical activity or a new role), with admin support, to lead the implementation of the Move More plan. The first task of the Move More officer would be to agree with the Move More board the priorities for implementation of the ambitions outlined herein and to seek and secure investment.
  3. A lead person is identified from the Move More board for each of the outcomes identified within the plan. It would be the role of the outcome lead to maintain oversight of the ambitions connected to that outcome on behalf of the Move More Board and report on progress quarterly.
  4. Progress against the key outcomes identified within the Move More plan should be presented annually in the form of a written report to the Food and Physical Activity Board. The annual report should also be translated into a public facing communication to broadcast progress and champion success.
  5. An annual celebration event is held to promote the success of the work within the Move More plan and to honour and celebrate the work of the Move More ambassadors in changing the way we do things around here in terms of physical activity.

## Appendix 1.0 The importance of physical activity for health, wealth and wellbeing.

### Benefits of regular physical activity

- Physical activity, performed on a regular basis, is associated with significant positive physical and mental health benefits across the lifespan (O'Donovan et al., 2010).
- Physical activity plays an important role in the prevention of various chronic diseases, such as cardiovascular disease, ischemic stroke, hypertension, obesity, diabetes mellitus, osteoporosis, colon cancers and fall-related injuries (WHO, 2010).
- Physically active men and women of all ages, socioeconomic groups, and ethnicities are happier, healthier and more productive compared to sedentary peers.
- There are also numerous protective and beneficial effects of an active lifestyle for older and younger people respectively as well as wider benefits to society (see table 1.0).
- Physical activity can also help to save money, improve the physical (reduced congestion and pollution via active travel) and social (reduced anti-social and criminal behaviour) environment we live in and help to ease the burden of chronic disease on the health and social care services.
- Reducing the burden of physical inactivity is critical given that it costs the NHS £1.1billion (Allender et al., 2007) with the wider costs to society and the economy approximately £8.2billion per year (Department of Culture, Media and Sports, 2002).

### Physical activity recommendations for children, adults & older adults

- The most recent physical activity guidelines for children, young people, adults and older adults were presented in the Department of Health report: Start Active, Stay Active (2011).
- A comprehensive presentation of these guidelines, including factsheets by age group, can be found on the British Heart Foundation Website: <http://www.bhfactive.org.uk/homepage-latest-news-item/75/index.html>
- Briefly here; the Chief Medical Officers from the four home countries advise that adults (19-64 years) and older adults (65+) should aim to be active daily and to try and accrue at least 150 minutes of moderate intensity activity per week - in bouts of 10 minutes or more (Department of Health, 2011).
- One option for achieving this is via 30 minutes of activity on at least 5 days a week but for those who are relatively inactive, their activity levels should be increased gradually towards this target.
- Alternatively, comparable benefits can be achieved through 75 minutes of vigorous intensity activity spread across the week or combinations of moderate and vigorous intensity activity. Again, gradual increases towards this target are recommended for those who are currently inactive.
- Adults and older adults should also undertake physical activity to improve muscle strength on at least two days a week and older adults at risk of falls should incorporate physical activity to improve balance and co-ordination on at least two days per week.
- For all adults (19+) the amount of time spent being sedentary (sitting) for extended periods should be minimised.

Table 1.0 Benefits of physical activity<sup>18</sup>

Health		Social	Environment	Economy
Increases	Fitness, stamina and energy	Active and vibrant community hubs	Uptake of active transport, walk-ability and economic viability of local areas	Tourism
	Lean muscle, muscle strength and bone density	Improved communication, team building, leadership and cooperation skills	Influences the development of well planned and designed spaces	Retail
	Flexibility, coordination, balance and development of a wide range of motor skills	Social capital, community connections and volunteering		Business and employment opportunities
	Improved immune system	Independent living		Investment opportunities
	Healthy ageing, mobility, independence and quality of life in	Community participation in recreational and social activities		Productivity and growth
Reduces	Risk of coronary heart disease, cardiovascular disease, stroke, diabetes, high cholesterol, high blood pressure and some cancers	Social isolation and loneliness	Traffic congestion, air and noise pollution	Presenteeism
	Chronic illness, disability, mortality rates and risk of dying prematurely	Antisocial behaviour	Use of fossil fuels and energy use	Absenteeism
	Risk of developing dementia, postnatal depression, osteoporosis and symptoms of arthritis	Feelings of depression, stress and anxiety	Greenhouse gas emissions, global warming and climate change impacts	Health care costs
	Falls and injuries in older people		Demand for major road infrastructure (roads, car parks)	
Supports	Improved sleep, mood, quality of life, sense of wellbeing and long term health	Stronger, connected communities with greater cohesion and capacity building	Incidental activity	Local business
	Weight management	Community inclusion and public enjoyment	Community safety and connectivity	Attracts workforce
	Cognitive functioning, memory, learning and better performance at school	Crime prevention	Improved public access and linkages to neighbourhoods and key activity centres	Active and healthy employees and workplaces

<sup>18</sup> Adapted from <http://www.beactive.wa.gov.au/index.php?id=483>

- All children and young people should engage in moderate to vigorous intensity physical activity for at least 60 minutes and preferably up to several hours every day.
- Vigorous intensity activities, including those that strengthen muscle and bone, should be incorporated at least three days a week.
- All children and young people should also minimise the amount of time spent being sedentary (sitting) for extended periods.
- Children of pre-school age who are capable of walking unaided should be physically active daily for at least 180 minutes (3 hours), spread throughout the day<sup>19</sup> - those not yet walking should be encouraged to be active, particularly through floor-based play and water-based activities in safe environments.
- Regardless of age, increasing the volume of physical activity is beneficial for all whether sedentary, relatively inactive, or more active.

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<sup>19</sup> Most UK pre-school children currently spend 120–150 minutes a day in physical activity, so achieving this guideline would mean adding another 30–60 minutes per day.

## Appendix 2.0 Current prevalence of physical activity in the UK

### Adult participation (19-64 years) in physical activity

- A comprehensive review of physical activity behaviour in the UK for adults and child can be accessed here:  
<http://www.hscic.gov.uk/searchcatalogue?q=title%3A%22Health+Survey+for+England%22&area=&size=10&sort=Relevance>
- The following section offers brief summary of the data.
- Over the past two decades the prevalence of physical activity in England at recommended levels has been low, albeit steadily increasing.
- According the Health Survey for England data in 1997, 32% of men and 21% of women met the recommendations, this increased to 43% and 32% respectively in 2012.
- These data were based on the recommendation that adults aged 16 and over should achieve at least 30 minutes of physical activity per day of at least moderate intensity, on at least five days per week.
- A cohort study using objective measures of physical activity against the same recommendation suggested that only 6% of men and 4% of women were sufficiently active to be of benefit to their health (NHS Information Centre for Health and Social Care, 2009) raising significant concern about a) the true picture of physical activity behaviour in the UK and b) the reliability of the available self-reported data.
- A similar picture could be found in the Active People Survey (APS). The APS provides statistics on participation for all 354 local authorities in England and can be used to identify variations in participation via location and between different population groups. A fuller explanation of APS is available here: <http://www.sportengland.org/research/about-our-research/active-people-survey/>
- One aspect of the APS assesses the percentage of adults who meet the Sport England target of participating in sport and active recreation equivalent to 30 minutes on 3 or more days a week. Data here suggested that in 2012 only 22.7% of adults achieved this target.
- Sport England also publish data based on 1x30minutes of sports participation. Latest national data (2013) suggests that only 35.7% of adults meet this target.
- As mentioned, in 2011 the physical activity guidelines for physical activity were updated.
- This was a result of an evidence review from the British Association of Sport and Exercise Science (2007) which argued that the overall volume of physical activity was more important than the specific type or frequency of session.
- The Health Survey for England (HSE) and the APS have been updated to reflect the change in guidance and the latest data (2012/13) published.
- Based on self-reported data the HSE in 2012 suggest that 67% of men and 55% of women aged 16 years and over met the new guidelines (150 minutes per week). The APS 7, which for the first time included a question based on 150 minutes, found similar levels of participation with 56% of adults meeting the new guidelines.

- However, when the same HSE 2012 cohort was assessed using the old guidelines (5week x 30minutes per day) only 43% men and 32% women met the threshold.
- According to the Health and Social Care Information Centre (2013), there are two potential reasons for this stark difference in the reporting of physical activity;
- Previous HSE data has underestimated physical activity due to only including activity that was undertaken for at least 30 minutes in a single episode. Multiple bouts of physical activity of at least 10 minutes potentially undertaken on the same day to accrue the 30 minute daily minimum were not included.
- The new guidelines are easier to accomplish over a seven day period with at least 30 minutes per day of moderate activity on at least five days a week now only one way of achieving 150 minutes spread throughout the week.
- Despite the change in guidance which seems to have brought with it greater scope for people to meet the recommended levels of physical activity clear inequalities remain.
- The proportion of participants meeting the current UK guidelines for aerobic activity increased as household income increased - 76% of men and 63% of women in the highest income quintile compared to 55% of men and 47% of women in the lowest quintile.
- Data also highlighted a clear association between meeting the guidelines for aerobic activity and body mass index (BMI) category with 75% of men who were not overweight or obese meeting the guidelines, compared with 71% of overweight men and 59% of obese men. The equivalent figures for women were 64%, 58% and 48%, respectively.
- In addition to aerobic activity, current UK guidelines also recommend that adults aged 19 and over should undertake muscle-strengthening activities on at least two days per week to increase bone strength and muscular fitness. 34% of men and 24% of women aged 16 or over met this guideline.
- Overall 49% of men and 56% of women did no muscle-strengthening activity in the last four weeks, with a sharp decline in this type of activity as age increased.
- Among adults aged 16 and over, more men (33%) than women (23%) met both the aerobic and muscle-strengthening guidelines for physical activity.
- Interestingly, very few participants (1% of men, 2% of women) met only the recommendations for muscle strengthening and a third of men and women (34% and 33%, respectively) met only the guidelines for aerobic activity.

#### Older adult (65+ years) participation in physical activity

- The proportion of older participants who met the guideline increased as levels of aerobic activity increased. 31% of men who met the guidelines for aerobic activity spent at least two days a week in exercises that improve balance/co-ordination, compared with 9% of men with low/some levels of aerobic activity and 3% of men classed as inactive. The equivalent figures for women were 22%, 10% and 2% respectively.

#### Children and young people's participation in physical activity

- In 2012 a total of 21% boys and 16% girls aged 5-15 were classified as meeting current guidelines for children and young people of at least one hour of moderately intensive physical activity per

day. This represents a marked decrease compared to 2008 data which reported 28% of boys and 19% of girls meeting the target.

- The proportion of children (boys and girls) meeting guidelines also reduced with age with 24% boys aged 5-7 compared to 14% aged 13-15 achieving at least an hour a day. Among girls the decrease was from 23% to 8% respectively.
- These data exclude active travel to/from school, time being active during breaks at school, and formal PE lessons at school.
- With this in mind, Two thirds of children who had attended school in the last week had walked to or from school on at least one occasion (64% of boys and 67% of girls). 41% of boys and 44% of girls walked to/from school every day. On average, children spent 1.1 hours walking to/from school in the last week. More boys than girls cycled to/from school on at least one occasion in the last week (6% and 1% respectively).
- Considering physical activity on a weekly rather than daily basis (i.e at least seven hours of activity in the last week) corresponded to a large rise in participation with 51% of boys and 45% of girls aged 5-15 satisfying the criteria.
- For pre-school children (aged 2-4) only 9% of boys and 10% of girls were classified as meeting the current guidelines for children under 5 of at least three hours of physical activity per day.
- The gap between the proportion of children meeting the recommendations aged 2-4 and 5-7 can largely be explained by the reduction in the recommendations from three hours to one hour daily and thus being easier to meet. In addition, for pre-school aged children the greater the proportion of activity is normally undertaken through 'informal play', which is very difficult to assess by questionnaires such as HSE.
- Taken collectively the data here describes a very concerning picture of the physical activity behaviour of young people in the UK.

### Sedentary behaviour across the lifespan

- Current UK guidelines recommend that individuals across the lifespan should minimise the amount of time spent being sedentary for extended periods.
- According to HSE 2012 data, 31% men and 29% women spend an average of six or more hours of total sedentary time on weekdays with that figure increasing at weekends (40% and 35% respectively).
- Among women, the proportion averaging more than four hours of sedentary time on both weekdays and weekend days increased as BMI category increased. Among men, sedentary time per weekday was significantly higher in participants who were obese compared to normal weight counterparts.
- In children, HSE 2012 data revealed the average total sedentary time (excluding time at school) during weekdays was 3.3 hours per day for boys and 3.2 hours for girls. On weekend days this increased to 4.2 hours and 4.0 hours respectively.
- Perhaps most worryingly, the proportion who spent six or more hours being sedentary increased steadily with age, ranging from 10% of boys and 9% of girls aged 2-4 to 43% of boys and 37% of girls aged 13-15.

- The average time per day spent watching TV on weekdays also increased steadily with age in boys (from 1.5 hours for those aged 2-4 to 1.8 hours for those aged 13-15) and girls (1.5 to 2.2 hours).
- For both boys and girls, the average number of hours spent watching TV on both weekdays and weekend days increased as household income decreased.

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## Appendix 3.0 The local context of the Move More plan

### A snapshot of physical activity in Sheffield

- The majority of available data describing the physical activity status of Sheffield is provided by the previously mentioned Sport England Active Peoples Survey (APS).
- According to APS 7 data (2013), adult participation in sport and active recreation (NI18)<sup>20</sup> in Sheffield stands at 24.3%. This represents a 5.5% increase from the 2005/6 data (18.8%).
- National data is no longer available for NI18 as Sport England changed the target to an indicator based on 1x30minutes of sports participation but based on this new metric Sheffield (42.9%) is above national (35.7%) and regional (Yorkshire) (36.2%) averages and has seen an increase of 9.9% since the APS survey started in 2005 (33%).
- In 2013 Sport England also introduced a measure of physical activity that considers the percentage of individuals who meet the Chief Medical Officer's recommended guidelines on physical activity (at least 150 minutes a week), and the percentage of individuals who are inactive (less than 30 minutes a week)<sup>21</sup>.
- The activities included are: sport, recreational cycling, recreational walking, walking for active travel purposes, cycling for active travel purposes, dance and gardening. Occupational activity or work in the home is not included.
- The data is segregated into four categories: less than 30 minutes, 30-89 minutes, 90-149 minutes and 150+ minutes as a weekly average.
- In Sheffield, 30.4%, 8.8%, 6.2% and 54.6% self reported their activity according to these four categories.
- Nationally, 28.5% of adults reported doing less than 30-minutes of moderate intensity physical activity per week and 56.0% of adults suggest they meet the recommendations. Regionally data for each of the categories is as follows: 32.1%, 7.6%, 7.3% and 53.0%.
- The highest reported percentage of adults meeting the recommendations in a single authority was seen in Windsor and Maidenhead (68.5%).
- Table 2.0 presents the physical activity data for the Core Cities with raw APS 7 data found elsewhere - <http://www.noo.org.uk/gsf.php5?f=12959>

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<sup>20</sup> Data represents the percentage of the adult (age 16 and over) population who participate in sport and active recreation, at moderate intensity, for at least 30 minutes on at least 12 days out of the last 4 weeks (equivalent to 30 minutes on 3 or more days a week) – NI18.

<sup>21</sup> It is not possible to compare 150minute APS data with previous NI18 APS data due to differences in methodology.

Table 2.0 Core Cities APS physical activity data in minutes per week

Core City	<30 mins	30-89 mins	90-149 mins	150+ mins
Sheffield	30.4%	8.8%	6.2%	54.6%
Birmingham	34.3%	9.9%	8.9%	46.9%
Bristol	28.4%	8.4%	7.8%	55.4%
Leeds	26.9%	6.4%	5.5%	61.3%
Liverpool	31.6%	6.8%	9.6%	52.0%
Manchester	40.2%	5.4%	2.8%	51.6%
Newcastle upon Tyne	25.6%	9.1%	7.6%	57.6%
Nottingham	33.2%	7.9%	7.0%	51.9%

- Whilst these APS results appear encouraging, with Sheffield seeing a significant increase in self reported participation in sport and active recreation and placing 4<sup>th</sup> out of the 8 core cities against the CMO's 150minute target, real caution should be expressed regarding the robustness of these data due to the inherent bias of self-report<sup>22</sup> and the limited local area sample sizes of the survey (n=461).
- The major point to make here then, is that the availability and robustness of data outlining the physical activity status of Sheffield is very poor. Even the most recent (2013) Joint Service Needs Assessment (see here <https://www.sheffield.gov.uk/dms/scc/management/corporate-communications/documents/social-care-health/public-health/JSNA-2013-Report/JSNA%202013%20Report.pdf>) offers very little insight into the physical activity behaviour of Sheffield residents.
- There is an urgent need to enhance the quality, coverage and robustness of data pertaining to physical activity across Sheffield.

#### Population and health indices

- Sheffield has a population of approx. 555,500, the majority of whom reside in a densely populated urban core with suburban and sparsely populated wards predominantly located to the west and northwest of the City centre.

<sup>22</sup> The APS 150minute survey uses a 28-day reference period to record the number of minutes of physical activity (of at least 10 minutes) and then divides the number of minutes by four to come up with a weekly average (e.g. 2 hours of physical activity over the 28 days equates to 30 minutes per week).

- Sheffield is ethnically diverse with approximately 17% of its population from a black or minority ethnic group, the largest of these is Pakistani.
- Sheffield's population is increasing year on year, largely as a result of a positive 'natural change' (i.e. more births than deaths) and increased international migration.
- The City's age profile is also changing with people living longer, increases in birth rates raising school population sizes and in-migration increasing the size of the younger working age population. Unsurprisingly, Sheffield's age profile also bulges in the 20-24 age group due to the City's significant student population.
- Over the lifetime of the current Move More plan the overall number of people in Sheffield is projected to rise by 18,800 (3.5%). This increase will predominantly occur in those aged 0-15 years, 25-34 years and those over 65 years which will have implications for the targeting of interventions to promote physical activity.
- The 2010 *Indices of Multiple Deprivation* (IMD) data identified Sheffield as the 56th most deprived local authority in England (out of 326) with 48 separate individual city geographies in the 5% most deprived (nationally).
- In terms of Health indicators, the 2010 Health Profiles from the Department of Health (data for adults - 2006/08, data for children - 2009/10) suggested that in Sheffield the rate of adult obesity (25.9%), and childhood obesity (19.6%) were both above national averages.
- Life expectancy is at least one year lower for both men (77.2) and women (81.3) than England averages and the health costs of physical inactivity amount to almost £28 million across the Sheffield City region.

## Appendix 4.0 What works in terms of physical activity intervention?

### Interventions to promote physical activity

- Traditionally approaches to increase physical activity can be categorised into three main areas (based on Kahn et al., 2002):
  - informational approaches
  - environmental and policy approaches
  - behavioural and social approaches
- A brief description of each is presented below.

### Informational approaches

- Informational approaches are designed to increase physical activity by providing information necessary to motivate and enable people to change their behaviour, as well as to maintain that change over time.
- The interventions use primarily educational approaches to present both general health information, including information about cardiovascular disease prevention and risk reduction, as well as specific information about physical activity and exercise.
- Informational approaches aim to:
  - Change knowledge about physical activity benefits
  - Increase awareness of how to increase physical activity in the community
  - Explain how to overcome barriers and negative attitudes about physical activity
  - Increase taking part in community-based activities

### Behavioural and social approaches

- Behavioural and social approaches focus on increasing physical activity by teaching widely applicable behavioural management skills and by structuring the social environment to provide support for people trying to initiate or maintain behaviour change.
- Interventions often involve individual or group behavioural counselling and typically include the friends or family members that constitute an individual's social environment.
- Skills focus on recognising cues and opportunities for physical activity, ways to manage high-risk situations, and ways to maintain behaviour and prevent relapse.
- Interventions also involve making changes in the home, family, school, and work environments.

### Environmental and policy approaches

- Environmental and policy approaches are designed to provide environmental opportunities, support, and cues to help people develop healthier behaviours.
- The creation of healthful physical and organisational environments is attempted through development of policy that lends itself to creating supportive environments and strengthening community action.
- To affect entire populations, interventions in this category are not directed to individuals but rather to physical and organisational structures.

- The goal is to increase physical activity through changing social networks, organisational norms and policies, the physical environment, resources and facilities, and laws.

### Effectiveness of interventions to promote physical activity

- Over the past decade the literature evidencing the promotion of physical activity, particularly in adults, has grown exponentially. Whilst interventions vary in terms of quality and design, with a fairly limited picture in terms of 'what works' at a population level, there are some promising approaches emerging. These include:
  - Social marketing through local mass media (television (TV), radio, newspaper).
  - Other communication strategies (posters, flyers, information booklets, web sites, maps) to raise awareness and provide specific information to individuals in the community.
  - Individual counselling by health professionals (both publicly and privately funded), such as the use of physical activity prescriptions.
  - Working with voluntary, government, and non-government organisations, including sporting clubs, to encourage participation in walking, cycling, other sporting activities, and events.
  - Working within specific settings such as schools, workplaces, aged care centres, community centres, homeless shelters, and shopping centres. This might include settings that provide an opportunity to reach disadvantaged groups.
  - Environmental change strategies such as creation of walking trails and infrastructure with legislative, fiscal, policy requirements and planning (having ecological validity) for the broader population.
  - What is interesting is that the majority of research has focused on increasing individual level physical activity which perhaps demonstrates the inverse evidence law in which there is the least amount of evidence for the approaches that have the greatest potential.
  - What is known via previous NICE evidence reviews (Hillsdon et al., 2005; Foster & Cavill. 2009) is that whilst short term changes in physical activity might be achievable, long term change (represented by maintained physical activity participation) and at a population level is much more difficult to achieve.
  - A recent publication from the WHO (2011) outlines what it calls 'the best investments for physical activity'. The full report can be accessed here:  
<http://www.globalpa.org.uk/pdf/investments-work.pdf>
  - WHO suggests the following 7 programmes should be considered to increase physical activity on a population level:
    - Whole of school programmes
    - Transport policies and systems that promote walking, cycling and public transport
    - Urban design regulations and infrastructure that provide for equitable and safe access for recreational physical activity, and recreational and transport related walking and cycling across the life course
    - Public education, including mass media to raise awareness and change social norms on physical activity
    - Physical activity and NCD programmes integrated into primary health care systems
    - Community-wide programmes involving multiple settings and sectors and that mobilise and integrate community engagement and resources

- Sports systems and programmes that promote 'sport-for-all' and encourage participation across the lifespan.
- Although many of the approaches outlined above have been tested in isolation, few population-based programmes have considered/delivered them concurrently (Kahn et al., 2002).
- In light of the Advocacy Council of the International Society for Physical Activity and Health confirming that no single solution to increasing physical activity exists (2011), multi-component and concurrent interventions are therefore required.
- Indeed, a further WHO publication on 'what works' for physical activity (2009) suggested that multi-component interventions that are adapted to the local context, that use the existing social structures of a community and involve participants in the planning and implementation stages of the intervention represent the most effective option.
- Therefore, using whole systems approaches (an approach that considers all age groups and socio-demographics within the City) that combine informational approaches, environmental and policy approaches and behavioural and social approaches and importantly consider an individual's values as well as their apparent need for physical activity should be the focus for any attempt to elicit a significant shift in participation.

#### Why a value-based approach?

- The promotion of physical activity at an individual level has tended to adopt a 'stage matched' model (Adams & White, 2005). This means they are designed to be matched to the current motivation and/or engagement of different target groups (e.g. contemplation, preparation, etc).
- However, previous research suggests that people possess a set of underlying core values (e.g. Braithwaite & Law, 1985; Rohan, 2000; Rokeach, 1973; Schwartz, 1992) and these values, are strongly linked to behavioural actions (Anshel, 2005).
- The research evidence highlighting the barriers to physical activity and social and environmental correlates (e.g. Blanchard et al., 2005; Giles-Corti, Timperio, Bull & Pikora, 2005) also seems to suggest that personal & situational factors (i.e. values) are extremely important in the adoption and maintenance of physical activity behaviour.
- A previous call has been made to consider peoples values as a foundation for future interventions (Anshel, 2005) with the ideal being that a person's values relate positively with their physical activity behaviour.
- However, when actual behaviour is not consistent with core values negative habits such as exercise cessation can occur.
- To ensure long-term physical activity behaviour, there appears a need to consider values in the design of programmes aimed to increase physical activity.

#### Cost-effectiveness of physical activity interventions

- Evidence to support the cost benefit of physical activity interventions is abundant (e.g., Dalziel et al., 2006; Garrett et al., 2011; Reimenschneider et al., 2008; Roux et al., 2008).
- For example, Garrett et al. (2011) conducted a systematic review of the cost effectiveness of physical activity interventions in primary healthcare and the community, reporting a cost per QALY gained for moving one person from inactive to active over a 12 month period of €331 to €3673.

- Roux et al. (2008) provides support for the effectiveness of community interventions, reporting cost effectiveness ratios of \$14000 to \$69000 per QALY gained.
- Strong evidence is also reported for physical activity interventions in the workplace, with workplace health promotion programmes estimated to have a return of two to eight times the initial investment (Price Waterhouse Cooper, 2008). For example, a workplace walking intervention costing £57,000 saved £484,944 in NHS net costs (Purath et al., 2004).
- The British Heart Foundation National Centre for Physical Activity and Health (2010) also states that physically active employees' take 27% fewer days sick than non-active employees and individual work performance can be improved by between 4% and 15% when people engage in regular physical activity.
- Indeed, if 70% of UK adults met the recommendations for exercise (150 minutes+ a week) it would save business £487 million by preventing 2.7 million days of work absence per year (Deloitte and TARP, 2006).

*'Funding sources should favour physical activity interventions over pharmaceutical interventions as they are more cost effective'. Garrett et al., (2011)*

- In the UK, the Public Health Observatory reported that interventions promoting a physically active environment were cost effective, outweighing the implementation cost up to 11 times.
- Media campaigns were also reported to be cost effective, with a BBC mass media intervention demonstrating changes in adults' physical activity by 17% (Lewis et al., 2010).
- There is clear and overwhelming evidence for investment in the promotion of physical activity.

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## SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

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**Report of:** Executive Director, Place

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**Date:** 13 February 2014

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**Subject:** Accident Savings Scheme – Wordsworth Avenue  
Objection to traffic calming

---

**Author of Report:** James Haigh, 27 36176

---

### **Summary:**

This report describes the proposed changes to discourage inappropriate high speeds and so reduce the number and severity of accidents along two sections of Wordsworth Avenue.

It also sets out officer's response to an objection to the scheme.

---

### **Reasons for Recommendations:**

Officers believe the reasons for the recommendations outweigh the objection received. The vertical traffic calming is essential to the effectiveness of the scheme. This is in order to reduce speed on the road and in turn reduce the number of accidents.

### **Recommendations:**

To approve the scheme as described in the report.

Inform the objector accordingly.

---

**Background Papers:** Appendix A - Wordsworth Avenue, Southey Hill to  
Deerlands Avenue, consultation letter and plan (0111)

Appendix B - Wordsworth Avenue, Milnrow Drive to  
Colley Road, consultation letter and plan (0117)

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**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

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

# ACCIDENT SAVINGS SCHEME – WORDSWORTH AVENUE OBJECTION TO TRAFFIC CALMING

## **1.0 SUMMARY**

1.1 This report describes the proposed changes to discourage inappropriate high speeds and so reduce the number and severity of accidents along two sections of Wordsworth Avenue.

1.2 It also sets out the response to an objection to the scheme.

## **2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?**

2.1 Introduction of traffic calming will encourage drivers to travel more slowly on Wordsworth Avenue and in turn reduce the number and severity of accidents on the road contributing to the strategic outcome of safe and secure communities.

## **3.0 OUTCOME AND SUSTAINABILITY**

3.1 It is anticipated that once the proposals are in place they will reduce the number and severity of both vehicle to vehicle and vehicle to pedestrian accidents, making the road safer for both drivers and pedestrians.

## **4.0 REPORT**

### Introduction

4.1 There are two locations where changes are proposed; these are:

- Wordsworth Avenue, Southey Hill to Deerlands Avenue (see Appendix A)
- Wordsworth Avenue, Milnrow Drive to Colley Road (see Appendix B)

4.2 This section of Wordsworth Avenue between Southey Hill and Deerlands Avenue services Chaucer school, Parsons Cross Library. It is a busy bus route and also forms part of the route to Meynell School.

4.3 There have been 15 accidents along this resulting in 19 casualties, five of these were pedestrians. Four of these pedestrians were children.

4.4 The proposals include a kerb to kerb hump which is intended to slow speeds and also act as a crossing point for the school crossing patrol officer servicing Meynell School. There will be plateaux installed at the two existing pedestrian crossings which will help keep traffic speeds lower when the crossings are not in operation. Three sets of speed cushion will also be installed to slow vehicles.

4.5 This section of Wordsworth Avenue between Milnrow Drive and Colley Road is also a busy bus route and is used by pedestrians to gain access to the shops on Margetson Crescent. There are existing calming features including narrowings and chicanes. Despite this, it is also the location of the most severe accident records.

- 4.6 There have been six accidents along this section resulting in nine casualties. Two of these were elderly pedestrians including one fatality. The accidents are concentrated around the Margetson Road junction which is the main route to the Margetson Crescent shopping centre.
- 4.7 The proposals here include the relocation of an existing pedestrian island in order to make it more usable by pedestrians. There will also be two sets of cushions and two bus friendly humps in order to slow traffic on the approach Margetson Road.
- 4.8 If approved, the scheme would be constructed in coordination with core Streets Ahead maintenance work, programmed for March 2014

#### Public consultation

- 4.9 During December 2013 approximately 100 letters were delivered to fronting property owners (see appendices A and B).
- 4.10 Additionally, public notices were placed in the local paper and displayed on street.
- 4.11 Only one objection has been received from a resident who is concerned that the traffic calming would exacerbate their existing spinal condition.
- 4.12 The resident also made the following points:
- The resident requested that more subtle traffic calming be used which would not involve vertical traffic calming.
  - It was suggested that emergency services would be adversely affected by the calming measures.
  - The resident also questioned the validity of the accident statistics provided by officers.
  - A speed camera was suggested as an alternative to vertical traffic calming.

#### Officer response

- 4.13 Officers appreciate that any vertical deflection can cause unwelcome pain to people with spinal problems. However, more subtle traffic calming has previously been installed along this section of Wordsworth Avenue but accidents continue to occur.
- 4.14 More stringent measures are now proposed. However care has been taken to limit discomfort whilst slowing traffic speed, by the use of lower, bus friendly humps.
- 4.15 Emergency service vehicles tend not to be affected by vertical traffic calming such as this, the speed cushions used can be straddled by larger vehicles such as ambulances and fire engines and the proposed humps are of a height that can be easily absorbed by the suspension of these vehicles. No objections have been received from the emergency service who commented.

- 4.16 Wordsworth Avenue does not qualify for a speed camera based on the Safety Camera Partnership's assessment criteria including the accident statistics and length of the route and therefore this could not be installed.
- 4.17 The resident has been contacted and reasons for the scheme have been explained. No response has been received.

#### Other Consultations

- 4.18 Local Members, Veolia and South Yorkshire Passenger Transport Executive have been consulted about both sections of the scheme. No objections have been received from them.

#### Relevant Implications

- 4.19 The cost of the works described in this report is approximately £160,000. This will be funded with an allocation from the Accidents Saving block of the Local Transport Plan settlement.
- 4.20 An Equality Impact Assessment has been conducted and concludes that the proposals are equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, some aspects will be positive, e.g. for the young, elderly and disabled as the proposals reduce road speed and improve crossing facilities. No negative equality impacts have been identified.
- 4.21 The Council has the power to both construct road humps in the highway and to carry out other traffic calming works under Sections 90C and 90G of the Highways Act 1980 and the Highways (Traffic calming) Regulations 1993. The Council must consult with relevant prescribed bodies, publish notice of its intention to construct the calming measures in a local newspaper and erect a notice at appropriate points in the highway. These requirements have been complied with. There is no requirement to carry out a public consultation. However the Council should consider and respond to any public objections received.

### **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 The objection concerns the principle of using vertical traffic calming measures as a method of addressing accident rates. Such methods are only now introduced in areas with the worst accident records.
- 5.2 In the location in question more passive forms of traffic calming have already been tried but accidents have continued to occur. The recommended traffic calming is milder than has been used in some locations because this is a bus route.

## **6.0 REASONS FOR RECOMMENDATIONS**

- 6.1 Officers believe the reasons for the recommendations outweigh the objection received. The traffic calming and other works described in this report will contribute to an improvement in safety along Wordsworth Avenue.

## **7.0 RECOMMENDATIONS**

- 7.1 To approve the scheme as described in the report.
- 7.2 Inform the objector accordingly.

**Simon Green**  
**Executive Director, Place**

**13 February 2014**

## Regeneration and Development Services

Director: David Caulfield, RTPI  
Scheme Design · 2-10 Carbrook Hall Road · Sheffield · S9 2DB  
James.Haigh@sheffield.gov.uk

Officer: James Haigh  
Ref: SD-0111-LT035-JH-01

Tel: (0114) 273 6176  
Date: 29<sup>th</sup> November 2013

Dear Sir/Madam

### **Road Safety Scheme – Wordsworth Avenue, Deerlands Avenue to Southey Hill**

I am writing to inform you that the council is planning to introduce traffic calming measures on Wordsworth Avenue between Deerlands Avenue and Southey Hill.

Wordsworth Avenue has a history of traffic accidents in which people have been injured. There have been 15 injury accidents on this section of road in the five years to October 2013. By encouraging drivers to moderate their speed we hope to reduce the number of accidents and reduce the severity of any accidents that do occur.

Whilst we want people to drive more slowly, we also need to consider the other impacts that traffic calming can have. If the road humps are too severe it would make for an extremely uncomfortable – not to say dangerous – ride for bus passengers. For this reason we will use a combination of relatively gentle ‘bus friendly’ road humps and ‘speed cushions’, narrow road humps that can be straddled by larger vehicles. In short, it’s a question of striking a balance between improving safety and recognising that Wordsworth Avenue is a major bus route with well used services.

The attached drawing shows the approximate position of the traffic calming measures. It is important to note that we will not be introducing any new parking restrictions. The road humps and speed cushions will be placed so that they will not affect resident’s access to their driveways. All being well the works will be carried out early in 2014.

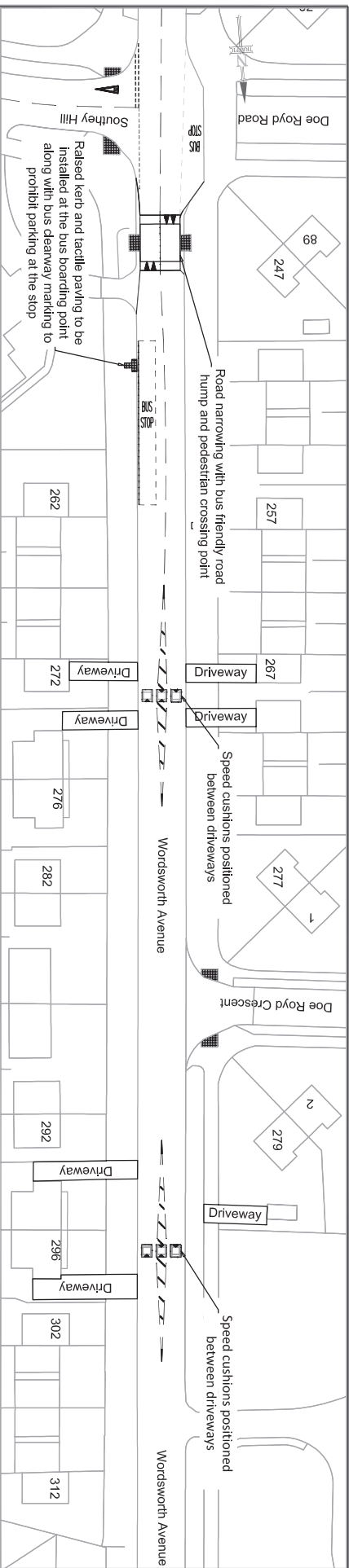
I hope that you agree with the need to reduce vehicle speed and support the proposals. However, if you wish to object to the introduction of these measures you must put your objection in writing and send it to either the email or postal address at the top of this letter, marked for the attention of James Haigh.

The Head of Transport, Traffic and Parking Services will be asked to consider any objections before making a final decision about the introduction of this scheme. Objections must be received by Friday 27<sup>th</sup> December 2013.

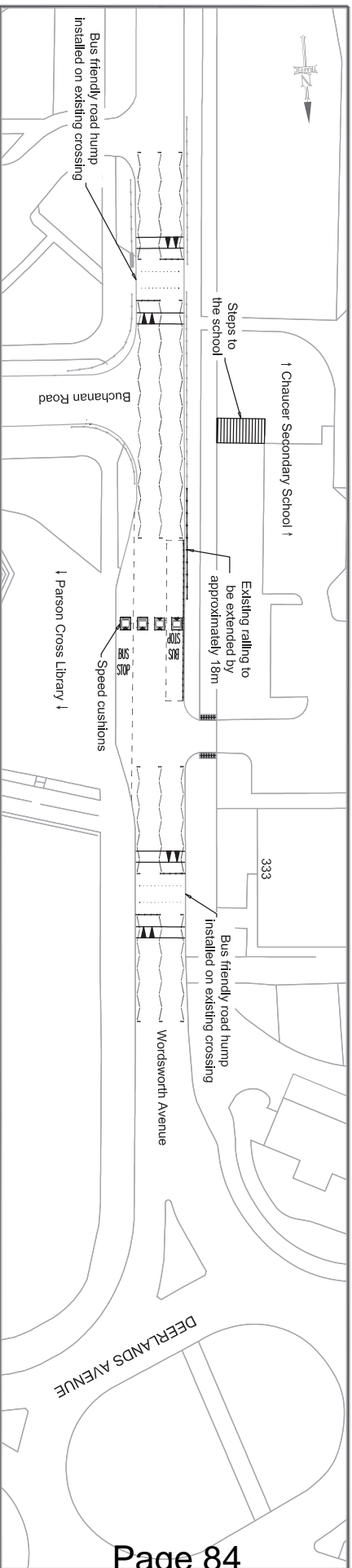
Please do not hesitate to contact me on the above telephone number or email address if you have any comments or questions about this scheme.

Yours faithfully

James Haigh  
Technician, Scheme Design  
Transport, Traffic and Parking Services



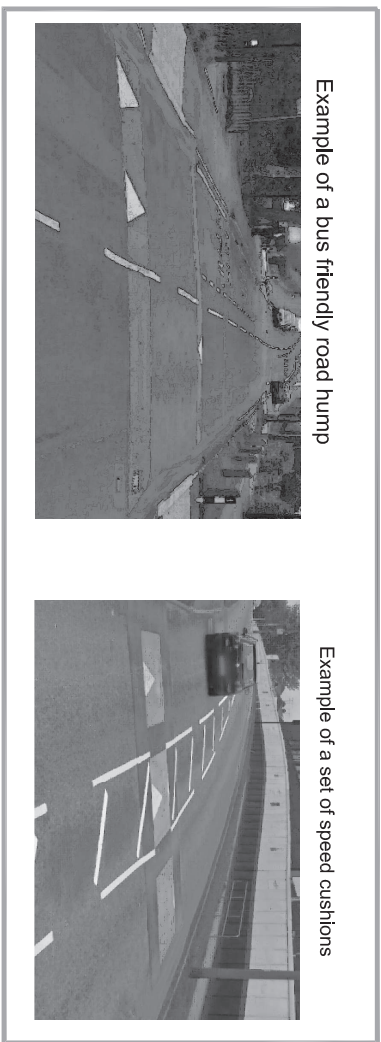
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# Road Safety Scheme

## Wordsworth Avenue, Deerlands Avenue to Southey Hill



Example of a bus friendly road hump

Example of a set of speed cushions

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. 100018616, 2013

James Hain, Scheme Design  
 Transport, Traffic & Parking Services  
 November 2013

Scale: NTS  
 Drawing No: SD-0111-L-TO35-C01



**Regeneration and Development Services**

Director: David Caulfield, RTP  
Scheme Design · 2-10 Carbrook Hall Road · Sheffield · S9 2DB  
James.Haigh@sheffield.gov.uk

Officer: James Haigh  
Ref: SD-0117-LT035-JH-01

Tel: (0114) 273 6176  
Date: 6<sup>th</sup> December 2013

Dear Sir/Madam

**Road Safety Scheme – Wordsworth Avenue, Milnrow Drive to Colley Road**

I am writing to inform you that the council is planning to introduce traffic calming measures on Wordsworth Avenue between Milnrow Drive and Colley Road.

Wordsworth Avenue has a history of traffic accidents in which people have been injured. There have been six injury accidents on this section of road in the five years to October 2013. By encouraging drivers to moderate their speed we hope to reduce the number of accidents and reduce the severity of any accidents that do occur.

Whilst we want people to drive more slowly, we also need to consider the other impacts that traffic calming can have. If the road humps are too severe it would make for an extremely uncomfortable – not to say dangerous – ride for bus passengers. For this reason we will use a combination of relatively gentle ‘bus friendly’ road humps and ‘speed cushions’, narrow road humps that can be straddled by larger vehicles. In short, it’s a question of striking a balance between improving safety and recognising that Wordsworth Avenue is a major bus route with well used services.

The attached drawing shows the approximate position of the traffic calming measures. It is important to note that we will not be introducing any new parking restrictions. The road humps and speed cushions will be placed so that they will not affect resident’s access to their driveways. All being well the works will be carried out early in 2014.

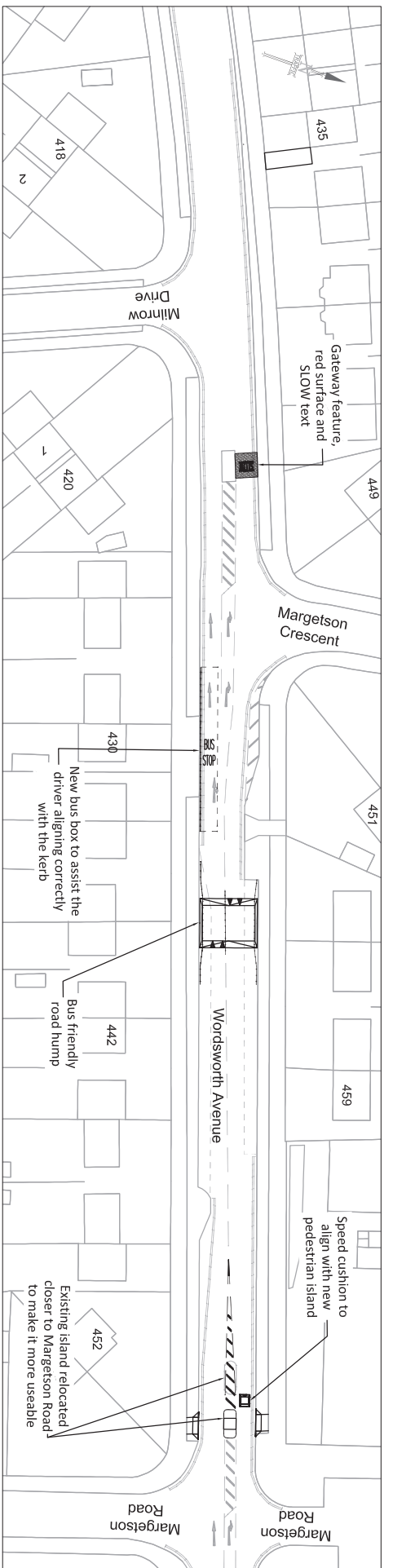
I hope that you agree with the need to reduce vehicle speed and support the proposals. However, if you wish to object to the introduction of these measures you must put your objection in writing and send it to either the email or postal address at the top of this letter, marked for the attention of James Haigh.

The Head of Transport, Traffic and Parking Services will be asked to consider any objections before making a final decision about the introduction of this scheme. Objections must be received by Friday 27<sup>th</sup> December 2013.

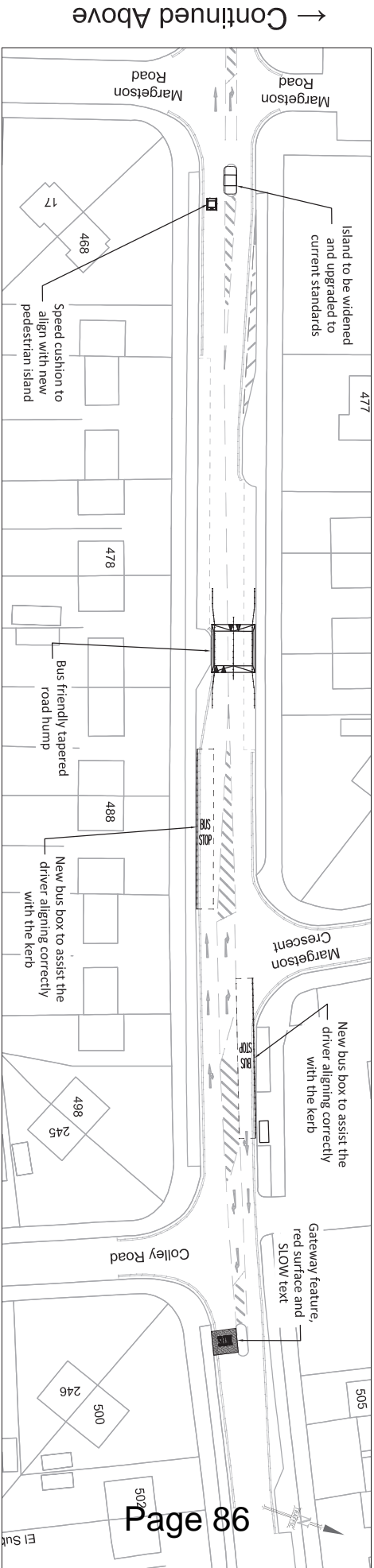
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Yours faithfully

James Haigh  
Technician, Scheme Design  
Transport, Traffic and Parking Services

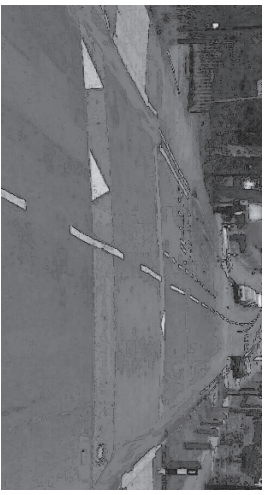


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Page 86

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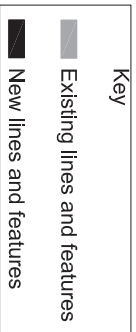
Example of a bus friendly road hump



Example of a gateway feature

## Road Safety Scheme

### Wordsworth Avenue, Milnrow Drive to Colley Road



James Haigh, Scheme Design  
 Transport, Traffic & Parking Services  
 November 2013

Scale: NTS  
 Drawing No: SD-0117-1, T035-C01





## SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

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**Report of:** Executive Director, Place

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**Date:** 13 February 2014

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**Subject:** Gleadless Key Bus Routes 2013/14  
Project update and objection to Traffic Regulation Order

---

**Author of Report:** Simon Nelson, 27 36176

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### Summary:

This report describes the measures to be introduced during 2014 along the Gleadless Key Bus Routes to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79A in the Gleadless area.

It also sets out officer's response to an objection to a Traffic Regulation Order for proposed parking restrictions at the junction of Raeburn Road and Leighton Road.

---

### Reasons for Recommendations:

The Traffic Regulation Orders and other works described in this report will contribute to an improvement in the accessibility and reliability of bus services in the Gleadless area.

### Recommendations:

Make the Traffic Regulation Orders described in this report in accordance with the Road Traffic Regulation Act 1984.

Introduce these Traffic Regulation Orders and the other works described in this report.

Inform the objector accordingly.

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**Background Papers:** Appendix A Location plan of proposals  
Appendix B Blackstock Road Bus Terminus and Turnaround  
Appendix C Raeburn Road and Constable Road  
Appendix D Raeburn Road and Leighton Road

---

**Category of Report:** OPEN

---

## Statutory and Council Policy Checklist

<b>Financial Implications</b>
Cleared by: Matthew Bullock
<b>Legal Implications</b>
Cleared by: Deborah Eaton
<b>Equality of Opportunity Implications</b>
Cleared by: Ian Oldershaw
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO:
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
Gleadless Valley
<b>Relevant Cabinet Portfolio Leader</b>
Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Culture, Economy and Sustainability
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
NO

GLEADLESS KEY BUS ROUTES 2014  
PROJECT UPDATE AND OBJECTION TO TRAFFIC REGULATION ORDER

**1.0 SUMMARY**

- 1.1 This report describes the measures to be introduced during 2014 along the Gleadless Key Bus Routes to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79A in the Gleadless area.
- 1.2 It also sets out officer's response to an objection to a Traffic Regulation Order for proposed parking restrictions at the junction of Raeburn Road and Leighton Road.

**2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?**

- 2.1 Improvements to the bus routes in this part of the city will reduce delays in bus travel and improve the accessibility of public transport services, and contribute to making the City a *Great Place to Live*.

**3.0 OUTCOME AND SUSTAINABILITY**

- 3.1 It is anticipated that once the proposals are in place they will improve the reliability and accessibility of bus services between the Gleadless Valley and the City Centre. Taken together, the improvements will make travel by bus a more attractive travel option thus reducing the reliance on cars.
- 3.2 The Key Bus Routes project will address obstructions at key junctions that currently results in buses mounting the footway. This should reduce damage to kerbs and paths, and improve public safety.

**4.0 REPORT**

Introduction

- 4.1 In February 2013 the Department for Transport granted South Yorkshire Passenger Transport Executive (SYPTTE) £18.3million of funding to become the country's first Better Buses Area. The grant to the PTE combined money that traditionally would normally have been paid directly to operators as Bus Service Operators Grant with additional Government funding to be invested by the SYPTTE in improving bus services and traffic management across Sheffield. The Gleadless Key Routes is one of the first projects to be brought forward by the PTE and the City Council under the Better Buses funding programme.
- 4.2 The Gleadless Key Bus Routes project involves improvements to bus infrastructure along routes 20, 20A, 47, 48, 79 and 79A between Queens Road in the north and Constable Road in the south. The purpose of the project is to improve journey-time reliability; bus journey times and punctuality; to tackle congestion hotspots; to enable enforcement of existing restrictions and improve access, safety and information at bus stops. All bus stops along these routes will be brought into compliance with the Equality Act 2010 through the provision of raised kerbs and tactile paving to aid boarding and disembarkation and bus clearway waiting restrictions to

prevent parking and allow buses to pull up to the kerb. New bus shelters and real-time bus timetable information displays will also be provided where appropriate. In addition proposals have been developed to address locations where bus services are delayed by the road layout or parking practices.

- 4.3 The measures described in this report represent works to be constructed during the financial year 2013/14. Further proposals will be developed during 2014/15 to complete the Gleadless Key Bus Routes project.
- 4.4 The improvements are supported by the Sheffield Bus Partnership, comprising of First Group, Stagecoach, the City Council, Sheffield Community Transport and SYPTE.

#### Update on measures to be introduced in 2013/14

- 4.5 The works programmed for the current financial year fall into two categories – improvements to bus accessibility at bus stops and measures to improve service reliability – and are concentrated around the southern (Gleadless) end of the routes as shown at Appendix A. Where possible, all works will be designed and built in co-ordination with the Streets Ahead highway maintenance programme.
- 4.6 During 2013/14 32 bus stops will be upgraded as described in paragraph 4.2 above. At certain locations the pedestrian approach to a stop compromises accessibility, for instance where a stop can currently only be accessed via steps. In these locations ramped approaches at suitable gradients will be provided.
- 4.7 SYPTE has consulted fronting property owners regarding these upgrades where appropriate, in accordance with their own procedures. No objections have been received.
- 4.8 The bus operators, assisted by SYPTE and the Council, have identified locations at which service reliability and journey times are adversely effected by the current road layout and parking practices. It is planned to make alterations to assist the operation of buses at three of these locations during the current financial year (consultation letters and plans are appended):

- Blackstock Road bus terminus and turnaround (see Appendix A):

The layout is to be altered to enable bus drivers to correctly align their vehicles at each stop and prevent inappropriate parking. Access to the terminus/turnaround area is to be restricted to buses only. No legitimate parking or loading spaces would be lost as a result of these proposals.

- Raeburn Road junction with Constable Road (see Appendix B):

The junction will be altered to enable a bus to turn right into Constable Road whilst a bus or other vehicle is stood at the give way line and provide room for a bus travelling east along

Constable Road to pass a bus waiting at stop 22245. The scheme includes double yellow lines around the junction to help ensure that parked cars do not restrict these manoeuvres.

The proposed junction improvement includes the enlargement of an existing hard paved area of Housing Revenue Account land, currently used by residents for off-street parking. It provides a useful local amenity that will help to offset the loss of on-street parking that would result from the introduction of the restrictions indicated on the plan. It is proposed to add a small grassed area to the existing parking area to ease vehicle manoeuvrability. The Interim Director of Housing has agreed to the transfer of this land which will then be adopted as public highway. A new access and egress to the parking facility will also be provided within the scope of the scheme.

- Raeburn Road junction with Leighton Road (see Appendix C):

Parking restrictions will be introduced to better enable a bus to turn right into Raeburn Road whilst a bus or other vehicle is stood at the give way line and allow a bus turning left from Raeburn Road to pass a bus waiting at stop 22020. It had been hoped to widen the junction slightly and an agreement had been reached to adopt a narrow strip of open land for this purpose. However it has emerged that utilities equipment (gas, water etc.) would need to be diverted or lowered to accommodate the alterations. Having discussed the significant cost implications with the SYPTTE and the bus operators, it has been agreed that the benefits to the bus services were insufficient to justify what would be a major increase in the cost of the scheme. The proposal to widen the junction has therefore been withdrawn.

#### Public consultation

- 4.9 During December 2013 officers consulted fronting property owners at each location and advertised the appropriate Traffic Regulation Orders.
- 4.10 Approximately 50 letters were delivered to houses and businesses at Blackstock Road, and a further 50 to properties around the Raeburn Road junction with Constable Road (see Appendix D). No objections have been received in response to either proposal.
- 4.11 30 letters were delivered to the owners of houses around the junction of Raeburn Road and Leighton Road. One objection to the proposed improvements to bus stop 22020 and the provision of waiting restrictions has been received, on the following grounds:
  - The upgrading of the bus stop (the raised kerbs that aid boarding) would prevent access to the driveway of 130 Leighton Road
  - The objector states that he does not want the stop to remain in its current position in part because of the restriction on access and also because queuing bus passengers lean on the property's boundary fence and cause a nuisance. He suggests that the stop should be relocated on to the east end of Raeburn Road where there are no

fronting properties

- The proposed waiting restrictions would prevent the objector parking his van immediately southeast of the bus stop where it can be overlooked from No. 130.

#### Officer response

- 4.12 The objector has been informed that the raised kerbs would in no way obstruct access to the driveway of No.130. The location of bus stops is a matter for the bus operators in liaison with SYPTTE and is in part dictated by a desire to maintain reasonable distances between stops. More pertinently, the suggested location of the stop is at the bottom of a steep bank with no existing footway access. The relocation of stop 22020 would therefore require significant and expensive works in the highway verge to ensure the waiting area and access to it complies with the Equality Act 2010. The stop has been here from at least the late 1990's.
- 4.13 The extent of the double yellow lines around the junction, including the length close to No. 130 Leighton Road, is considered to be the minimum required to ensure the junction operates safely and efficiently, particularly in terms of bus movements. This may make it difficult for the objector to park a van in a position where it is easily observable, but there are adequate lengths of public highway in the immediate vicinity where on street parking is unrestricted.
- 4.14 Having considered the objection to the upgrade of bus stop 22020 and the introduction of parking restrictions at the junction of Raeburn Road and Leighton Road the officer view is that the reasons set out in this report for proceeding with the proposals outweigh the objections. The upgrading of the bus stop in its current location and the introduction of parking restrictions would help to achieve the objectives of the Gleadless Key Bus Routes project.

#### Other Consultations

- 4.15 Local Members, the emergency services, Veolia and SYPTTE have been consulted about each of the three 'service reliability' schemes. No objections have been received.

#### Relevant Implications

- 4.16 The full cost of the works described in this report is approximately £374k. Construction work is scheduled to commence before the end of the financial year and will run through in to the early part of next year. Funding of £245k has already been identified and approved. Further funding is available from next year's STYPE "Better Bus Area" allocations and discussions have already taken place with the Cabinet Member to approve the indicative block allocation. The balance of funding required to complete the remainder of the work will require formal financial approval and the necessary Capital Approval forms will be completed and submitted to CPG.



- 4.17 An Equality Impact Assessment has been conducted and concludes that the proposals are equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, some aspects will be positive, e.g. for the young, elderly and disabled as the proposals improve access to public transport. No negative equality impacts have been identified.
- 4.18 The Council has the power to make a Traffic Regulation Order under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to persons or other traffic using the road; to facilitate the passage on the road of traffic (including pedestrians); and to preventing the use of the road by vehicular traffic of a kind which is unsuitable having regard to the existing character of the road. Before the Council can make an Order it must consult with relevant bodies in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. 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.
- 4.19 With respect to the land at Constable Road, the Council has the power to adopt council land held for housing purposes as highway under Section 38 of the Highways Act 1980. This will not affect ownership of the land as it will still be held by the Council.

## **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 Officers and the SYPTE have considered omitting the proposed parking restrictions from the junction of Raeburn Road and Leighton Road and relocating bus stop 22020 on to Raeburn Road but feel it would run contrary to objectives of the project for the reasons outlined in paragraphs 4.12 to 4.14.

## **6.0 REASONS FOR RECOMMENDATIONS**

- 6.1 The Traffic Regulation Orders and other works described in this report will contribute to an improvement in the accessibility and reliability of bus services in the Gleadless area.

## **7.0 RECOMMENDATIONS**

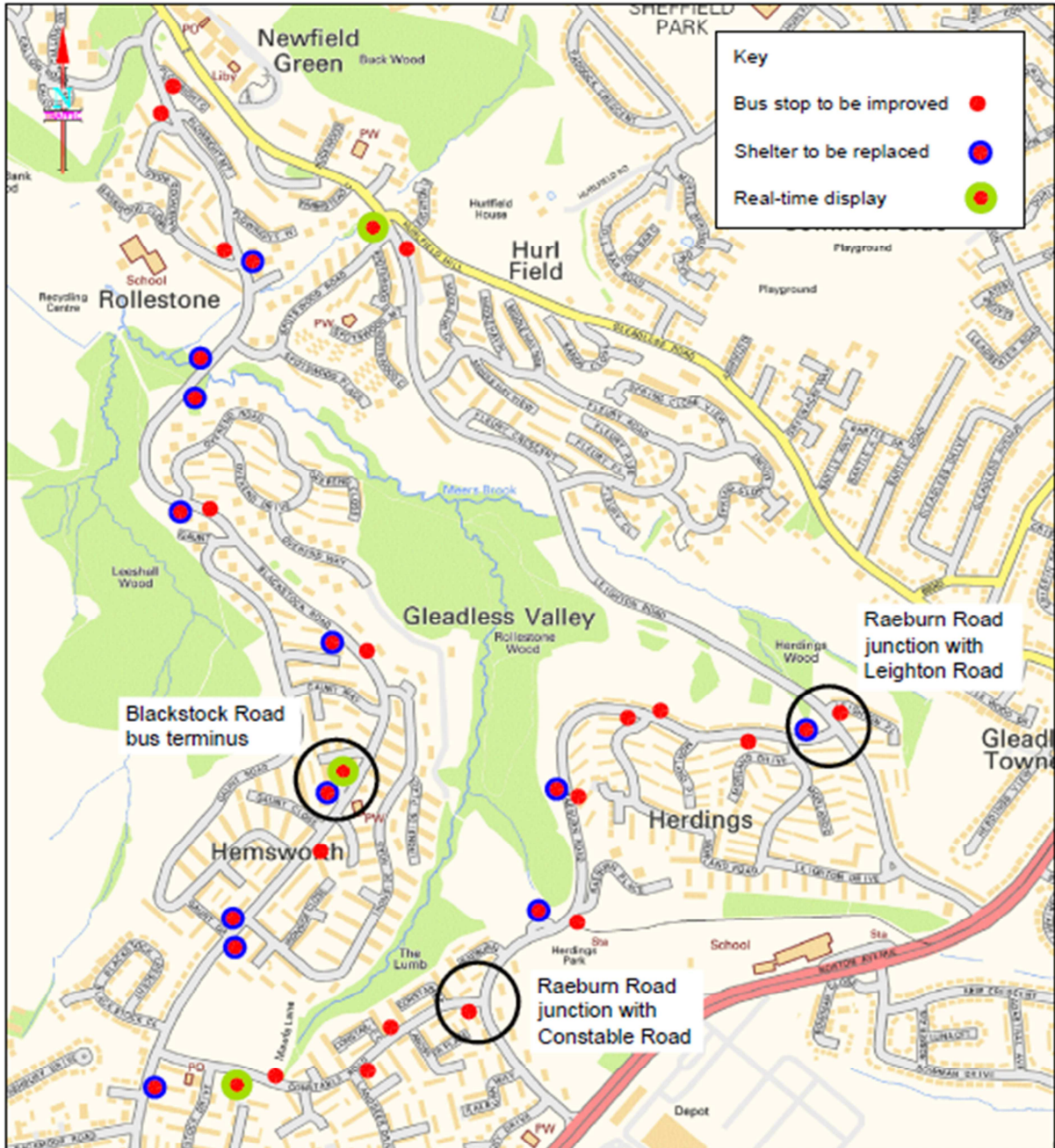
- 7.1 Make the Traffic Regulation Orders described in this report in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Introduce the Traffic Regulation Orders and other works described in this report.
- 7.3 Inform the objector accordingly.

**Simon Green**  
**Executive Director, Place**

**13 February 2014**

# APPENDIX A

## Gleadless Key Bus Routes Programmed works 2013/14



Simon Nelson, Scheme Design  
Transport, Traffic & Parking Services  
January 2014

**Sheffield**  
City Council

Not to scale  
Drawing No: Location plan



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## APPENDIX B

### Regeneration and Development Services

Director: David Caulfield, RTPI

Scheme Design · 2-10 Carbrook Hall Road · Sheffield · S9 2DB

Email: [tony.lawery@sheffield.gov.uk](mailto:tony.lawery@sheffield.gov.uk)

Website: [www.sheffield.gov.uk](http://www.sheffield.gov.uk)

Officer: Tony Lawery

Ref: SD/LT109/001/SN01

Tel: (0114) 273 4192

Date: 21 November 2013

Dear Sir or Madam

### Gleadless Key Bus Routes

#### Alterations to the Blackstock Road Bus Terminus and Turnaround

I am writing to inform you about plans to alter the Blackstock Road bus terminus.

The layout is to be altered to make it easier for buses to manoeuvre around each other and ensure that buses can pull up flush to their stops. The proposals include restricting access to the area to buses only, the introduction of parking restrictions around the central island and the construction of a new loading bay (see attached drawing).

The changes are programmed to be implemented early in 2014.

The work is part of wider improvements to bus facilities in the Gleadless area designed to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79A. Proposals are being developed to address locations where bus services are currently delayed, and all bus stops are to be upgraded as follows:

- Raised kerbs and tactile paving will be provided at all bus stops allowing anyone with mobility or visual impairments, including wheelchair and pushchair users, to get on and off buses easily.
- 'Bus stop clearway' road markings will prohibit parking at, and on the approach to, each bus stop enabling buses to pull up level to the kerb. Again this will make it easier for passengers to get on and off the bus, particularly passengers with impaired mobility.
- New bus shelters will be provided at stops where the existing shelters are in need of replacement.
- A small number of bus stops will be moved to improve their accessibility for passengers whilst minimising the impact of parking restrictions on residents' properties.

- Real-time bus information displays will be installed at ten of the busiest bus stops along the Gleadless routes.

The improvements are supported by the Sheffield Bus Partnership, comprising of First Group, Stagecoach, Sheffield City Council, Sheffield Community Transport and South Yorkshire Passenger Transport Executive. Wherever possible the works will be co-ordinated with the Streets Ahead maintenance work planned for the area.

I hope that you agree that the alterations to the Blackstock Road bus terminus will help the local bus services to run more smoothly. However, if you wish, you can make a formal objection to the introduction of access and parking restrictions. To do so you must put your objection in writing and send it to:

Transport, Traffic and Parking Services  
2-10 Carbrook Hall Road  
Sheffield  
S9 2DB

The Council Cabinet Member with responsibility for transport related projects will be asked to consider any objections before deciding whether the restrictions should be introduced. Objections must be received by Friday 13<sup>th</sup> December 2013.

Please do not hesitate to contact me on the above telephone number or email address if you have any comments or questions about this scheme.

Yours faithfully



Tony Lawery  
Transport, Traffic and Parking Services

## Gleadless Key Bus Routes

Alterations are being made along bus routes in the Gleadless area to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79A.

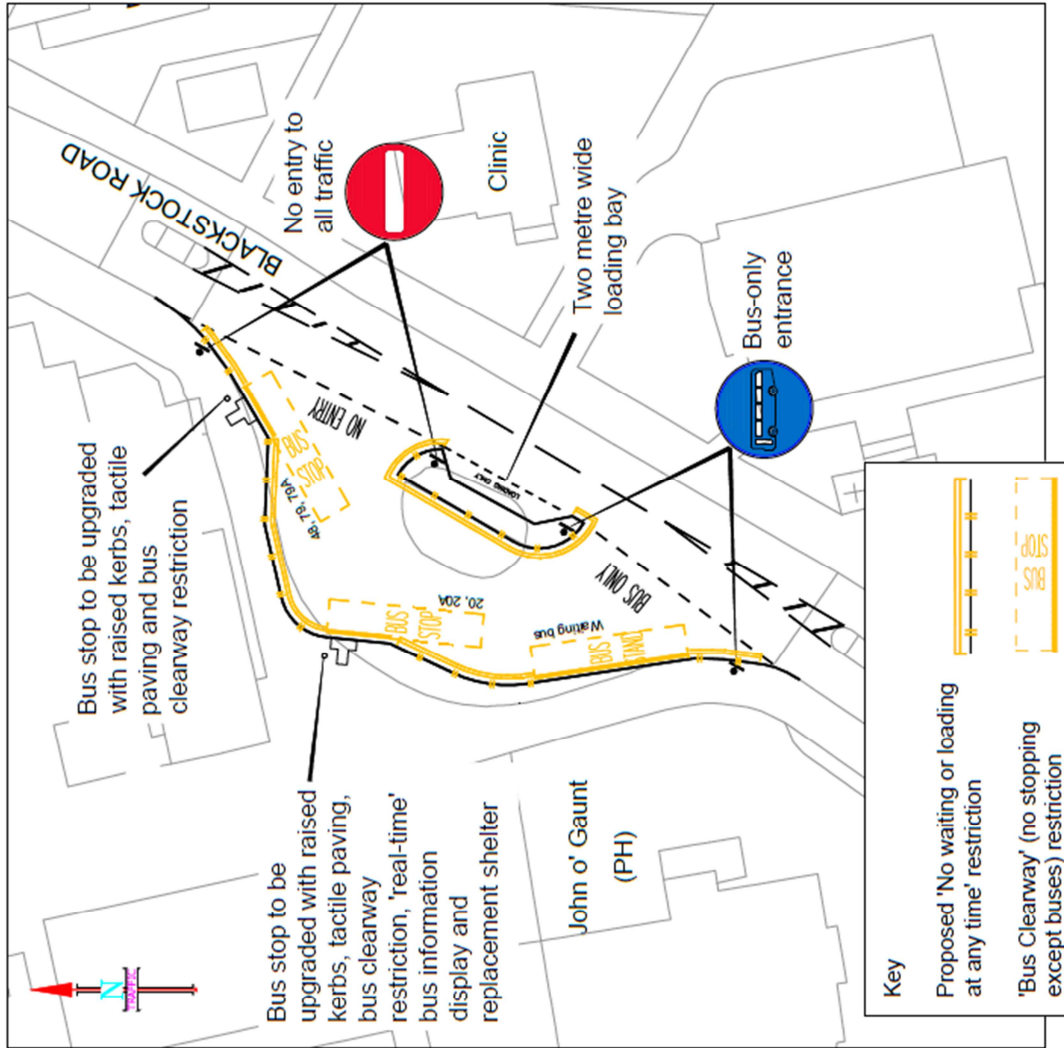
All bus stops will be upgraded. Raised kerbs and tactile paving will be provided to help anyone with mobility or visual impairments to get on and off the buses easily. Bus clearway road markings will prohibit parking at stops and allow buses to pull up to the kerb. New bus shelters will be provided where appropriate.

In addition proposals have been developed to address locations where bus services are currently delayed because of the existing road layout or inconsiderate parking.

## Blackstock Road bus terminus

The changes shown on this drawing will make it easier for buses to manoeuvre around each other within the terminus / turnaround area, enable bus drivers to correctly align their vehicles at each stop and prohibit inappropriate parking.

All other traffic will be prohibited from entering the terminus.



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Simon Nelson, Scheme Design  
Transport, Traffic & Parking Services  
October 2013

Scale: 1:500  
Drawing No: SD-LT109-001-C01

# APPENDIX C

## Regeneration and Development Services

Director: David Caulfield, RTPI

Scheme Design · 2-10 Carbrook Hall Road · Sheffield · S9 2DB

Email: [tony.lawery@sheffield.gov.uk](mailto:tony.lawery@sheffield.gov.uk)

Website: [www.sheffield.gov.uk](http://www.sheffield.gov.uk)

Officer: Tony Lawery

Ref: SD/LT109/002/SN01

Tel: (0114) 273 4192

Date: 21 November 2013

Dear Sir or Madam

### Gleadless Key Bus Routes

#### Alterations to the junction of Raeburn Road and Constable Road

I am writing to inform you that the junction of Raeburn Road and Constable Road is to be altered to make it easier for buses to turn into and out of Raeburn Road. The proposals include the introduction of parking restrictions around the mouth of the junction (see attached drawing).

The changes are programmed to be implemented early in 2014.

The work is part of wider improvements to bus facilities in the Gleadless area designed to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79A. Proposals are being developed to address locations where bus services are currently delayed, and all bus stops are to be upgraded as follows:

- Raised kerbs and tactile paving will be provided at all bus stops allowing anyone with mobility or visual impairments, including wheelchair and pushchair users, to get on and off buses easily.
- 'Bus stop clearway' road markings will prohibit parking at, and on the approach to, each bus stop enabling buses to pull up level to the kerb. Again this will make it easier for passengers to get on and off the bus, particularly passengers with impaired mobility.
- New bus shelters will be provided at stops where the existing shelters are in need of replacement.
- A small number of bus stops will be moved to improve their accessibility for passengers whilst minimising the impact of parking restrictions on residents' properties.

- Real-time bus information displays will be installed at ten of the busiest bus stops along the Gleadless routes.

The improvements are supported by the Sheffield Bus Partnership, comprising of First Group, Stagecoach, Sheffield City Council, Sheffield Community Transport and South Yorkshire Passenger Transport Executive. Wherever possible the works will be co-ordinated with the Streets Ahead maintenance work planned for the area.

I hope that you agree that the alterations to the junction of Raeburn Road and Constable Road will help the local bus services to run more smoothly. However, if you wish, you can make a formal objection to the introduction of access and parking restrictions. To do so you must put your objection in writing and send it to:

Transport, Traffic and Parking Services  
2-10 Carbrook Hall Road  
Sheffield  
S9 2DB

The Council Cabinet Member with responsibility for transport related projects will be asked to consider any objections before deciding whether the restrictions should be introduced. Objections must be received by Friday 13<sup>th</sup> December 2013.

Please do not hesitate to contact me on the above telephone number or email address if you have any comments or questions about this scheme.

Yours faithfully

A handwritten signature in blue ink that reads "A. Lawery". The signature is written in a cursive style with a large, looping 'y'.

Tony Lawery  
Transport, Traffic and Parking Services

## Gleadless Key Bus Routes

Alterations are being made along bus routes in the Gleadless area to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79A.

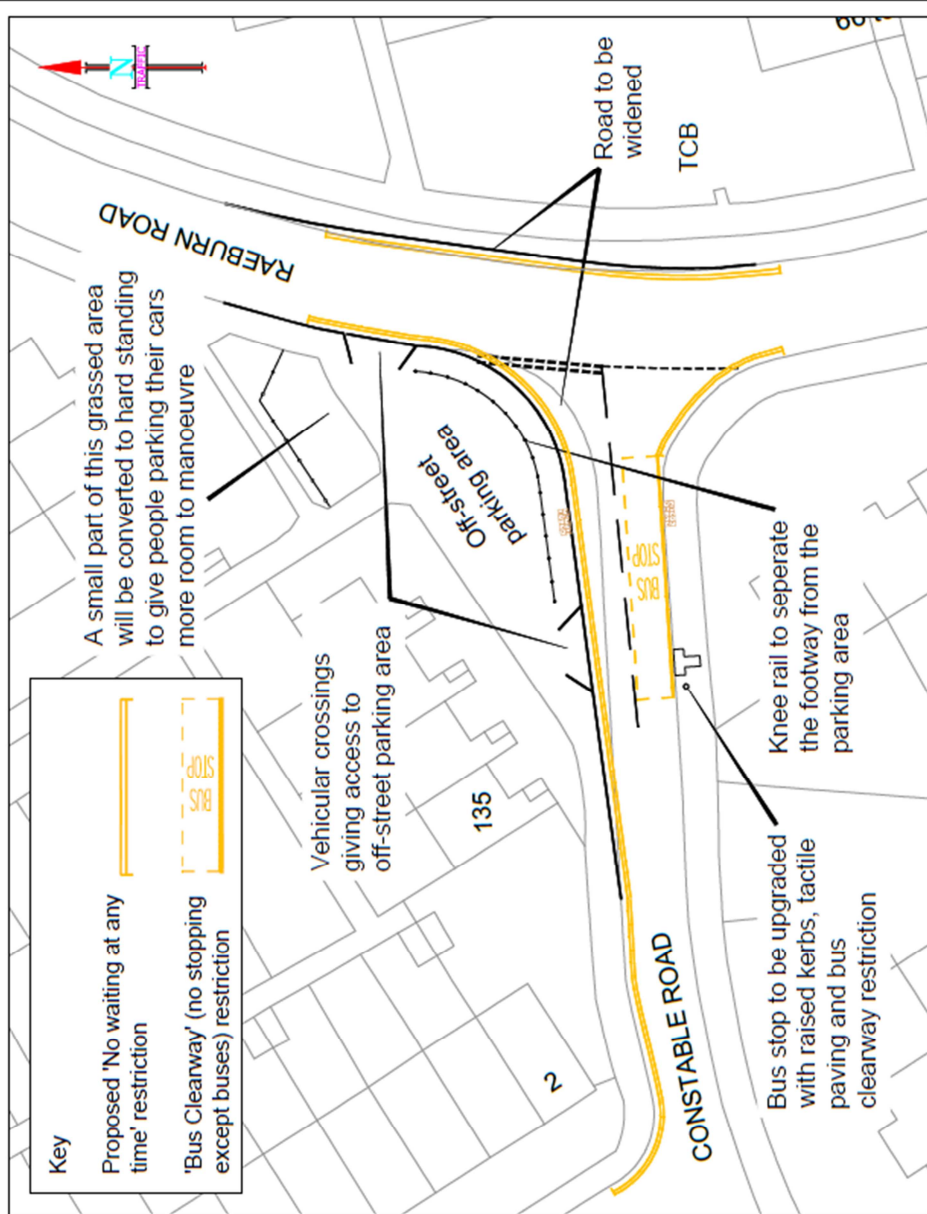
All bus stops will be upgraded. Raised kerbs and tactile paving will be provided to help anyone with mobility or visual impairments to get on and off the buses easily. Bus clearway road markings will prohibit parking at stops and allow buses to pull up to the kerb. New bus shelters will be provided where appropriate.

In addition proposals have been developed to address locations where bus services are currently delayed because of the existing road layout or inconsiderate parking.

## Raeburn Road junction with Constable Road

The junction will be altered to make it easier for buses to turn into and out of Raeburn Road. It is proposed to introduce parking restrictions (double yellow lines) around the junction mouth to keep the area clear of parked cars.

Off-street parking for approximately five cars will be available in the area shown on the drawing.



Simon Nelson, Scheme Design  
Transport, Traffic & Parking Services  
October 2013

Scale: 1:500

Drawing No: SD-LT109-002-C01



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### Regeneration and Development Services

Director: David Caulfield, RTPi

Scheme Design · 2-10 Carbrook Hall Road · Sheffield · S9 2DB

Email: [tony.lawery@sheffield.gov.uk](mailto:tony.lawery@sheffield.gov.uk)

Website: [www.sheffield.gov.uk](http://www.sheffield.gov.uk)

Officer: Tony Lawery

Ref: SD/LT109/003/SN01

Tel: (0114) 273 6176

Date: 21 November 2013

Dear Sir or Madam

### Gleadless Key Bus Routes

#### Alterations to the junction of Raeburn Road and Leighton Road

I am writing to inform you that the junction of Raeburn Road and Leighton Road is to be altered to make it easier for buses to turn into and out of Raeburn Road. The proposals include the introduction of parking restrictions around the mouth of the junction (see attached drawing).

The changes are programmed to be implemented early in 2014.

The work is part of wider improvements to bus facilities in the Gleadless area designed to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79A. Proposals are being developed to address locations where bus services are currently delayed, and all bus stops are to be upgraded as follows:

- Raised kerbs and tactile paving will be provided at all bus stops allowing anyone with mobility or visual impairments, including wheelchair and pushchair users, to get on and off buses easily.
- 'Bus stop clearway' road markings will prohibit parking at, and on the approach to, each bus stop enabling buses to pull up level to the kerb. Again this will make it easier for passengers to get on and off the bus, particularly passengers with impaired mobility.
- New bus shelters will be provided at stops where the existing shelters are in need of replacement.
- A small number of bus stops will be moved to improve their accessibility for passengers whilst minimising the impact of parking restrictions on residents' properties.
- Real-time bus information displays will be installed at ten of the busiest bus stops along the Gleadless routes.

The improvements are supported by the Sheffield Bus Partnership, comprising of First Group, Stagecoach, Sheffield City Council, Sheffield Community Transport and South Yorkshire Passenger Transport Executive. Wherever possible the works will be co-ordinated with the Streets Ahead maintenance work planned for the area.

I hope that you agree that the alterations to the junction of Raeburn Road and Leighton Road will help the local bus services to run more smoothly. However, if you wish, you can make a formal objection to the introduction of access and parking restrictions. To do so you must put your objection in writing and send it to:

Transport, Traffic and Parking Services  
2-10 Carbrook Hall Road  
Sheffield  
S9 2DB

The Council Cabinet Member with responsibility for transport related projects will be asked to consider any objections before deciding whether the restrictions should be introduced. Objections must be received by Friday 13<sup>th</sup> December 2013.

Please do not hesitate to contact me on the above telephone number or email address if you have any comments or questions about this scheme.

Yours faithfully

A handwritten signature in blue ink that reads "A. Lawery". The signature is written in a cursive style with a large loop at the end.

Tony Lawery  
Transport, Traffic and Parking Services

## Gleadless Key Bus Routes

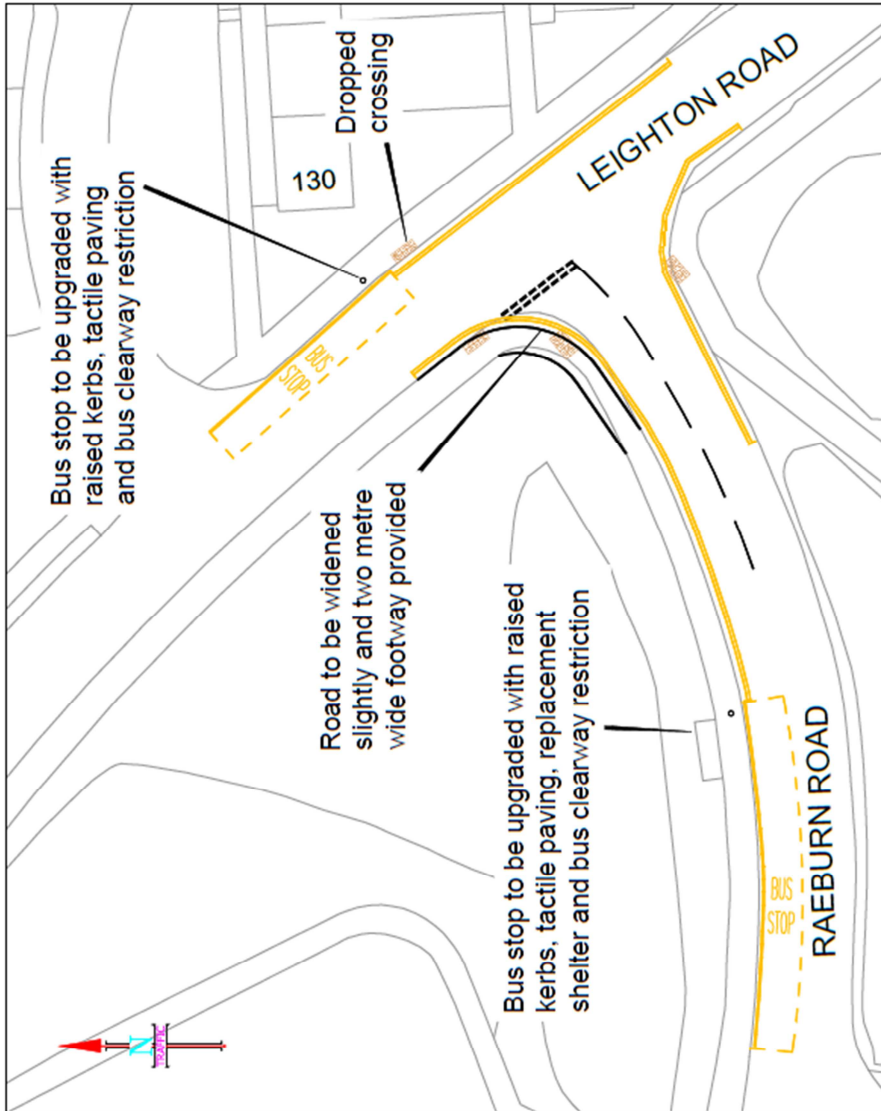
Alterations are being made along bus routes in the Gleadless area to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79A.

All bus stops will be upgraded. Raised kerbs and tactile paving will be provided to help anyone with mobility or visual impairments to get on and off the buses easily. Bus clearway road markings will prohibit parking at stops and allow buses to pull up to the kerb. New bus shelters will be provided where appropriate.

In addition proposals have been developed to address locations where bus services are currently delayed because of the existing road layout or inconsiderate parking.

## Raeburn Road junction with Leighton Road

The junction will be altered to make it easier for buses to turn into and out of Raeburn Road. It is proposed to introduce parking restrictions (double yellow lines) around the junction mouth to keep the area clear of parked cars.



### Key

Proposed 'No waiting at any time' restriction

'Bus Clearway' (no stopping except buses) restriction

Simon Nelson, Scheme Design  
Transport, Traffic & Parking Services  
October 2013

Scale: 1:500  
Drawing No: SD-LT109-003-C01



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## SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

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**Report of:** Executive Director, Place

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**Date:** 13 February 2014

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**Subject:** Proposed Permit Parking Scheme - Upperthorpe

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**Author of Report:** Nat Porter, 27 34192

---

**Summary:**

The purpose of the report is to seek a decision as to whether or not to implement in whole or part the Upperthorpe permit parking scheme as advertised in March 2012 and considered previously by the Cabinet Highways Committee in December 2012.

The Traffic Order must be made (or else re-advertised) and an implementation date committed to by 27 March 2014, in order to meet the requirements of the Local Authorities' (Traffic Orders) (England and Wales) Regulations 1996.

---

**Reasons for Recommendations:**

Ward councillors have canvassed local opinion, and have indicated that local opinion supports the introduction of parking restrictions as recommended.

Officers have considered the degree of support for the proposals and the content of comments received and considered modifications to the scheme design as required.

Introduction of the new permit parking scheme contributes to the Council's policy of completing the peripheral parking zones around the city centre, so as to improve access to local premises and manage demand for car travel around the city centre.

---

**Recommendations:**

The proposals in Area C, on Dover Street, on Ellison Street and on Netherthorpe Street be implemented as advertised, with the following relaxations:

- No additional restrictions are to be implemented on Finlay Street; and,
- All of the time-limited shared use bays on Fawcett Street are to have a four hour time limit, as opposed to the two hour limit advertised.

The objectors and affected local residents be informed accordingly.

---

**Background Papers:** Appendix A – Report to Cabinet Highways Cttee, 13/12/12  
Appendix B – Advertised restrictions  
Appendix C – Recommended scheme

---

**Category of Report:** OPEN

---

### Statutory and Council Policy Checklist

<b>Financial Implications</b>
Cleared by: Catherine Rodgers (24 Jan '14)
<b>Legal Implications</b>
Cleared by: Deborah Eaton (16 Jan '14)
<b>Equality of Opportunity Implications</b>
Cleared by: Ian Oldershaw (14 Jan '14)
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
Walkley ward
<b>Relevant Cabinet Portfolio Leader</b>
Cllr. Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Economic and Environmental Wellbeing
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
NO

## UPPERTHORPE AND NETHERTHORPE PERMIT PARKING SCHEMES

### 1.0 SUMMARY

- 1.1 The purpose of the report is to seek a decision as to whether or not to implement in whole or part the Uppertorpe permit parking scheme as advertised in March 2012 and considered previously by the Cabinet Highways Committee in December 2012.
- 1.2 A decision is required at this point as if the scheme is to be progressed, the Traffic Order must be made and an implementation date committed to by 27 March 2014, in order to meet the requirements of the Local Authorities' (Traffic Orders) (England and Wales) Regulations 1996.
- 1.3 Should any part of the proposed Order not be made before the deadline, this would not preclude the Council advertising a new Order if it wished to introduce the permit parking restrictions in whole or part at a later date.

### 2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 Managing kerbside parking in residential streets to ensure convenient, safe access to premises contributes to creating *'great places to live'* and *'safe and secure communities'*.
- 2.2 Introduction of a permit parking schemes in this area contributes to the Council's policy of completing of the peripheral parking zones around the city centre, so as to improve access to local premises, and to manage demand for car travel into and around the city centre so as to manage levels of traffic congestion and air pollution. This in turn contributes to *'a strong and competitive economy'*, *'better health and wellbeing'*, *'a great place to live'* and *'an environmentally responsible city'*.

### 3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The public consultation carried out, and ward members subsequent canvassing, have supported the 'working better together' value of the Corporate Plan, responding to customer comments about how to (or whether to) develop a permit parking scheme in different parts of Uppertorpe and Netherthorpe.

## 4.0 REPORT

### Background

- 4.1 A proposed permit parking scheme for the Upperthorpe and Netherthorpe scheme was advertised in April 2012. Objections were received to this proposal, which were reported to Cabinet Highways Committee on 13<sup>th</sup> December, 2012. The original report, which gives further background to the proposals, is included as Appendix A. The advertised restrictions are shown in Appendix B.
- 4.2 Having considered the objections received, amongst other things the Committee -
- (a) approved making the Traffic Regulation Order as shown in plans TR/BN680/B1, C1 (used twice for Areas A and C), D1, E1 and F1, included in Appendix A of the report;
  - (b) approved the implementation of those parts of the Order concerning double yellow lines, single yellow lines, bus stop clearways and disabled parking bays in order to improve safety at junctions, visibility and access;
  - (c) did not approve the implementation of those parts of the Order concerning any kind of parking bay other than Disabled Parking Bays (i.e. any time-limited bays; unrestricted parking bays; permit parking bays or Pay & Display bays) at the present time;
  - (d) noted that there will be a further report to this Committee before any further implementation of a Permit Parking Scheme (PPS) in Upperthorpe and Netherthorpe.
- 4.3 In line with this resolution, the parts of the Order relating to yellow lines, bus stop clearways and disabled parking bays were implemented from 29 November 2013. Permit parking elements of the scheme were not implemented at that time (those already existing remain in place).
- 4.4 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 requires that Local Authorities making a Traffic Order do so within two years of first advertising the proposed Order. On making a Traffic Order, the authority must commit to an implementation date, at which time the Authority must have erected traffic signs required to indicate the effect of the Order as appropriate.
- 4.5 In the case of the permit parking elements of the Upperthorpe scheme is that if the Council is to implement the proposed new permit parking places in whole or part, it must make the Traffic Order and commit to an implementation date before 27 March 2014. The purpose of this report is to seek a decision as to how to proceed before the expiry of this deadline.



- 4.6 Should any part of the proposed Order not be made before the deadline, this would not preclude the Council advertising a new Order if it wished to introduce the permit parking restrictions in whole or part at a later date.

Consultation with ward members

- 4.7 Walkley Ward members have indicated that, based upon their discussions with local residents, they would support the partial introduction of the permit parking scheme, to fill in the gap between the existing permit areas. This is taken to mean implementation of the new permit parking zone in 'Area C' (to be known as the Fawcett Street zone), and the implementation of additional restricted parking bays in Dover Street, Netherthorpe Street and Ellison Street (all within the existing Meadow Street scheme).
- 4.8 Area 'C' includes, amongst other streets, St Phillip's Road, Hammond Street, Jericho Street, Bellefield Street and Fawcett Street. The proposed Fawcett Street zone in Area C, and the proposed additional parking places in the existing Meadow Street scheme, are shown in Appendix C.

Public consultation

- 4.9 A description of the public consultation process prior to statutory advertisement is given in the report to Cabinet Highways Committee on 13<sup>th</sup> December 2012 – this is included as Appendix A to this report for ease of reference.
- 4.10 A consultation exercise was conducted in March 2012 as part of statutory advertisement of the proposed Traffic Order. The consultation process consisted of approximately 2,900 leaflets, letters and plans being distributed to local residents and businesses. The consultation area was split into six and each leaflet/letter contained a map of the proposals relevant to each area. The leaflets/letters contained details of the proposed scheme and frequently asked questions. 120 Street Notices, advertising the Traffic Regulation Order, were also put up throughout the area. Comments were invited with a response deadline of 27 April 2012.
- 4.11 A total of 83 responses were received to the proposed scheme. These are detailed in full in the report of December 2012, included at Appendix A to this report.
- 4.12 Of the responses received, the ones that are most pertinent to the proposals related to the ease at which parents park while their children were attending Bethany School, particularly for after-school events. In order to ease these concerns, the proposed permit holders' bays on Finlay Street are removed from the latest proposals, and the time limit on the short-stay bays on Fawcett Street has been increased from two to four hours.

## Summary

- 4.13 Ward members, having canvassed local opinion, support the implementation of new permit parking restrictions in Area 'C' only. (Existing permit parking restrictions in the Upperthorpe and Meadow Street areas would remain).
- 4.14 If the permit parking scheme advertised in March 2012 is to be implemented in whole or part, the Council would need to make the associated Traffic Order by 27 March 2012, or else re-advertise the proposals.
- 4.15 A number of objections were received regarding Area C when the proposals there were advertised in 2012. These predominantly related to proposed time limits in bays in the vicinity of St Stephen with St Phillip and St Ann Church, and Bethany School. In part these were based on a misunderstanding that the restrictions would prohibit the picking up and setting down of passengers (they would not).
- 4.16 Objections that the time limits in the vicinity of the church and school can be ameliorated by:–
- Not implementing the proposed restrictions on Finlay Street (existing double yellow lines at the Fawcett Street junction would remain); and,
  - Changing the 2hr limited waiting bays on Fawcett Street outside the church and east of Finley Street to a 4hr limited waiting bays.
- 4.17 Implementation of the permit parking scheme would not entirely satisfy the concerns of the two petitions received by people who park in but do not have business in the directly affected area. However, were only restrictions in Area C, Dover Street, Ellison Street and Netherthorpe Street implemented, this would leave a greater capacity of unrestricted kerbside parking than in the advertised situation.

## Relevant Implications

### Finance

- 4.18 Presently, £72,383 is forecast to be spent from the 13/14 budget of £46,220, on the preliminary design and consultation associated with the scheme, and the detailed design and implementation of the yellow line elements of the scheme approved by Cabinet Highways Committee in December 2012. It is intended the shortfall be addressed by a CAF variation, with the shortfall funded from the £300,000 allocation for permit parking schemes, part of the 2013/14 Local Transport Plan allocation.
- 4.19 If approved, the detailed design and implementation of the additional parking places would cost approximately £25,000; a more detailed cost will be provided as part of the next stage of scheme development. Subject to CAF variation, this is to be funded from £25,000 allocation in the 14/15 budget, this being part of the £250,000 allocation for permit

parking schemes in 2014/15, both approved by Highways Cabinet Member on 12 December 2013. This allocation is to be funded from the South Yorkshire Local Transport Plan, with allocations due to be ratified by the South Yorkshire Integrated Transport Authority in March 2014.

- 4.20 Successful operation of the scheme will require effective enforcement. The Human Resources implications for Parking Services will be assessed once the Scheme has been approved and a date for it to become operational has been set.

#### Equality

- 4.21 An Equality Impact Assessment has been conducted and concludes that the measures proposed should be equality neutral in the main, although they should prove fairly positive for the elderly, the disabled and carers. No negative equality impacts have been identified.

#### Legal Implications

- 4.22 The Council has the power to make parking place orders made under Sections 32 & 35 of the Road Traffic Regulation Act 1984, including orders for permit parking places. Before the Council can make such an order, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. There is no requirement for public consultation. However the Council should consider and respond to any public objections received.
- 4.23 The proposed scheme includes for restrictions on a number of car parks operated by the Housing Service. The consent of the housing service will be required for any works in these car parks, and so any resolution relating to these areas would be subject to their consent. The Housing Service has approved the proposals in principle, but has asked TTAPS Officers to attend the Tenants and Residents Association Liaison Meeting on 6th February to discuss the proposals. The outcome of these discussions will be reported verbally at the Decision Session Meeting.

### **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 Officers have considered the degree of support for the proposals and the content of each comment received and considered modifications to the scheme design as required.
- 5.2 It is proposed that the scheme will be reviewed once it has been fully operational for a period of six months.

## **6.0 REASONS FOR RECOMMENDATIONS**

- 6.1 Ward councillors have canvassed local opinion, and based on this support the introduction of new permit parking restrictions in Area C, on Dover Street, on Ellison Street and on Netherthorpe Street only. Other existing restrictions in the area would remain as existing.
- 6.2 Officers have considered the degree of support for the proposals and the content of each comment received and considered modifications to the scheme design as required.
- 6.3 Introduction of a permit parking scheme in the area contributes to the Council's policy of completing of the peripheral parking zones around the city centre, so as to improve access to local premises and to manage demand for car travel into and around the city centre.

## **7.0 RECOMMENDATIONS**

- 7.2 Implement the proposals in Area C, on Dover Street, on Ellison Street and on Netherthorpe Street as advertised, with the following relaxations:
- No additional restrictions are to be implemented on Finlay Street; and,
  - All of the time-limited shared use bays on Fawcett Street are to have a four hour time limit, as opposed to the two hour limit advertised.
- 7.3 Inform the objectors and affected local residents accordingly.

**Simon Green**  
**Executive Director, Place**

**24 January 2014**

**APPENDIX A**  
**Report to Cabinet Highways Committee of 13<sup>th</sup> December, 2012.**

**APPENDIX B**  
**Advertised permit parking scheme in Area 'C'**

**APPENDIX C**  
**Proposed permit parking scheme in Area 'C', revised in light of objections received**



# SHEFFIELD CITY COUNCIL

## Cabinet Highways Committee Report

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**Report of:** Executive Director, Place

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**Date:** 13 DECEMBER 2012

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**Subject:** Upperthorpe & Netherthorpe Permit Parking Scheme

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**Author of Report:** Cate Jockel

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**Summary:** This report follows on a report to Members of this Committee on 12<sup>th</sup> July 2012. That report informed Members of the outcome of the Traffic Regulation Order advertisement of the proposed Permit Parking Scheme in Upperthorpe and Netherthorpe and recommended that the Committee proceed with making a Traffic Regulation Order and implementing the scheme subject to a number of alterations made following consultation responses. The decision of that Committee was to defer a decision on the scheme subject to further consideration of the history and background of the scheme.

This report includes further consideration of the history and background of the scheme, including the city-wide Permit Parking context.

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**Recommendations:** To approve making the Traffic Regulation Order as shown in plans TR/BN680/B1, C1 (used twice for Areas A and C), D1, E1 and F1, included in Appendix A.

To approve the implementation of those parts of the Order concerning Double Yellow Lines, Single Yellow Lines, bus stop clearways and disabled parking bays in order to improve safety at junctions, visibility and access.

Not to approve the implementation of those parts of the Order concerning any kind of parking bay other than Disabled Parking Bays (i.e. any time-limited bays; unrestricted parking bays; permit parking bays or Pay & Display bays) at the present time.

To note that there will be a further report to this Committee before any further implementation of a Permit Parking Scheme (PPS) in Upperthorpe and Netherthorpe.

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**Background Papers:** report to Committee on 12<sup>th</sup> July 2012

**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

<b>Financial Implications</b>
YES Cleared by Matt Bullock
<b>Legal Implications</b>
YES Cleared by Deborah Eaton
<b>Equality of Opportunity Implications</b>
YES Cleared by Ian Oldershaw
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
Central
<b>Relevant Cabinet Portfolio Leader</b>
Councillor Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Economics, Environment and Well-being
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
NO

## **UPPERTHORPE AND NETHERTHORPE PERMIT PARKING SCHEME**

### **1. SUMMARY**

- 1.1 This report follows on a report to Members of this Committee on 12<sup>th</sup> July 2012. That report informed Members of the outcome of the Traffic Regulation Order advertisement of the proposed Permit Parking Scheme in Upperthorpe and Netherthorpe and recommended that the Committee proceed with making a Traffic Regulation Order and implementing the scheme subject to a number of alterations made following consultation responses. The decision of that Committee was to defer a decision on the scheme subject to further consideration of the history and background of the scheme.
- 1.2 This report includes further consideration of the history and background of the scheme, including the city-wide Permit Parking context.

### **2. WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD?**

- 2.1 The proposals support the 'Standing up for Sheffield' Corporate Plan 2011-2014 by supporting and protecting communities and being business friendly.

### **3. OUTCOME AND SUSTAINABILITY**

- 3.1 The public consultation carried out has supported the 'working better together' value of the Corporate Plan, responding to customer comments about how to (or whether to) develop a permit parking scheme in different parts of Upperthorpe and Netherthorpe.

### **4. REPORT**

#### **Permit Parking Background**

- 4.1 One of the early Permit Parking Schemes in Sheffield was introduced in Netherthorpe in 1989 as a result of parking pressure in the area generated by the nearby University of Sheffield and Hospitals.
- 4.2 A 'Peripheral Parking Zone' (PPZ) was established in a ring around the City Centre Controlled Parking Zone (CPZ) by the decision of the then Development Committee in March 2000. The extent of the Zone was established through surveys and consultation. 28,000 properties in the proposed area were asked whether residents thought there was a commuter parking problem in their area and whether they would be willing to pay towards a Permit Scheme to tackle this. This survey achieved a decent overall response rate of around 25% (varying from area to area).

- 4.3 The results of this survey were reported to Cabinet in June 2001 where approval was given for the PPZ to be developed in Phases, starting with the area of highest demand. The agreed phases were:
- Phase 1: Crookesmoor/Broomhill/Broomhall/Sharrow Vale
  - Phase 2: Sharrow/Nether Edge/Highfields
  - Phase 3: Crookes/Netherthorpe/Upperthorpe
  - Phase 4: Norfolk Park/Park Hill/Burngreave/Neepsend
- Phases 1 and 2 have since been completed. The proposals for Upperthorpe and Netherthorpe fall within Phase 3.

### **Upperthorpe and Netherthorpe Project Development**

- 4.4 Work on Phase 3 in Upperthorpe and Netherthorpe began with a report in 2008 to the North & West Planning & Highways Area Board following a petition (191 names) for permit parking in the area. Although the area fell within the PPZ, the criteria agreed (November 2006) for assessing areas outside the PPZ were applied. These criteria were that a scheme was merited where streets had a maximum parking occupancy of 85% plus (i.e. well-used for parking), with at least 30% of those vehicles not being resident in the local area (i.e. commuter parking).
- 4.5 The results of applying these criteria to Upperthorpe and Netherthorpe were set out in the 2008 report and were, overall, that the area as a whole did not meet the non-PPZ permit parking criteria but that some areas should be looked at further. These areas were:
- Shalesmoor: this area did meet these criteria and the decision was made to introduce a Permit Parking Scheme (PPS). This area (called "Meadow Street") was introduced in 2009;
  - Netherthorpe (a larger area than the existing (1989) Netherthorpe Permit Parking Scheme): this area showed considerable non-resident parking but this did not, in general, take the parking occupancy beyond 85% capacity. The decision was to develop a Scheme that would (a) amend the 1989 Scheme (for example, to include visitor permits and amend the operational days of the week) and (b) cover the area between the existing Netherthorpe PPS and the proposed new Meadow Street PPS to tackle displaced parking into that area;
  - Upperthorpe: a small area around the shopping centre: the surveys showed a few streets in a small area around the shopping centre that met the non-PPZ criteria; also a few more streets where there was considerable non-resident parking without this taking the parking occupancy beyond 85% capacity. The decision was to also develop a scheme for this part of Upperthorpe.
- 4.6 Scheme development progressed during 2009 and 2010:
- Street surveys and consultation covering a wider area were undertaken in 2009, with residents being asked where they considered that there were problems parking in the area (daytime and/or evening) and where they considered that the parking



situation in the area could be improved by introducing a permit parking scheme. The response rate was very low, only 117 responses;

- Consultation on an outline scheme, with 3,000 leaflets (6 versions for 6 sub-areas) and postcard questionnaires, was undertaken in 2010. Again the response rate was very low, only 249 responses (8%);
- The results of the 2010 consultation were reported to Cabinet Highways Committee in December 2010 where the decision was taken to progress the scheme to Traffic Regulation Order (TRO) advertisement but for a significantly smaller area (the number of properties covered was reduced by about a third).

4.7 The subsequent TRO was advertised in April 2012, alongside 2,000 information leaflets (different versions for different sub-areas again). The results of this were the subject of the previous report to Members of this Committee on 12<sup>th</sup> July 2012 (attached as Appendix A) which recommended that the Committee proceed with making a Traffic Regulation Order (TRO) and implementing the scheme, subject to a number of alterations made following consultation responses. In response to representations made by local Councillors on behalf of residents who did not think the scheme was necessary, Committee deferred a decision subject to further consideration of the history and background of the scheme.

### **Summary**

4.8 It remains the policy of the City Council to develop the PPZ around the City Centre CPZ in order to tackle on-street commuter parking in areas where local residents and businesses require such parking, as well as to support sustainable transport policies by encouraging travel to work, especially in and around the city centre, by more sustainable means (to reduce congestion, and improve air quality and health).

4.9 Phases 1 and 2 of the PPZ have now been developed: these have tackled the areas where the most acute problems existed in terms of the demand for space on-street. In this part of Phase 3, the 2008 survey results (paragraph 4.5 above) showed that the area did not meet the non-PPZ permit parking criteria except in a few areas, one of which (Meadow Street) has subsequently been progressed and implemented. In addition, despite some support for a parking scheme from petitions, some groups such as St Stephen's TARA (for the Fawcett Street area) and some individuals, the public response to the consultations on the scheme as it has developed has always been low. At the same time, because of the general economic situation, commuter parking pressure in areas such as this, around the city centre, is lower than it has been. For these reasons, it is not considered appropriate to implement this permit parking at this time. However, this situation is likely to change as the economy picks up (particularly in the City Centre) and parking levels increase.

- 4.10 It is recommended that those parts of the TRO relating to access, visibility and safety should be 'Made' and implemented. This covers the waiting and loading restrictions, bus stop clearways and Disabled Parking Bays. This way forward was agreed with local Members.
- 4.11 It is also recommended that those parts of the TRO relating to the permit parking should be 'Made' (as amended in the Plans attached in Appendix A to take account of the objections and comments made in response to the TRO advertisement) but that they are **not** implemented at the present time. Any implementation in whole, or part, would be the subject of a further report to this Committee. This would mean that, if circumstances changed (such as public demand or worsening parking), the scheme could be reactivated quickly and inexpensively, either in full or in part.

### **Relevant Implications**

- 4.12 **Financial:** the development and implementation of the Scheme is funded in 2012/13 through the South Yorkshire Local Transport Plan to a budget estimate of £95,000 (a CAF variation reducing this to £75,000 is currently progressing). A more detailed cost will be provided by Amey once the extent of work on-street is approved by Committee and this will be reflected in a subsequent CAF variation.
- 4.13 **Equalities:** Fundamentally this proposal is equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, the access and safety improvements proposed should particularly benefit the most vulnerable members of society including the young, the elderly, the disabled and carers. No negative equality impacts have been identified.
- 4.14 **Legal:** 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, as it is doing in this case.
- 4.15 A legal agreement was to be drawn up and agreed between the City Council and Sheffield Homes before the scheme was implemented on-street, setting out the roles and responsibilities of each party in relation to Sheffield Homes' parking areas that are included within this Scheme. This is no longer required at this stage.

## **5. ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 Alternative options considered were full implementation of the advertised scheme and the do nothing option.

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1 To respond to local resident feedback through local Councillors by implementing those parts of the scheme that support local safety and assist bus services and disabled residents.
- 6.2 To approve making the Traffic Regulation Order for the whole scheme so that, if circumstances change (such as public demand or worsening parking), the scheme could be reactivated quickly and inexpensively, either in full or in part, subject to a further report to this Committee.

## **7. RECOMMENDATIONS**

- 7.1 To approve making the Traffic Regulation Order as shown in plans TR/BN680/B1, C1 (used twice for Areas A and C), D1, E1 and F1, included in Appendix A.
- 7.2 To approve the implementation of those parts of the Order concerning Double Yellow Lines, Single Yellow Lines, bus stop clearways and disabled parking bays in order to improve safety at junctions, visibility and access.
- 7.3 Not to approve the implementation of those parts of the Order concerning any kind of parking bay other than Disabled Parking Bays (i.e. any time-limited bays; unrestricted parking bays; permit parking bays or Pay & Display bays) at the present time.
- 7.4 To note that there will be a further report to this Committee before any further implementation of a Permit Parking Scheme (PPS) in Upperthorpe and Netherthorpe.

Simon Green  
Executive Director, Place

13 December 2012



# SHEFFIELD CITY COUNCIL Cabinet Highways Report

10

**Report of:** EXECUTIVE DIRECTOR, PLACE

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**Date:** 12 July 2012

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**Subject:** Upperthorpe & Netherthorpe Permit Parking Scheme  
Outcome of the Traffic Regulation Order Consultation  
Process

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**Author of Report:** Nel Corker, Traffic Regulations

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**Summary:**

The aim of this report is to inform Members of the outcome of the Traffic Regulation Order advertisement of the proposed Permit Parking Scheme in Upperthorpe and Netherthorpe.

It is proposed to proceed with making a Traffic Regulation Order (TRO) to implement the scheme subject to alterations based on the consultation responses.

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**Reasons for Recommendations:**

To progress a permit parking scheme to address parking issues in the Upperthorpe area. However, the most recent round of consultation analysis shows further need to modify the scheme

A further Traffic Regulation Order is required to 'restrict' parking on Daniel Hill near to Upperthorpe centre as requested by local residents and businesses on this road.

**Recommendations:**

To approve making the Traffic Regulation Order and implement the scheme with the amendments as detailed in Appendix A and shown in plans TR/BN680/B/A1-F1

To inform residents/businesses that the Upperthorpe & Netherthorpe Permit Parking Scheme will be implemented.

To inform lead petitioners of Petition 1 (dated 26.04.12) and Petition 2 (dated 09.05.12), that it is proposed that the scheme will be reviewed once it has

been fully operational for a period of six months. This review would seek to make changes to the scheme, where necessary, and would address any issues outside the scheme boundary, if appropriate. In the interim, it is proposed that some bays within the scheme boundary will be included in the Traffic Regulation Order (TRO) but not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.

To seek approval to proceed with advertising another Traffic Regulation Order to propose 2 hour limited waiting bays (except permit holders) on Daniel Hill outside properties 12-18 and 32-42, as requested by residents.

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**Background Papers:** N/A

**Category of Report:** OPEN

## Statutory and Council Policy Checklist

<b>Financial Implications</b>
YES/NO      Cleared by: Matthew Bullock
<b>Legal Implications</b>
YES/NO      Cleared by: Julian Ward
<b>Equality of Opportunity Implications</b>
YES/NO      Cleared by: Ian Oldershaw
<b>Tackling Health Inequalities Implications</b>
YES/NO
<b>Human rights Implications</b>
YES/NO:
<b>Environmental and Sustainability implications</b>
YES/NO
<b>Economic impact</b>
YES/NO
<b>Community safety implications</b>
YES/NO
<b>Human resources implications</b>
YES/NO
<b>Property implications</b>
YES/NO
<b>Area(s) affected</b> Upperthorpe and Netherthorpe
<b>Relevant Cabinet Portfolio Leader</b>
<b>Relevant Scrutiny Committee if decision called in</b>
<b>Is the item a matter which is reserved for approval by the City Council?</b>
YES/NO
<b>Press release</b>
YES/NO

## **UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME - OUTCOME OF THE TRAFFIC REGULATION ORDER CONSULTATION PROCESS**

### **1.0 SUMMARY**

1.1 The purpose of this report is to inform Members of the outcome of the Traffic Regulation Order advertisement of the proposed Permit Parking Scheme in Uppertorpe and Netherthorpe.

1.2	It is proposed to proceed with making a Traffic Regulation Order (TRO) and to recommend implementation of the scheme subject to a number of alterations made following consultation responses.
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### **2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE**

2.1 Consultation with residents and businesses has taken place for the proposed introduction of a permit parking scheme in Uppertorpe and Netherthorpe. Responding to requests for progressing a permit parking scheme centred around Uppertorpe local centre should make it easier for residents to park nearer their properties, whilst it also provides the opportunity to link together existing Permit Parking Schemes in Netherthorpe (operational since 1989) and Meadow Street (operational since 2009). The proposals also cover off-street car parking spaces owned by Sheffield Homes making it easier for residents to access those spaces.

2.2	The permit parking scheme proposals support the 'Standing up for Sheffield' Corporate Plan 2011-2014 by supporting and protecting communities and being business friendly. Local communities have a greater voice and more control over services which are focused on the needs of individual customers. The process also empowers residents by agreeing to changes in the proposals which have been requested by local residents/businesses where possible.
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### **3.0 OUTCOME AND SUSTAINABILITY**

3.1 The public consultation carried out supports the 'working better together' value of the Corporate Plan, with proposals that respond to customer comments about how to (or whether to) develop a permit parking scheme in different parts of Uppertorpe and Netherthorpe. The overall project contributes to the 'a great place to live' and 'an environmentally responsible city' objectives by limiting the availability of longer stay commuter parking in the area, whilst introducing better management of the available road space. These restrictions encourage individuals to consider more sustainable forms of transport, including car sharing, walking and cycling, thus reducing an individual's carbon footprint. In addition, the removal of densely parked cars in urban areas will improve the environment for residents and visitors alike.

3.2	A key outcome will be the approval to 'make' the Traffic Regulation Order associated with a permit parking scheme.
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#### 4.0

4.1 Following the first consultation with the people of Upperthorpe and Netherthorpe in November 2009 residents of many streets stated that they had a problem with parking during the day. This feedback allowed a preliminary scheme area to be defined and to suggest what parking restriction might be suited to a Permit Parking Scheme in Upperthorpe. These proposals were distributed as part of a second consultation exercise in 2010.

4.2	The second scheme consultation in May/June 2010 comprised the delivery of approximately 3,000 questionnaires across the scheme area. Only 249 were returned, giving a response rate of 8%. The usual return rate for such consultations is in the region of 20%. The consultation results demonstrated a wide range of views, ranging from those very much in favour to those very much opposed. The Scheme boundary was reduced to exclude the areas where people were not in favour of the scheme and this smaller area was approved at the Cabinet Highways Committee at its meeting on 9 <sup>th</sup> December 2010.
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#### Proposals

4.3 The proposed Upperthorpe Permit Parking scheme was broken down into four areas for the third stage consultation, plus two areas outside the scheme boundary which would be subject to yellow line proposals. The scheme boundary and the six consultation areas are shown in the plans included in Appendix A: TR/BN680/A1-F1. It is proposed that the scheme would operate on Monday to Friday between the hours 0800 to 1830.

#### Scheme Consultation (Traffic Regulation Order)

4.4 The consultation process consisted of approximately 2,900 leaflets, letters and plans being distributed to local residents and businesses. The consultation area was split into six and each leaflet/letter contained a map of the proposals relevant to each area. The leaflets/letters contained details of the proposed scheme and frequently asked questions. 120 Street Notices, advertising the Traffic Regulation Order, were also put up throughout the area. Comments were invited with a response deadline of 27<sup>th</sup> April 2012.

4.5 Copies of the plans of the scheme were posted at First Point Hillsborough, First Point at Howden House, St Stephens TARA offices and Upperthorpe TARA offices along with a display at Upperthorpe Library for the duration of the consultation. The information and plans were also available on the Council website. Plans were also supplied to the local TARAs for displaying in their street community notice boards located around the area.



### Consultation Responses

- 4.6 83 responses and comments were received. Two petitions were also received, both coming from commuters who park in the area for work.

In total 6 people were in support of the scheme, 57 did not support the scheme and 19 raised comments and questions regarding the design/operation of the scheme. The respondents were mainly residents (79%), parents of children attending Bethany School on Fawcett Street (16%) and commuters (5%). A summary of responses from each area is given in table 1:

Table 1: Consultation Results Summary

	Support (No.)	Object (No.)	Comment (No.)
Area A Upperthorpe	1	16	8
Area B Meadow Street	1	3	0
Area C Fawcett Street	1	15	4
Area D Netherthorpe	0	2	2
Area E Out of the Scheme	1	3	1
Area F Out of the Scheme	1	10	3
Comments regarding all Areas	2	7	0

- 4.7 The results show that the majority of respondents did not support the scheme proposals. It should be noted that the number of people responding to the TRO consultation was low (83 people). It is not unusual to hear mainly from those who are against the scheme. People who are happy with the proposals tend not to comment. Meetings with local Tenants and Residents Associations (TARA) have shown good support for the scheme as proposed. It should also be noted that previous consultations confirmed the need for a permit scheme, and also the extent of it, and this TRO consultation is primarily related to the detail of what can be introduced rather than the principle of whether to introduce a scheme or not.
- 4.8 It is considered that some area results were affected by respondents not understanding the proposals, i.e in Area C: 13 respondents complained that they would have to pay to park on Fawcett Street to take their children to school every day. This is not the case as the proposed 'limited waiting (except permit holders)' bays are free of charge. Also since the consultation, officers have worked with the School and the church in this

area to accommodate their needs and we are now recommending further changes to the scheme in line with their wishes.

- 4.9 Many of the objections received have been addressed with modifications to the scheme. All the comments and questions received during the consultation are set out in Appendix B, with officer responses and recommendations. Revised Plans TR/BN680/R-A1-F1 in Appendix C outline the changes we are recommending since the consultation.
- 4.10 As well as many general questions regarding the scheme operation which have been answered in Appendix B, the main local issues/concerns by 'Area' can be summarised as:  
(numbers of respondents stating comment is stated in brackets)

Area A - main issues (Plan TR/BN680/R-A1)

- 4.11
- Shipton Street Car Park: Staff want to park all day in Shipton Street Car Park and there is a need for business visitors to park longer than the proposed 2 hour maximum stay.(business & staff x 5 including the Zest Centre)
  - Westmoreland Street: No problems parking so why introduce a scheme (x 3)
  - Yeoman's Road (end of): Can the double yellow line be reduced near my property (x 2)
  - Cleveland Road: Object to the single yellow line on the south side as it will limit parking for residents on this side/will push residents onto Westmoreland Street (x 2)
  - Daniel Hill made four separate comments regarding the proposals; where are residents suppose to park?, this will have negative impact on my home/want permit bays, against the single yellow line, require short term parking for charity visitors, should have one way system.

Recommendations:

- 4.12
- To resolve these issues it is recommended that we extend the maximum parking period in Shipton Street Car Park from 2 hours to 4 hours Pay & Display and allow Business permit holders to park for 4 hours with no charge. This arrangement would need to be monitored so that turnover of parking for people using the local shopping centre and Zest Centre is still achieved and could be reviewed after 6 months of operation. Many businesses have requested all day parking in Shipton Street Car Park. It is envisaged as a 'shoppers car park' with turnover for the local shopping centre and services in the area, there are many other areas where Business permit holders could park all day in this area, including on Shipton Street opposite the car park (in permit holders only bays), on Upperthorpe Road (in 4 hour limited waiting bays (except for permit holders) or in permit holders only bays, on Daniel Hill and on Westmoreland Street (in permit holders only bays). All these locations are only a short walk from the shopping centre. The car park is restricted during the hours 8am – 4pm

- It is recommended that the double yellow line at the end of Yeoman's Road is retained in the TRO but not implemented on street. This arrangement would need to be monitored and reviewed after 6 months.
- It is recommended that the single yellow line on Cleveland Road is omitted. Vehicles currently park here without causing a problem, however this would be monitored and reviewed after 6 months to ensure no problems were being caused.
- Westmoreland Street is intended to be permit holders only in line with the wishes expressed in a 24 signature petition received at the last consultation. 3 residents have objected to this. We assume that the majority of the petitioners are happy with what we are proposing.
- On Daniel Hill outside properties numbers 32-42 there is an area that is proposed as unrestricted. Residents and businesses in this area have requested that this should have a restriction that benefits both residents and short term business users. It is therefore recommended that a 2 hour limited waiting (except for permit holders) restriction is progressed at this location by the advertisement of a new Traffic Regulation Order (TRO). This will provide further short term and residents parking provision in the Upperthorpe Centre in line with the wishes of local residents and businesses.

4.13 The Zest Centre had comments regarding the provision of disabled parking in Area A which they consider to be inadequate. They would welcome additional disabled parking in the pedestrianised area in front of the centre and also changes to the adjacent bus gate. Unfortunately, changing the pedestrianised area and the bus gate arrangement is beyond the remit of this permit parking scheme. Therefore their comments have been passed to the Central Community Assembly for their consideration. In the meantime, disabled blue badge holders are able to use the disabled bays on Upperthorpe and also the Pay & Display bays/limited waiting bays without charge or time limit.

Area B – main issues (Plan TR/BN680/R-B1)

- 4.14
- The permit charges are too high/ /residents should be given a free permit/s the commuters who cause the problem and the residents are expected to pay (x 1)
  - Against the scheme, why pay to park outside your own house (Morpeth Gardens) (x 1)
  - Netherthorpe Street : Can parking for the School be provided? Otherwise scheme is detrimental to the school (many reasons stated) (x 1)

Recommendations:

- It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. It is appreciated that the increase in

permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. The decision to increase charges for parking permits was not taken lightly and still offers value for money compared to similar schemes in other cities.

- Since the TRO consultation, officers have met with the school to discuss how the scheme can accommodate the school requirements for parking. Details are in Appendix B.

Area C – main issues (Plan TR/BN680/R-C1)

- 4.15
- Fawcett Street/Finley Street: Will make it harder to take my children to Bethany School/have to pay to park to take children to school/can't park for long enough to do duties at the school/change the restrictions on Finlay Street/impinge on the running of the school/infringe on running of church/I have had no problem with parking (x 13)
  - More unrestricted parking needed for the facilities on Fawcett Street/Finlay Street (x 10)
  - Scheme not needed/no problem on my road (Fawcett Street x 2, Jericho St x 1)

Recommendations:

- 4.16
- Many comments were received from parents/carers associated with the School along with School Staff and Church staff in thinking that they would have to pay to park to drop/pick up their children from school/ attend events. Parking spaces close to the school/church were proposed as 2 or 4 hour limited waiting (except permit holders) which are free of charge. However comments also indicated that the time limit would be too restrictive for the school and church. It is therefore recommended to:
    - (i) Change Finlay Street 4hr limited waiting bay and double yellow lines to unrestricted parking (except at the junction with Fawcett Street where the double yellow lines will remain) and
    - (ii) Change the 2hr limited waiting bays on Fawcett Street outside the church and east of Finley Street to a 4hr limited waiting bays.
  - The local TARA, based on Fawcett Street, fully supported the scheme in this area.

Area D – main issues (Plan TR/BN680/R-D1)

- 4.17
- Scheme is not needed/no problem on my road (Bramwell Close) (x 1)
  - Bramwell Close: Does not want the permit bays. Wants unrestricted OR signs stating residents only/free permits/4hrs stay then permit to extend/no single or double yellow lines/no bays painted on the road (x 1)
  - Bramwell Street: Can the double yellow line be retained near to my property (proposed single yellow line on plan) (x 1)

4.18 Recommendations:

Only three comments were received from Bramwell Close, all of which did not perceive a problem and did not want to see any permit holders only bays on this street. It is recommended that the proposed restrictions be left in the TRO but that all the residents on the Close are asked again whether they wish to see the restrictions introduced and a decision be made based on the outcome. If any problems arise the situation can be reconsidered during a 6 month review.

Area E – main issues (Plan TR/BN680/R-E1)

- 4.19
- Midvale Avenue: does not need double yellow lines (x 1)
  - Philadelphia Gardens: Can the double yellow line be reduced next to my property? (x 1)

Recommendations:

- 4.20
- No other comments have been received regarding the double yellow lines in the Midvale Avenue area and therefore they will remain as proposed.
  - The proposed double yellow line on Philadelphia Gardens be retained in the TRO but only 3 metres be introduced to accommodate the residents' request, the situation will be monitored and further lines introduced if problems arise.

Area F – main issues (Plan TR/BN680/R-F1)

- 4.21
- Upperthorpe - against the double yellow line restriction on the south side (required on snowy days by residents of steep gradient roads, keeping it clear will increase speeds, cause an accident problem, traffic calming required) (x 5)
  - Area near to Upperthorpe: the double yellow lines seem excessive at junctions in this area (x 4)
  - Upperthorpe: against the double yellow line outside Nos 95-105 (does not want to be included in the scheme x 1, wants to be included in a scheme x 1)

Recommendations:

- 4.22
- Upperthorpe is currently unrestricted. It was proposed as 'no waiting at any time' (double yellow line) as it is not wide enough to allow parking on both sides of the road. Currently most parking occurs on the north side in the daytime, however correspondence and observations indicate that the south side is used on occasions for additional parking in the evening and in special cases such as bad weather when other steep gradient roads in the area are impassable. Therefore it is proposed that the double yellow line on the south side is retained in the TRO but be introduced initially in reduced form and the situation be monitored and reviewed.
  - The proposed double yellow lines at junctions in this area have been assessed and where possible it is recommended to reduce them to maintain the maximum amount of parking space. However in some areas this is not possible as the restrictions protect facilities such as tactile dropped crossings.

- The double yellow line outside Nos 95-105 Uppertorpe is not there at present and current traffic conditions indicate no problem when vehicles are parked here. Therefore it is recommended that these lines be retained in the TRO but not be introduced initially and the situation monitored.

4.15 All the comments received for each area of the proposed permit parking scheme, have been included with an officers comment in Appendix A.

#### Other Issues

4.16 Sheffield Homes off-street car parking spaces were included within the Traffic Regulation Order and it is noted that no comments were received regarding these. Therefore these will remain in the TRO and become part of the scheme. A formal legal agreement will be written and signed if the scheme is approved.

4.17 The local Tenants and Residents Association (TARA) requested that further Sheffield Homes car parks in the Martin Street area be included in the scheme. This area is currently outside the scheme boundary and would require the advertisement of a new Traffic Regulation Order (TRO). This can be considered as part of the review of the scheme when it has been operational for 6 months.

4.18 The TARA asked that some residents on Addy Close (who currently park on Addy Street but are not within the scheme boundary) be able to obtain permits. They have concerns about displaced parking in this area. It is recommended that the boundary of the scheme remains as proposed but disabled bays implemented where required in Addy Close. Also that the parking spaces are marked out in the parking bays and that the situation is monitored. A quicker timescale for a review in this area can be considered if problems occur and should the majority of residents want to be included in the wider permit scheme.

4.19 The TARA also raised concerns about obstructive parking by the garages on Burlington Street. However, this area is not public highway and has been passed onto Sheffield Homes.

#### Petitions

- 4.18 Two petitions were received regarding the proposed scheme, both of which came from commuters who park in the area for work.
- Petition 1: (6 signatures, dated 26.04.12) "We, the undersigned wish to raise an objection to the proposed changes to on-street parking in the area around St Philips Road. We feel that it is necessary for people working in the area, primarily NHS and university to have access to parking nearby particularly when on unsociable shifts which are not necessarily served by public transport. Parking spaces may be free or metered: if metered then they should cover a length of time spanning a normal shift and not

the four hour maximum seen in the lower area of St Philips Road. Further there needs to be balance between generally available spaces and those for use by residents. Whilst some resident only parking areas are necessary they should adequately reflect demand and not, as in the lower part of St Philips Road/ Watery Street become an unused provision greatly in excess of local need.”

- Petition 2: (106 signatures, dated 09.05.12)“We, the undersigned object to SCC plan to introduce a permit parking scheme and associated waiting restrictions within the Uppertorpe and Netherthorpe area of the city and request that the proposals be abandoned. The introduction of the scheme will result in a large level of displaced parking throughout the surrounding area. Individuals currently parking in this area will not pay to park as the amount of space allocated and the time limited parking is unsuitable for the majority of people who choose to park there. This will result in very limited return for the Council in terms of parking revenue in comparison to the scheme set up and maintenance costs. Some of the roads included within the permit scheme, e.g. Mushroom Lane, Fawcett Street and Finley Street are subject to either permit only parking or 2/4 hr limited parking, however these are currently unused by residents to park as they are empty early mornings and at night, it appears areas have been subject to restrictions even when there are no parking issues.”

- 4.19 It is accepted that commuters who currently park in the area will not be in favour of the scheme. The primary aim of the proposals is to help residents and their visitors to be able to park close to their homes. It is hard to predict the levels of permits that will be required by residents and their visitors but this will be monitored. Parking surveys and observations have been used to design the scheme to enable residents to be able to park closer to their homes. However, it is proposed to introduce further long term parking options within the scheme boundary to provide a range of options. There is a total of 919 parking spaces within the scheme boundary. There will be approximately 200 unrestricted parking spaces where vehicles can be parked without charge or time limit and 309 pay & display/limited waiting parking bays. 24% of the parking spaces therefore accommodate long term visitor parking, 34% of the parking spaces accommodate short term visitors and 42% accommodate residents and business permit holders only.
- 4.20 Permit parking schemes are generally reviewed after 6 months of operation, when parking patterns become established. This allows the type and level of parking to be adjusted to suit the area’s needs by making minor changes to the scheme. Where necessary, new parking issues arising outside the scheme boundary can also be addressed, if appropriate.
- 4.21 In the interim, if the scheme is approved, it is proposed that some bays within the scheme boundary will be included in the Traffic Regulation

Order (TRO) but not be marked on street. This will allow areas to be monitored and demand for parking to be identified.

#### Relevant Implications

- 4.22 Implementation of the Scheme is funded in 2012/13 through the South Yorkshire Local Transport Plan to a budget estimate of £95,000. A more detailed cost will be provided as part of the next stage of scheme development.
- 4.23 A legal agreement will be drawn up and agreed between the City Council and Sheffield Homes before the scheme is implemented on-street. This will set out the roles and responsibilities of each party in relation to Sheffield Homes' parking areas that are included within this Scheme.
- 4.24 An Equality Impact Assessment has been conducted and concludes that the measures proposed should be equality neutral in the main, although they should prove fairly positive for the elderly, the disabled and carers. No negative equality impacts have been identified.
- 4.25 Successful operation of the scheme will require effective enforcement. The Human Resources implications for Parking Services will be assessed once the Scheme has been approved and a date for it to become operational has been set. However, in principle, there is likely to be a need for additional Civil Enforcement Officers.

### **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 Officers have considered the degree of support for the proposals and the content of each comment received and considered modifications to the scheme design as required.
- 5.2 It is proposed that the scheme will be reviewed once it has been fully operational for a period of six months.

### **6.0 REASONS FOR RECOMMENDATIONS**

- 6.1 To progress a permit parking scheme to address parking issues in the Upperthorpe area. However, the most recent round of consultation analysis shows further need to modify the scheme, and these changes are outlined in Appendix B and on Plans TR/BN680/B/A1-F1 in Appendix C.
- 6.2 A further Traffic Regulation Order is required to 'restrict' parking on Daniel Hill near to Upperthorpe centre as requested by local residents and businesses on this road.



## **7.0 RECOMMENDATIONS**

- 7.1 Approve making the Traffic Regulation Order and implement the scheme with the amendments as detailed in Appendix A and shown in plans TR/BN680/B/A1 to F1
- 7.2 Inform residents/businesses of the results of the consultation and that the Upperthorpe & Netherthorpe Permit Parking Scheme will be implemented.
- 7.3 Inform lead petitioners of Petition 1 (dated 26.04.12) and Petition 2 (dated 09.05.12), of the committee decision. In the interim, it is proposed that some bays within the scheme boundary will be included in the Traffic Regulation Order (TRO) but not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.
- 7.4 Seek approval to proceed with advertising another Traffic Regulation Order to propose 2 hour limited waiting bays (except permit holders) on Daniel Hill outside properties 12-18 and 32-42, as requested by residents.

**UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME**

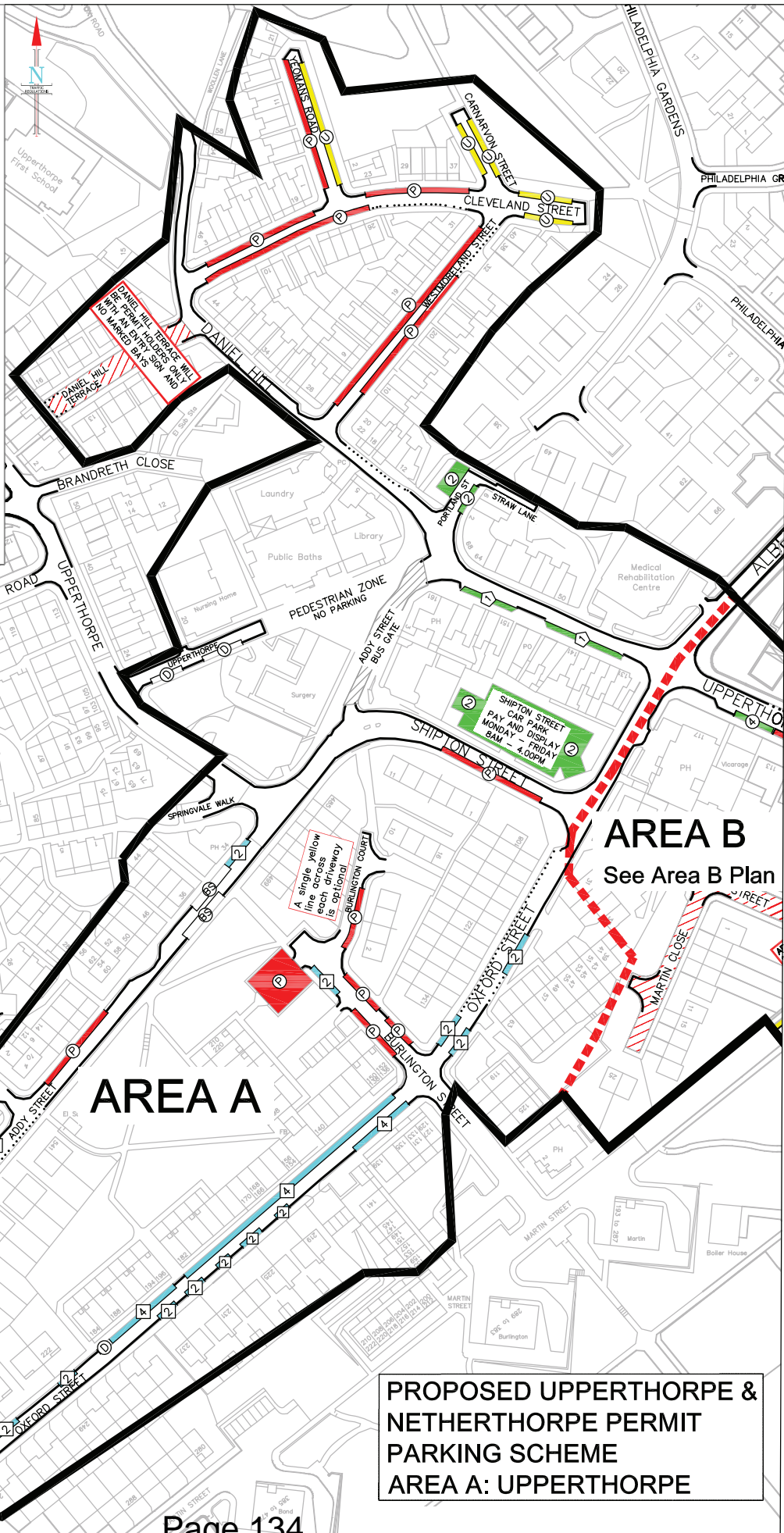
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

**PLAN KEY**

- Scheme Boundary
- Area Boundaries
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am-6.30pm
- Disabled Badge Holders Only at all times.
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Parking Limited to 2 hours, Mon - Fri 8am - 6.30pm, no return within 2 hours. Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri 8am - 6.30pm, no return within 4 hours. Exemption for permit holders.
- Unrestricted parking - no permits or time limit
- Bus stop clearway - no stopping except buses.
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 2 hours max stay or 15 minutes free, no return within 2 hours. Exemption for permit holders
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 4 hours max stay or 15 minutes free, no return within 4 hours. Exemption for permit holders
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 1 hour max stay or 15 minutes free, no return within 1 hour

**NOTES:-**

1. All existing restrictions on surrounding streets remain and have been omitted to aid clarity
2. Shipton Street Car Park: Pay and Display Parking, Monday to Friday, 8am - 4pm, 40p per hour, 2 hour max stay or 15 mins free, no return within 2 hours.

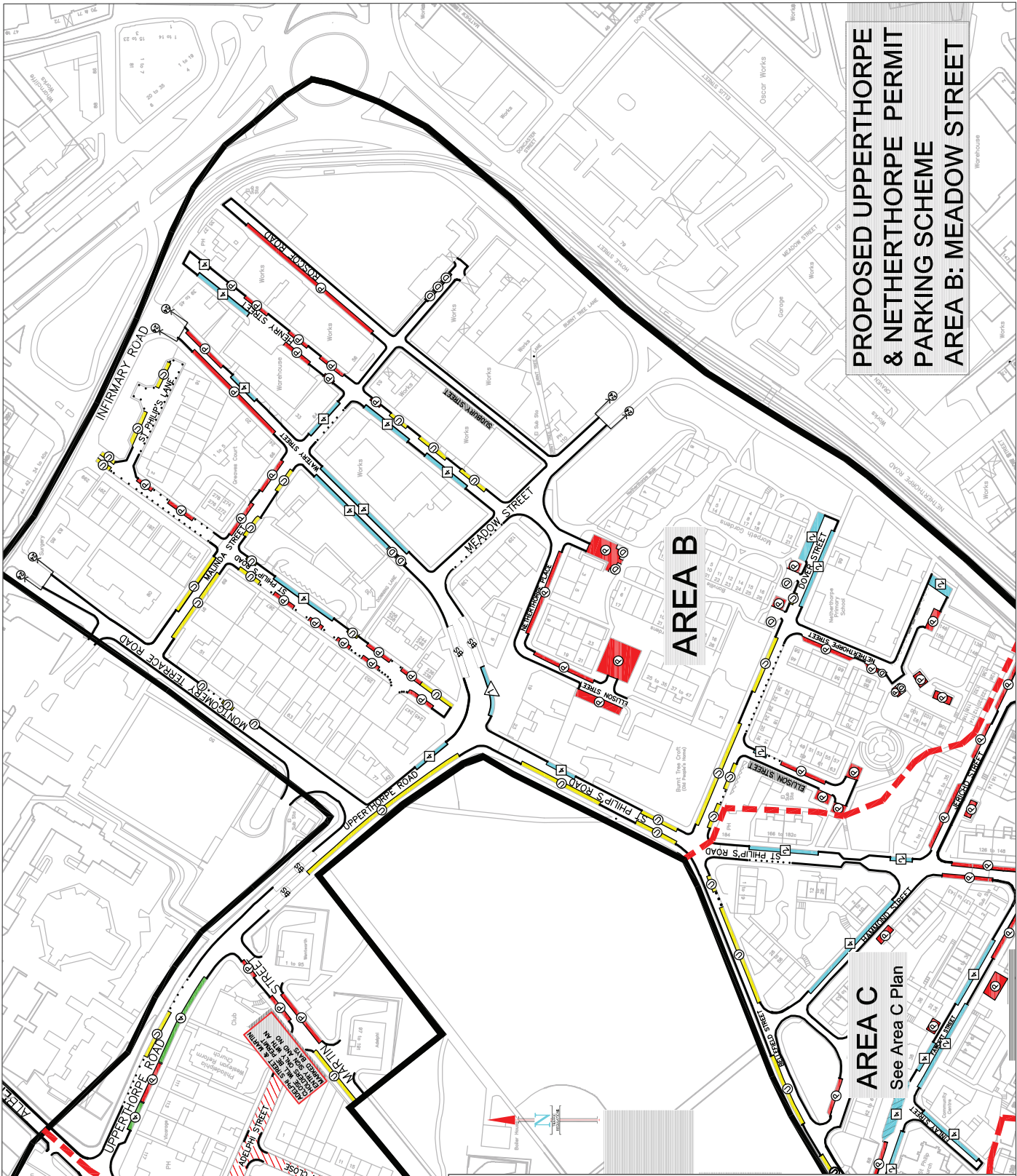


**AREA A**

**AREA B**  
See Area B Plan

**PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME  
AREA A: UPPERTHORPE**

# PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME AREA B: MEADOW STREET



**UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME**  
**UPPERTHORPE MON-FRI 8.00AM - 6.30PM**

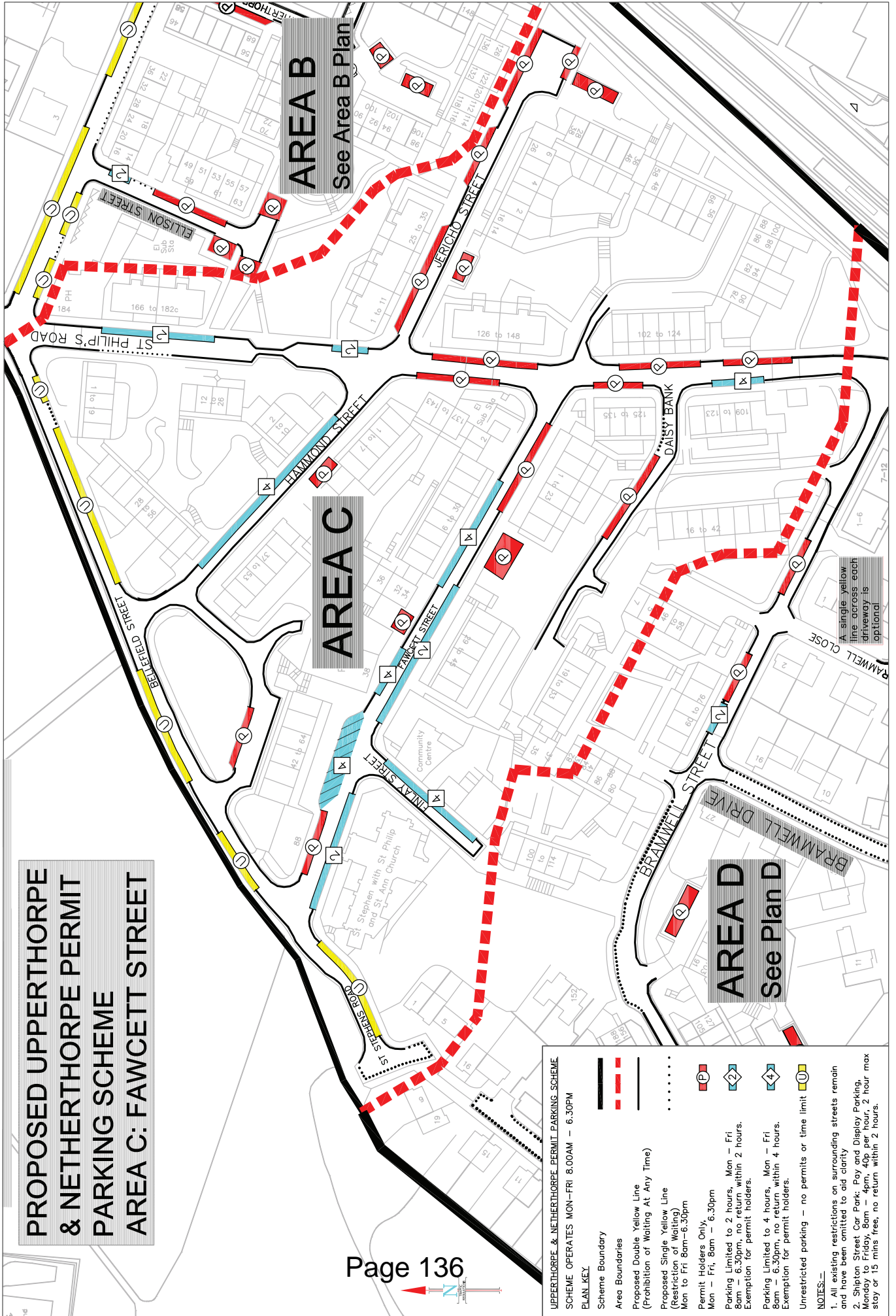
**PLAN KEY**

- Scheme Boundary
- Area Boundaries
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restricted for Waiting) Mon to 6am-6.30pm
- Disabled Badge Holders Only at all times.
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Parking Limited to 1 hour, Mon - Fri, 8am - 6.30pm, no return within 1 hour.
- Parking Limited to 2 hours, Mon - Fri, 8am - 6.30pm, no return within 2 hours. Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri, 8am - 6.30pm, no return within 4 hours. Exemption for permit holders.
- Unrestricted parking - no permits or time limit
- Bus stop clearway - no stopping except buses.
- Pay & Display Parking, Mon - Fri, 8am - 6.30pm, 40p per hour, 2 hours max stay or 15 minutes free, no return within 2 hours. Exemption for permit holders
- Pay & Display Parking, Mon - Fri, 8am - 6.30pm, 40p per hour, 4 hours max stay or 15 minutes free, no return within 4 hours. Exemption for permit holders
- Pay & Display Parking, Mon - Fri, 8am - 6.30pm, 40p per hour, 1 hour max stay or 15 minutes free, no return within 1 hour
- Existing 24 hour clearway. No Waiting or Loading at any time

**NOTES:-**

- All existing restrictions on surrounding streets remain and have been omitted to aid clarity
- Shipton Street Car Park: Pay and Display Parking, Monday - Friday, 8am - 6.30pm, per hour, 2 hour max stay or 15 mins free, no return within 2 hours.

**PROPOSED UPPERTHORPE  
& NETHERTHORPE PERMIT  
PARKING SCHEME  
AREA C: FAWCETT STREET**



**AREA B**  
See Area B Plan

**AREA C**

**AREA D**  
See Plan D

A single yellow line across each driveway is optional

**UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME**  
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

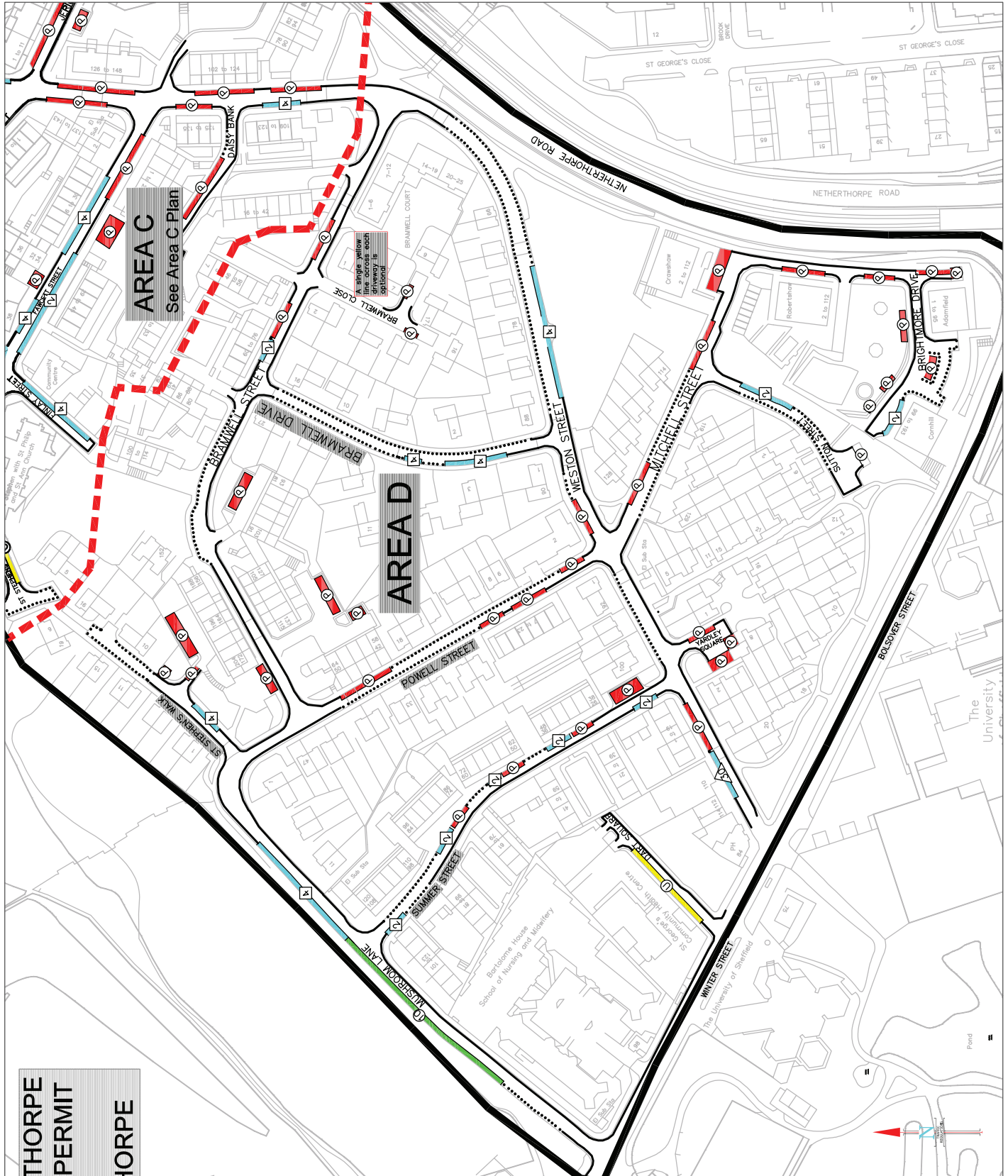
**PLAN KEY**

- Scheme Boundary
- Area Boundaries
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting)  
Mon to Fri 8am-6.30pm
- Permit Holders Only,  
Mon - Fri, 8am - 6.30pm
- Parking Limited to 2 hours, Mon - Fri  
8am - 6.30pm, no return within 2 hours.  
Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri  
8am - 6.30pm, no return within 4 hours.  
Exemption for permit holders.
- Unrestricted parking - no permits or time limit

**NOTES:-**

1. All existing restrictions on surrounding streets remain and have been omitted to aid clarity
2. Shipton Street Car Park: Pay and Display Parking, Monday to Friday, 8am - 4pm, 40p per hour, 2 hour max stay or 15 mins free, no return within 2 hours.

**PROPOSED UPPERTHORPE  
& NETHERTHORPE PERMIT  
PARKING SCHEME  
AREA D: NETHERTHORPE**



**AREA C**  
See Area C Plan

**AREA D**

single yellow line  
proposed  
driveway is  
optional

**UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME**  
SCHEME OPERATES MON-FRI 8.00AM – 6.30PM

**PLAN KEY**

- Scheme Boundary
- Area Boundaries
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am-6.30pm
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Parking Limited, to 30 minutes, Mon - Fri 8am - 6.30pm, no return within 30 minutes.
- Parking Limited to 2 hours, Mon - Fri 8am - 6.30pm, no return within 2 hours.
- Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri 8am - 6.30pm, no return within 4 hours.
- Exemption for permit holders.
- Pay & Display Parking, Mon - Fri 8.30am - 6.30pm, 10p per hour up to 4 hours, £1.50 for 4 hours or 15 minutes free, no return within 4 hours.
- Exemption for permit holders.
- Unrestricted parking - no permits or time limit

**NOTES:-**

1. All existing restrictions on surrounding streets remain and have been omitted to aid clarity
2. Shipton Street Car Park: Pay and Display Parking, Monday to Friday, 8am - 6.30pm, 2 hour max stay, 15 mins free, no return within 2 hours.

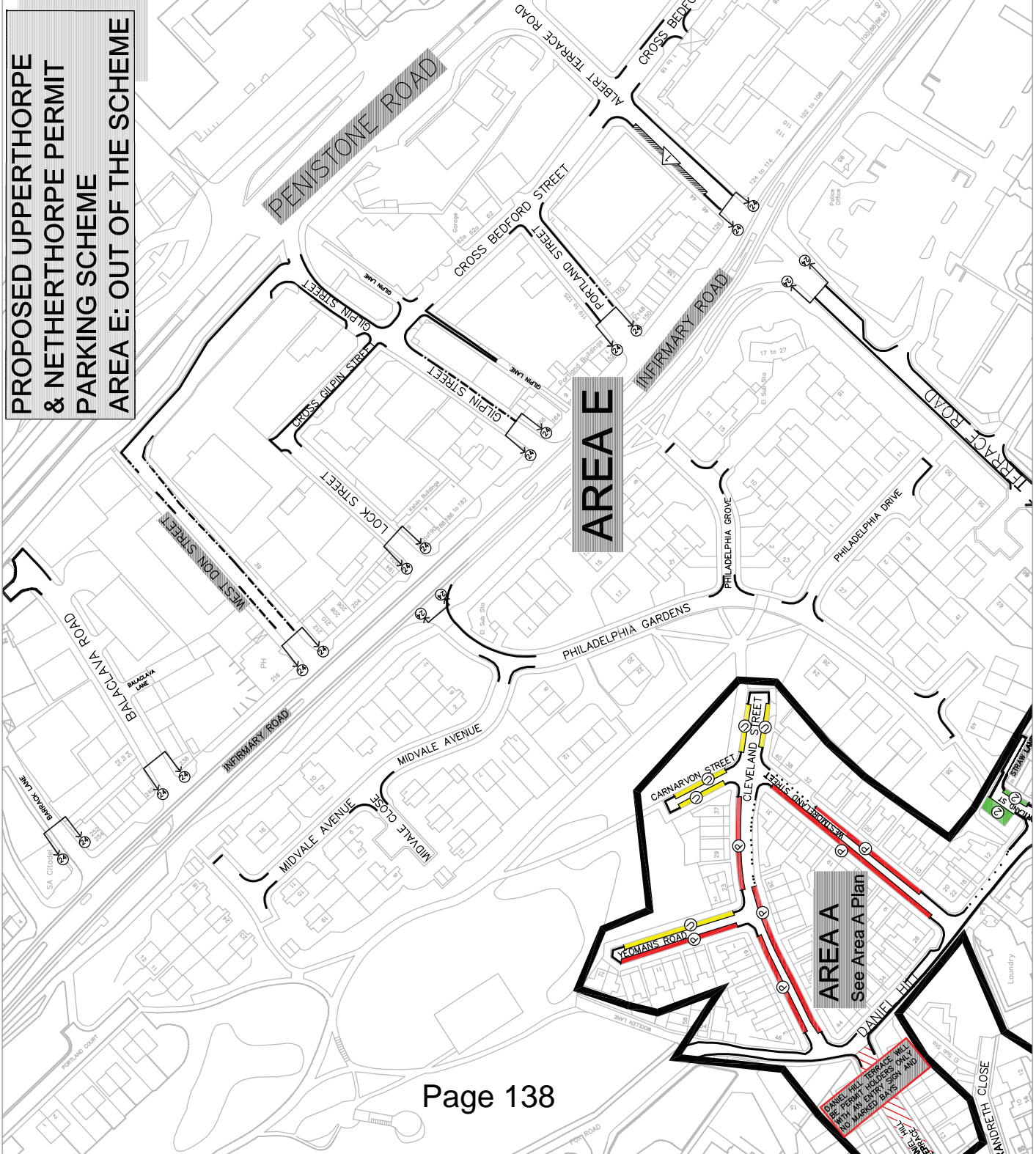
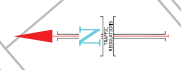
# PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME PARKING SCHEME AREA E: OUT OF THE SCHEME

UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME  
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

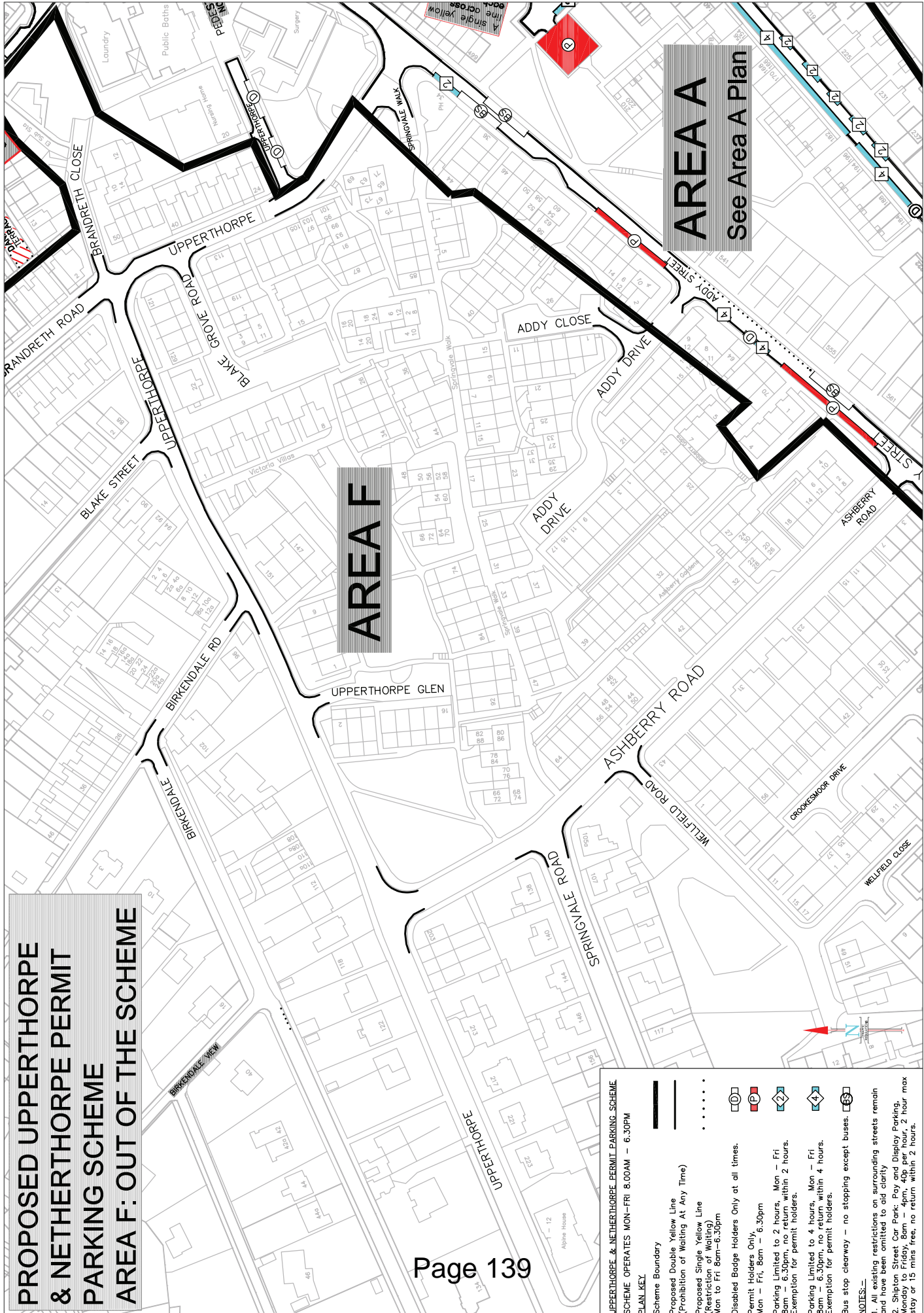
PLAN KEY

- Scheme Boundary
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am-6.30pm
- Proposed Single Yellow Line (Restriction of Waiting) Mon - Sat 8am - 6.30pm
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Unrestricted parking - no permits or time limit
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 2 hours max stay, or 15 minutes free, no return within 2 hours. Exemption for permit holders
- Parking Limited to 1 hour, Mon - Sat 8am - 6.30pm, no return within 3 hours.
- Existing 24 hour clearway: No Waiting or Loading at any time

NOTES:-  
1. All existing restrictions on surrounding streets remain and have been omitted to aid clarity  
2. Shipton Street Car Park: Pay and Display Parking, Monday to Friday, 8am - 4pm, 40p per hour, 2 hour max stay or 15 mins free, no return within 2 hours.



**PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME AREA F: OUT OF THE SCHEME**



**AREA F**

**AREA A**  
See Area A Plan

**UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME**  
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

**PLAN KEY**

- Scheme Boundary
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- ..... Proposed Single Yellow Line (Restriction of Waiting)
- Mon to Fri 8am-6.30pm
- Disabled Badge Holders Only at all times.
- Permit Holders Only.
- Mon - Fri, 8am - 6.30pm
- Parking Limited to 2 hours, Mon - Fri 8am - 6.30pm, no return within 2 hours. Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri 8am - 6.30pm, no return within 4 hours. Exemption for permit holders.
- Bus stop clearway - no stopping except buses.

**NOTES:-**

1. All existing restrictions on surrounding streets remain and have been omitted to add clarity.
2. Shipton Street, Car Park, Pay and Display Parking, 2 hours, 2 hour max stay, or 15 mins free, no return within 2 hours.

## APPENDIX B – RESPONSES FROM THE TRO CONSULTATION BY AREA

Area A: Comments made	No. of times comment made in Area	% of Areas Comments	Officers Response
<p>General question: How will the scheme work for me?</p> <p>Shipton Street Car Park: Want to park all day in Shipton Street Car Park (Business x3), more areas for staff parking all day (business &amp; staff x2)</p>	6	24	<p>These comments were directly responded to and relate to the general terms and conditions of the scheme that required further explanation</p> <p>To resolve these issues it is recommended that we extend the parking time period in Shipton Street Car Park to 4 hours Pay &amp; Display and allow Business permit holders to park for 4 hours with no charge. This arrangement would need to be monitored so that turnover of parking for people using the local shopping centre and Zest Centre is still achieved and reviewed after 6 months of operation. Many businesses have requested all day parking in Shipton Street Car Park. It is envisaged as a 'shoppers car park' with turnover for the local shopping centre and services in the area, there are many areas where Business permit holders could park all day in this area, including on Shipton Street opposite the car park (permit holders only bays), on Upperthorpe Road (in 4 hour limited waiting bays (except for permit holders) or permit holders only bays, on Daniel Hill and on Westmoreland Street (permit holders only) these locations are only a short walk from the shopping centre. The car park is only restricted during the hours 8am – 4pm so Business permit holders could park from 12 noon free of charge for 4hours until the restricted time period ends. This will be monitored and reviewed after 6 months if the scheme is approved</p>
<p>General Questions: What are the benefits of the scheme? What does it resolve? Why is the scheme being proposed? Just a money making scheme</p>	3	12	<p>Two previous consultations in the area have indicated that people had a problem parking near to their homes and the majority were in support of a scheme. The control of parking is a key element of the Council's Transport Policy. A key aim of permit parking schemes is to make it easier for residents to park near to their homes, provides the opportunity to link together existing schemes in Netherthorpe and Meadow Street, it manages available road space, it limits the availability of longer stay commuter parking in the area, the restrictions encourage individuals to consider more sustainable forms of</p>



				transport and it improves the environment for residents and visitors. Revenue generated by the scheme, through parking permit costs, pay & display parking spaces and penalty charge notices, will fund dedicated enforcement of the proposed restrictions.
Westmoreland Street: No problems parking so why introduce a scheme/why has a scheme been proposed here?	3	12		Westmoreland Street is intended to be permit holders only in line with the wishes expressed in a 24 signature petition received at the last consultation. 3 residents have objected to this. We assume that the majority of the petitioners are happy with what we are proposing.
Yeoman's Road (end of): Can the double yellow line be reduced near my property	2	8		This area was protected with a double yellow line to allow any turning manoeuvres but comments from resident's show that this is not needed or wanted and therefore this area will be left unrestricted and monitored to ensure there are no difficulties caused.
Scheme not needed/no problem on my road (Addy Street x1)	2	8		Observations and resident consultations indicate that there are parking problems in this area which need to be addressed. The scheme also supports the local transport plan strategy to create a peripheral parking zone. Therefore the scheme will remain with some changes to provide a wider range of parking types to meet all needs.
Cleveland Road: Object against the single yellow line on the south side as it will limit parking for residents on this side/will push residents onto Westmoreland Street	2	8		No parking bays were proposed here as it was narrow, however the area has been further investigated and it will be left unrestricted to enable parking to occur and the situation will be monitored to ensure no difficulties arise.
Shipton Street Car Park: 2hrs Pay & Display parking is not enough time for many of my customers (business on Upperthorpe Road)	1	4		The length of stay will be extended to 4 hours Pay & Display in Shipton Street Car Park.
General Question: What surveys were done to design the scheme?	1	4		Parking surveys and observations have been undertaken throughout the area and there have been two residential consultations
Concern about costs to a charity based in scheme	1	4		The annual charge is to cover administration costs. Businesses will benefit from better parking opportunities in this type of scheme. The Council Travel

(business)				Plan Team will be able to work with businesses to find the best options for parking issues. The details will be forwarded onto them. There may be a case for 'special' permits to be issued for carers who go out into the community.
Concern that this is not good use of Council money/poor response rate	1	4		Consultation is delivered door-to-door as well as available and displayed in public places in the area as well as on the internet, it is unfortunate that the overall response rate is lower than others. Sometimes we only hear from those you do not agree with parts of the schemes rather than those who support it. We have met with local Community Groups who have conveyed good general support for the scheme. These schemes are funded by The Local Transport Plan Budget with money outlined to deal with the issues in hand and could not be used for other projects in the City
Commuter objection	1	4		Objection noted. There is a mix of parking within the scheme, but residents do have priority in residential areas.
Make Yeoman's Road all permit holders only? The unrestricted spaces will cause a problem	1	4		Observations and surveys show that a mix of parking is required in this area, this can be monitored and reviewed if the scheme becomes operational
The permit charges are too high/increase in permit prices too high/residents should be given a free permit/it's the commuters who cause the problem and the residents are expected to pay	1	4		It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. We appreciate that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. The decision to increase charges for parking permits was not taken lightly and still offers value for money compared to other schemes in other cities.
Against the scheme, why pay to park outside your own house (Shipton Street x 1)	1	4		It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme.
Parking restrictions will be detrimental to service provided by charity/can not afford permits	1	4		It is established Council policy that residents/businesses that benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. We appreciate that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that

				<p>the charges could not be held at previous levels. A mix of parking types is provided in the area to suit all parking needs including unrestricted parking where there is no charge or time limit. The scheme provides: 42% permit holders only parking, 24% long term parking and 34% short term parking. The Council Travel Plan team can help businesses with any parking issues.</p> <p>The area outside this house is unrestricted. It will be put forward in the report to advertise a further Traffic Regulation Order to make this area a 2hr limited waiting/permit holders parking bay to prevent any long term parking, allow turnover and provide parking spaces for the residents/businesses of Daniel Hill.</p>
Daniel Hill - where are residents suppose to park, as restricted, this will have negative impact on my home/want permit bays	1	4		<p>There is less unrestricted parking on Cleveland Road than existing at the moment. There are many areas within the scheme boundary and outside the scheme boundary where there is unrestricted parking so it is unlikely that there will be noted increase in traffic, however the situation will be monitored.</p> <p>Five disabled bays have been proposed on Upperthorpe. Disabled blue badge holders may also park in limited waiting bays and pay &amp; display bays without time limit or charge. The normal exemptions for Disabled Badge Holders apply to the yellow lines in the Scheme. They will also be able to make use of the Shipton Street Car Park and there are plans to investigate improvements to Addy Street/precinct area as a separate scheme.</p> <p>It is proposed to leave this single yellow line out of the scheme and monitor the situation. This area could be considered for short term parking through the advertisement of another Traffic Regulation Order and this will be noted in the report.</p>
Cleveland Road: only unrestricted parking in the area will lead to an increase in traffic using the crescent of roads	1	4		
Upperthorpe Centre: more disabled parking required, on Addy Street/precinct	1	4		
Daniel Hill: against the single yellow line	1	4		
Daniel Hill Area: require short term parking for charity visitors	1	4		<p>The area outside this business is unrestricted. It will be put forward in the report to advertise a further Traffic Regulation Order to make this area a 2hr limited waiting/permit holders parking bay to prevent any long term parking, allow turnover and provide parking spaces for the residents/businesses of Daniel Hill. The Charity will be able to buy visitor permits in the interim.</p>
Daniel Hill: should have one way system	1	4		<p>This is outside the remit of this scheme</p>
Upperthorpe Road: Church, need parking for funerals and	1	4		<p>There is a mix of parking in this area including 4hr Pay &amp; Display and unrestricted spaces on Upperthorpe Road as well as permit holders only</p>

events			parking near the church (the church will be able to buy business/visitor permits for use in these bays). It is proposed since consultation to change Shipton Street Car Park to 4hr Pay & Display and provide further 4hr limited waiting parking on Martin Street, which again will provide further of short term parking close to the church.
Uppertorpe Centre: Will be detrimental to the services the charity provides, staff, visitors & training course attendees will find it harder to visit	1	4	It is accepted that parking for businesses will be restricted under the proposed scheme. However, it is proposed to introduce further long term parking options within the scheme boundary to provide a range of options. There will be a total of 919 parking spaces within the scheme boundary. There are approximately 200 unrestricted parking spaces where vehicles can be parked without charge or time limit and 309 pay & display/limited waiting parking bays. 24% of the parking spaces therefore accommodate long term visitor parking, 34% of the parking spaces accommodate short term visitors and 42% accommodate residents and business permit holders only. In the Uppertorpe Centre there are 1 hour pay & Display bays that also allow 15 minutes of free parking (machines will state details). It is now proposed to allow a 4 hour stay in Shipton Street Car Park and allow Business Permit holders to park with no time limit.
Burlington Court/Addy Street: Could the scheme not be implemented here/make it difficult to exit driveways	1	4	It is proposed to reduce the size of the parking bay at this location
Philadelphia Gardens: Object to scheme being implemented in this area	1	4	The scheme is not proposed in this area
Addy Street: Want double yellow lines at the junction with Addy Close to help visibility	1	4	Double yellow lines have been proposed at this location to help with access and visibility
Addy Close: Concern about displacement/included into scheme/mark out bays at end of Addy Close/boundary issues (TARA)	1	4	Addy Close is currently not included within the boundary of the scheme, however the situation will be monitored and if problems arise it can be considered at the review. The parking bays can be marked out in the cul-de-sac to ensure the efficient use of space

Burlington Street: include the Martin Street end Car Park (TARA)	1	4	This area is currently out of the scheme boundary but the situation will be monitored and if problems arise it can be considered at the review
Burlington Street: can the turning point by the garages be protected? (TARA)	1	4	This area is not public highway and therefore out of the remit of this scheme. The owner of this land will be able to introduce measures to prevent any obstruction.

<b>Area B: Comments made</b>	<b>No. of times comment made in Area</b>	<b>% of Areas Comments</b>	<b>Officers Response</b>
The permit charges are too high/increase in permit prices too high/residents should be given a free permit/it's the commuters who cause the problem and the residents are expected to pay	1	25	It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. It is appreciated that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. The decision to increase charges for parking permits was not taken lightly and still offers value for money compared to other schemes in other cities.
Against the scheme, why pay to park outside your own house (Morpeth Gardens x 1)	1	25	It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. It is appreciated that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. The decision to increase charges for parking permits was not taken lightly and still offers value for money compared to other schemes in other cities.
Netherthorpe Street: Can parking for the School be	1	25	Since the TRO consultation officers have met with the school to discuss the proposals close to the school and how the scheme can accommodate the

provided? Otherwise scheme is detrimental to school (Concerns about number of permits they could have, concerns regarding costs, request for a single yellow line in front of the sports hall with parking on the other side, 'School Keep Clear' marking request for it to be moved and another placed where the main entrance is?, enforcement of the scheme picking up/dropping off at inappropriate places, School Travel Work, Dover Street signs state residents permit holders only)

school requirements of parking (having no off street parking of its own). Officers from the Travel Plan Team have dealt with other schools with no on site parking (and businesses as well) in permit parking schemes, they look at current parking standards (planning policy), and determine how many parking spaces would be built if the school was built today. The current parking standard for schools ranges from 1 space for 1 staff member to 1 space per 6 staff members. Permits are then allocated on the difference between what you currently have (0) and what parking spaces you would have if built today. Typically it starts with a more generous ratio and over time reduce the permit allocation, the Council do take into account other factors including operational need, other transport options, where staff live, amount of unrestricted parking in the area. If the number of permits allocated turns out to be significant we may look to allocate some to specific roads - typically within a 5-10 min walk of the school

In the interim, if the scheme is approved, it is proposed that some bays within the scheme boundary will be included in the Traffic Regulation Order (TRO) but not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further. In this area it is proposed not to mark the bays opposite the school back entrance and on the cul-de-sac end of Netherthorpe Street.

The request for a single yellow line in front of the Sports Hall on Dover Road has been investigated. The request was to help with the transfer of children to the sports hall, but since the 2nd consultation the double yellow lines have been increased at the junction between Netherthorpe Street and Dover Street to provide a greater area with no parking to facilitate safer crossing to the sports hall so the request to change the parking in this area is not necessary. However, the situation could be monitored and if this remains a cause of concern the changes could be implemented.

The request for the 'School Keep Clear' marking to be removed on Netherthorpe Street and another placed where the main entrance has been considered by the Road Safety Team but is not recommended as the current

<p>main entrance is opposite parking lay-bys. Provision of a school keep clear marking may give the impression that crossing the road at any point covered by the marking is encouraged. From a Road Safety point of view this is viewed as unsound in that there is a potential to lead pedestrians to cross into areas where drivers may be manoeuvring in the parking area. Risk is also increased as the pedestrian may be led to crossing the carriageway at its widest point. Therefore the existing double yellow lines, outside the school, are thought to be the most appropriate enforceable marking. The pedestrian build out is an ideal place to cross the road as the carriageway width is narrower for 5 metres and since the 2nd consultation the double yellow lines at the junction of Netherthorpe Street and Dover Road were extended to accommodate a safer area for children to cross going to/from school and to the sports hall. Since the 2nd consultation further 2 hour limited waiting (except for permit holders) parking bays have been implemented on Dover Street to accommodate any school related parking in a safer location where currently many all day commuters park so is unavailable at school times.</p> <p>In regard to the Schools concern regarding the enforcement of the scheme at school picking up/dropping off times and the parking in inappropriate places, this can be dealt with by active enforcement of the restrictions by the Councils Civil Enforcement Officers and by education, in the form of work with the school on their School Travel Plan to educate parents and children about the issues relating to parking inappropriately and encourage better behaviour. This is also backed up by the proposal to introduce short 2 hour limited waiting (except for permit holders) parking bays on Dover Street which provides more parking spaces close by the school that parents can use. Any issues raised through the School Travel Plan could be included in the 6 month review of the scheme.</p>			
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Area C: Comments made	No. of times comment made in Area	% of Areas Comments	Officers Response
<p>Fawcett Street/Finley Street: Will make it harder for me to take my children to Bethany School/have to pay to park to take children to school/can't park for long enough to do duties at the school/change the restrictions on Finlay Street/infringe on the running of the school/infringe on running of church/I have had no problem with parking</p>	13	65	<p>Many comments from parents/carers associated with the School along with School Staff and Church staff were received. Parking spaces close to the school/church were proposed as limited waiting for either 2 or 4 hours which are free of charge. However comments indicate that the time limit would be too restrictive for the school and the church it is therefore proposed to (i) Change Finlay Street 4hr limited waiting bay and double yellow lines to unrestricted parking (except at the junction with Fawcett Street where the double yellow lines will remain) and (ii) Change 2hr limited waiting bays on Fawcett Street outside the church and east of Finley Street to a 4hr limited waiting bays.</p>
<p>More unrestricted parking needed for the facilities on Fawcett Street/Finlay Street</p>	10	50	<p>See comment above</p>
<p>Scheme not needed/no problem on my road (Fawcett Streetx2, Jericho St x1)</p>	3	15	<p>Observations and resident consultations indicate that there are parking problems in this area which need to be addressed. The local TARA supported the scheme in this area. The scheme also supports the local transport plan strategy to create a peripheral parking zone. Therefore the scheme will remain with some changes to provide a wider range of parking types to meet all needs.</p>
<p>General question: How will the scheme work for me?</p>	2	10	<p>These comments were directly responded to and relate to the general terms and conditions of the scheme that required further explanation</p>
<p>General Questions: What are</p>	2	10	<p>The scheme is being proposed as two previous consultations in the area have</p>



<p>the benefits of the scheme? What does it resolve? Why is the scheme being proposed? Just a money making scheme</p>			<p>indicated that people had a problem parking near to their homes and the majority were in support of a scheme. The control of parking is a key element of the Council's Transport Policy. A key aim of permit parking schemes is to make it easier for residents to park near to their homes, provides the opportunity to link together existing schemes in Netherthorpe and Meadow Street, it manages available road space, it limits the availability of longer stay commuter parking in the area, the restrictions encourage individuals to consider more sustainable forms of transport and improve the environment for residents and visitors. Revenue generated by the scheme, through parking permit costs, pay &amp; display parking spaces and penalty charge notices, will fund dedicated enforcement of the proposed restrictions.</p>
<p>General question: Where can carers and ambulances park?</p>	1	5	<p>Carers are able to purchase a special permit for £5 that allows them to park within schemes. Further details will be provided to residents if the scheme is implemented. Ambulances will be able to pick up and drop off passengers within the scheme without the need for a permit.</p>
<p>Will just move the problem somewhere else</p>	1	5	<p>It is accepted that some parking will be displaced into neighbouring areas. This displacement is hard to predict and the situation will be monitored. The scheme does provide a mix of parking to meet differing needs and it is hoped that this mix will reduce any displacement into other areas.</p>
<p>The permit charges are too high/increase in permit prices too high/residents should be given a free permit/it's the commuters who cause the problem and the residents are expected to pay</p>	1	5	<p>It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. I appreciate that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. The decision to increase charges for parking permits was not taken lightly and still offers value for money compared to other schemes in other cities.</p>
<p>I don't like street furniture</p>	1	5	<p>The Council always tries to keep street furniture to a minimum when implementing all its schemes and will use existing post or site new furniture appropriately</p>
<p>Unnamed access Road off St Stephens Road: Can some residents parking be implemented here as it gives</p>	1	5	<p>It is proposed to reduce the double yellow lines in this area and provide two unrestricted parking spaces along with changing the permit holders only bay in the lay-by on this street to unrestricted parking (three spaces).</p>

a level access to the back of the properties located here				
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<b>Area D: Comments made</b>	<b>No. of times comment made in Area</b>	<b>% of Areas Comments</b>	<b>Officers Response</b>
General question: How will the scheme work for me?	1	25	These comments were directly responded to and relate to the general terms and conditions of the scheme that required further explanation
Scheme not needed/no problem on my road (Bramwell Close)	1	25	
Bramwell Close: Does not want the permit bays. Wants unrestricted (1x OR signs stating residents only/free permits/4hrs stay then permit to extend/no single or double yellow lines/no bays painted on the road	1	25	Three comments received from Bramwell Close, all of which did not perceive a problem on this road and therefore it is proposed to not provide any permit holders only bays on this street but retain the double yellow lines at the junctions. If any problems arise the situation can be reconsidered during the review.
Does not want the single yellow line outside their house (Bramwell Close)	1	25	
Bramwell Street: Can the double yellow line be retained near to my property (proposed single yellow line on plan)	1	25	It is proposed to keep the double yellow line at this location
Junction of Crookes Valley Road and Mushroom Lane requires more double yellow lines to the right	1	25	These requests have been forwarded to the Central Community Assembly as a small scheme request as it is out of the remit of this scheme

Pedestrian crossing requires on Crookes Valley Road	1	25
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<b>Area E: Comments made</b>	<b>No. of times comment made in Area</b>	<b>% of Areas Comments</b>	<b>Officers Response</b>
General question; Is my road in the scheme? Where is the boundary	2	40	This has been answered directly and a plan supplied
Philadelphia Gardens: Object to scheme being implemented in this area	1	20	No scheme is proposed in this area
Midvale Avenue: does not need double yellow lines	1	20	No other comments have been received regarding the double yellow lines in this area and therefore they will remain as proposed
Philadelphia Gardens: Can the double yellow line be reduced next to my property?	1	20	The double yellow line will be reduced by 3 metres at this location to accommodate the residents request, the situation will be monitored

<b>Area F: Comments made</b>	<b>No. of times comment made in Area</b>	<b>% of Areas Comments</b>	<b>Officers Response</b>
Upperthorpe - against the double yellow line restriction on the south side (required on snowy days by residents of steep gradient roads, keeping it clear will increase	5	36	Many comments have been received regarding the double yellow line on the south side of Upperthorpe. The road here is currently unrestricted, it was proposed as 'no waiting at any time' (double yellow line) as it is not wide enough to allow parking on both sides of the road. Currently most parking occurs on the north side, especially in the daytime, however correspondence and observations indicate the south side is used on occasions for additional

speeds, cause an accident problem, traffic calming required)				parking in the evening and in special cases such as bad weather when other steep roads in the area are inaccessible. Therefore it is proposed to reduce the length of the double yellow line on the south side and the situation will be monitored and reviewed during the review.
Area near to Upperthorpe: the double yellow lines seem excessive at junctions in this area	4	29		The proposed double yellow lines in this area have been assessed and where possible reduced to maintain the maximum amount of parking in the area. However in some areas this is not possible due to the restrictions covering facilities such as tactile dropped crossings.
Upperthorpe: against the double yellow line outside No's 95-105 (does not want to be included in the scheme x1, wants to be included in a scheme x1)	2	14		The double yellow line is not there at present and current traffic conditions indicate no problem when vehicles are parked here, therefore the proposal will be omitted and the situation monitored.
General question: How will the scheme work for me?	1	7		This comment was directly responded to and relates to the general terms and conditions of the scheme that required further explanation
General question: Can I have a disabled bay?	1	7		A disabled bay application form has been sent
Will just move the problem somewhere else	1	7		It is accepted that some parking will be displaced into neighbouring areas. This displacement is hard to predict and the situation will be monitored. The scheme does provide a mix of parking to meet differing needs and it is hoped that this mix will reduce any displacement into other areas.
Upperthorpe: Can the grassed area off Upperthorpe become a car park for residents?	1	7		This area is not public highway so the land owner would need to be contacted
Scheme will cause more people to park where I live (Addy Close x1, which is not in the scheme) leaving me no where to park.	1	7		It is accepted that some parking will be displaced into neighbouring areas. This displacement is hard to predict and the situation will be monitored. The scheme does provide a mix of parking to meet differing needs and it is hoped that this mix will reduce any displacement into other areas.
Blake Street: Against the scheme on Blake street	1	7		Blake Street is not included in the scheme
Birkendale: wants a double	1	7		This restriction can be monitored and if a problem the situation will be

yellow line rather than single yellow line opposite the driveway			reviewed
Upperthorpe Centre: need more parking - why not use the medical centre car park?	1	7	This is not public highway and the land owner would need to be contacted.

<b>All Areas: Comments made concerning all areas</b>	<b>No. of times comment made</b>	<b>% of Areas Comments</b>	<b>Officers Response</b>
Commuter objection	5	62.5	Objection noted. There is a mix of parking within the scheme to meet differing parking needs
General Questions: What are the benefits of the scheme? What does it resolve? Why is the scheme being proposed? Just a money making scheme	2	25	Two previous consultations in the area have indicated that people had a problem parking near to their homes and the majority were in support of a scheme. The control of parking is a key element of the Council's Transport Policy. A key aim of permit parking schemes is to make it easier for residents to park near to their homes, provides the opportunity to link together existing schemes in Netherthorpe and Meadow Street, it manages available road space, it limits the availability of longer stay commuter parking in the area, the restrictions encourage individuals to consider more sustainable forms of transport and it improves the environment for residents and visitors. Revenue generated by the scheme, through parking permit costs, pay & display parking spaces and penalty charge notices, will fund dedicated enforcement of the proposed restrictions.
Does the Council have any plans to introduce alternative parking within the vicinity of this area? /Where else can I park? (Commuters)	2	25	We do try to provide a mix of parking types of parking in our schemes. This does include some unrestricted parking which allows all day parking on a first come first served basis. (The scheme provides: 42% permit holders only parking, 24% long term parking and 34% short term parking) It is hoped that others will consider alternative modes of transport but we do accept that not

			<p>everyone will shift from cars onto public transport. However, if some commuters do make a change then that frees up capacity for those that don't wish to change. Again the scheme review will indicate whether changes to the parking mix are required. In the interim, it is proposed that some bays within the scheme will be included in the TRO but will not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.</p>
Will just move the problem somewhere else	2	25	<p>It is accepted that some parking will be displaced into neighbouring areas. This displacement is hard to predict and the situation will be monitored. The scheme does provide a mix of parking to meet differing needs and it is hoped that this mix will reduce any displacement into other areas. Changes can be made if it is felt that we have not got the balance right.</p> <p>Consultation is delivered door-to-door as well as available and displayed in public places in the area and on the internet, it is unfortunate that the overall response rate is lower than others. Sometimes we only hear from those who do not agree with parts of the schemes rather than those who support it. We have met with local Community Groups who have conveyed support for the scheme. These schemes are funded by The Local Transport Plan Budget with money outlined to deal with the issues in hand and could not be used for other projects in the City. The TRO consultation undertaken gives residents the opportunity to let us know whether they are in favour of the scheme or not.</p> <p>Our parking schemes generally operate between 8.00am and 6.30pm. These are recognised hours for a working day restriction. We can and do change the operating hours to reflect local conditions, the most common change being to extend the hours into the evening. Not much would be gained by moving the start time to 9.00am.</p>
Concern that this is not good use of Council money/poor response rate	2	25	
Why does the scheme start at 8am and not 9am? (commuter)	1	12.5	<p>It is generally accepted that charging for parking is a means of controlling demand. The proposed Pay &amp; Display on Mushroom Lane will allow some all day parking for those that want at a cost of £3.50 and short term parkers will also be able to use the available spaces that will create turnover of spaces. We will be able to monitor if all these spaces are being taken by all day parking and consider changing them if needs arise at the 6 month review. Further bays could be considered at this time. Also, further unrestricted spaces have been provided within the area since the consultation and in the</p>
Why don't you introduce no time limits but payment, so allow for commuters	1	12.5	

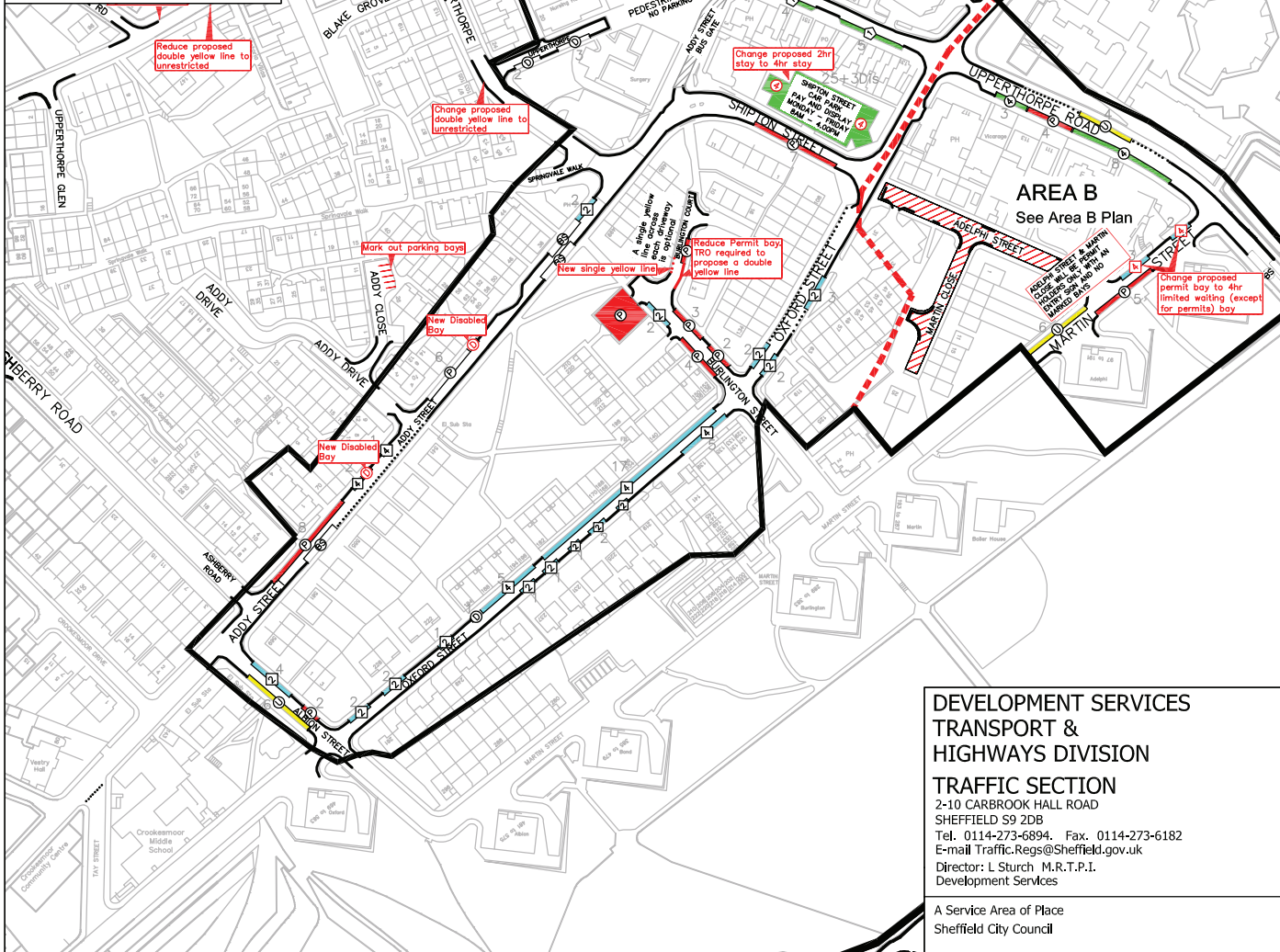
			interim it is planned to include some bays in the TRO but not mark them begin with to allow areas to be monitored whilst demand for parking types is determined further.
The permit charges are too high/increase in permit prices too high/residents should be given a free permit/it's the commuters who cause the problem and the residents are expected to pay	1	12.5	We accept that when we advertise parking schemes there will be some opposition from residents to having to pay for permits. We make it clear in our consultation that the scheme will involve charges. This allows all residents to make an informed judgement on whether they support a scheme or not. This will be taken into account when a decision is made on whether to proceed. The charges contribute towards the cost of administration, enforcement and maintenance of the scheme. We appreciate that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels.
Fawcett Street: Need some unrestricted parking (commuter)	1	12.5	Further unrestricted areas are to be introduced in areas where there is less residential demand, please see post consultation plans.
St Phillips Road: Residents bays should reflect need and not be in excess as designed	1	12.5	All parts of schemes will be monitored when operational and if the mix of parking does not match demand changes can be made during the full review once parking patterns have settled
St Phillips Road Area: Need longer metered parking (10hrs) rather than 4hrs or unrestricted	1	12.5	All parts of schemes will be monitored when operational and if the mix of parking does not match demand changes can be made during the full review. In the interim, it is proposed that some bays within the scheme will be included in the TRO but will not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.
Mushroom Lane: what does the 10hr parking achieve? It is not demand management, doesn't provide turnover, just revenue (commuter)	1	12.5	It is generally accepted that charging for parking is a means of controlling demand. The proposed Pay & Display on Mushroom Lane will allow some all day parking for those that want at a cost of £3.50 and short term parkers will also be able to use the available spaces that will create turnover of spaces. We will be able to monitor if all these spaces are being taken by all day parking and consider changing them is needs arise at the full review.
Why not review all waiting restrictions in area - could provide additional parking. Leaflet states that double	1	12.5	As part of the scheme design process all existing waiting restrictions are revisited to see if they are still required and changes made as appropriate. What we have advertised is what we consider to be appropriate. However the TRO consultation allows the public to question the extent and nature of the

<p>and single yellow lines have been provided to protect junctions and accesses to improve safety and visibility - is there an accident problem in the area?</p>			<p>restrictions we are proposing and they can be amended. If the schemes proceeds then we usually carry out a full review after 6 months and any changes necessary can be considered to improve the scheme. These schemes are not primarily intended to deal with accident issues. However, we are aware that inappropriate parking can cause potential problems between motorists and pedestrians and so we tackle those issues by keeping junctions clear and protecting accesses. We consult emergency services when designing parking schemes and they are generally supportive of measures that improve access into and through an area.</p>
<p>The needs of residents has been fulfilled but not other users who will be displaced (commuter)</p>	<p>2</p>	<p>25</p>	<p>Parking schemes help residents to park near to their homes. It is accepted that some parking will be displaced This displacement is hard to predict and the situation will be monitored. The scheme does provide a mix of parking to meet differing needs (42% permit holders only parking, 24% long term parking and 34% short term parking) and it is hoped that this mix will reduce any displacement into other areas. All parts of schemes will be monitored when operational and if the mix of parking does not match demand changes can be made during the full review once parking patterns have settled</p>
<p>How many parking spaces are there now and in the proposed scheme? How many will there be in areas D and C?</p>	<p>1</p>	<p>12.5</p>	<p>There are 385 No. permit holders only spaces, 83 No. 2 hour limited waiting (except for permit holders) spaces, 155 No. 4 hour limited waiting (except for permit holders), 4 No. 30 minute limited waiting bays, 4 No. 1 hour limited waiting bay, 9 No. 1hour Pay &amp; Display bays, 24 No. 4 hour Pay &amp; Display bays, 4 No. 2 hour Pay &amp; Display (except for permit holders) bays, 11 No. 4 hour Pay &amp; Display (except permit holders) bays, 15 No.10 hour Pay &amp; Display (except for permit holders) bays, 200 No. unrestricted and 25 No. disabled bays. The total amount of legal spaces within Areas does not change significantly with the introduction of the scheme. There are less unrestricted spaces. However in the interim it is proposed that some bays within the scheme will be included in the TRO but will not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.</p>
<p>The report mentions that residents have requested free permits - does this not suggest that people are</p>	<p>1</p>	<p>12.5</p>	<p>It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. We appreciate that the increase in permit prices is unwelcome. The overall</p>



<p>reluctant to pay and therefore permit bays not used and no return rate?</p>			
<p>The permit charges are too high/increase in permit prices too high/residents should be given a free permit/it's the commuters who cause the problem and the residents are expected to pay</p>	<p>1</p>	<p>12.5</p>	<p>financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. We make it clear in our consultation that the scheme will involve charges. This allows all residents to make an informed judgement on whether they support a scheme or not. This is taken into account when a decision is made on whether to proceed.</p>
<p>Some of the roads are permit only parking and/or 2/4 hour limited parking, but these are unused by residents so there are no parking issues e.g. Mushroom Lane, Fawcett Street and Finley Street</p>	<p>1</p>	<p>12.5</p>	<p>Parking Surveys and observations were used to design the scheme; this was later modified after the 2nd consultation to produce the final design approved by the Board in December 2010. Since the Traffic Regulation Order consultation further amendments have increased the mix of different types of parking in the area including increasing long term parking in certain areas. If the scheme goes ahead all waiting restrictions will be monitored and if the design requires changes this will be investigated at a full review once the scheme is operational. Also in the interim, it is proposed that some bays within the scheme will be included in the TRO but will not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.</p>

- PLAN KEY**
- Scheme Boundary
  - Area Boundaries
  - Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
  - Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am - 6.30pm
  - Disabled Badge Holders Only at all times.
  - Permit Holders Only, Mon - Fri, 8am - 6.30pm
  - Limited Waiting, Mon - Fri 8am - 6.30pm Maximum stay in minutes, as indicated.
  - Limited Waiting, Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated
  - Limited Waiting (except permit holders) Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated
  - Unrestricted parking - no permits or time limit
  - Bus stop clearway - no stopping except buses.
  - Pay & Display Parking (except permit holders) Mon - Fri 8am - 6.30pm Maximum stay in hours as indicated
  - Pay & Display Mon - Fri 8am - 6.30pm Maximum stay in hours as indicated
  - Limited Waiting, Mon - Sat 8am - 6.30pm Maximum stay in hours, as indicated
  - Existing 24 hour clearway: No Waiting or Loading at any time
- Additional Note:-**  
 Permits not valid in the 30min limited waiting bays on Weston Street, 1 hr limited waiting bays on Watery Street, the Pay & Display bays on Upperthorpe Road or Shipton Street Car Park.  
 All existing restrictions on surrounding streets remain and have been omitted to aid clarity.  
**FREE 15 MINUTE PARKING** - follow the instructions on the pay & display machine and display valid ticket. The normal 40p per hour charge applies to parking periods in excess of 15 minutes.  
**On Street Parking Bays and Shipton Street Car Park - Pay & Display Tariff**  
 up to 1 hour - 40p  
 up to 2 hours - 80p  
 up to 4 hours - £1.60  
 up to 10 hours - £2.00



**DEVELOPMENT SERVICES  
 TRANSPORT &  
 HIGHWAYS DIVISION**  
**TRAFFIC SECTION**  
 2-10 CARBROOK HALL ROAD  
 SHEFFIELD S9 2DB  
 Tel. 0114-273-6894. Fax. 0114-273-6182  
 E-mail Traffic.Reg@Sheffield.gov.uk  
 Director: L Sturch M.R.T.P.I.  
 Development Services

A Service Area of Place  
 Sheffield City Council

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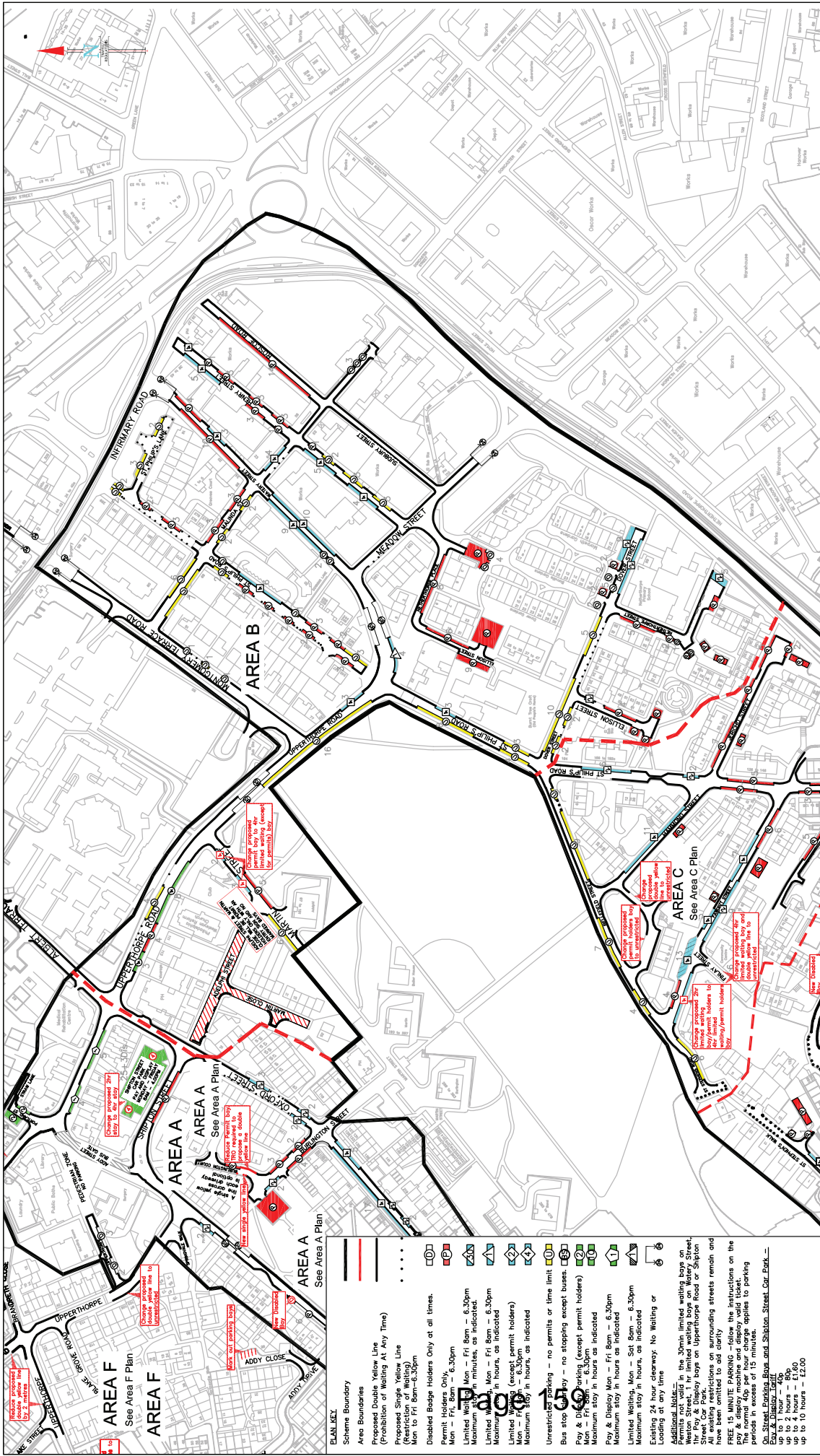
Client	<b>SHEFFIELD CITY COUNCIL</b>
Scheme	<b>UPPERTHORPE PERMIT PARKING SCHEME</b>
Drawing Title	<b>AREA A UPPERTHORPE CENTRE</b>

Drawing No.	<b>TR/BN680/C1</b>
Scale	<b>1 / 2000</b>
	<b>A3</b>

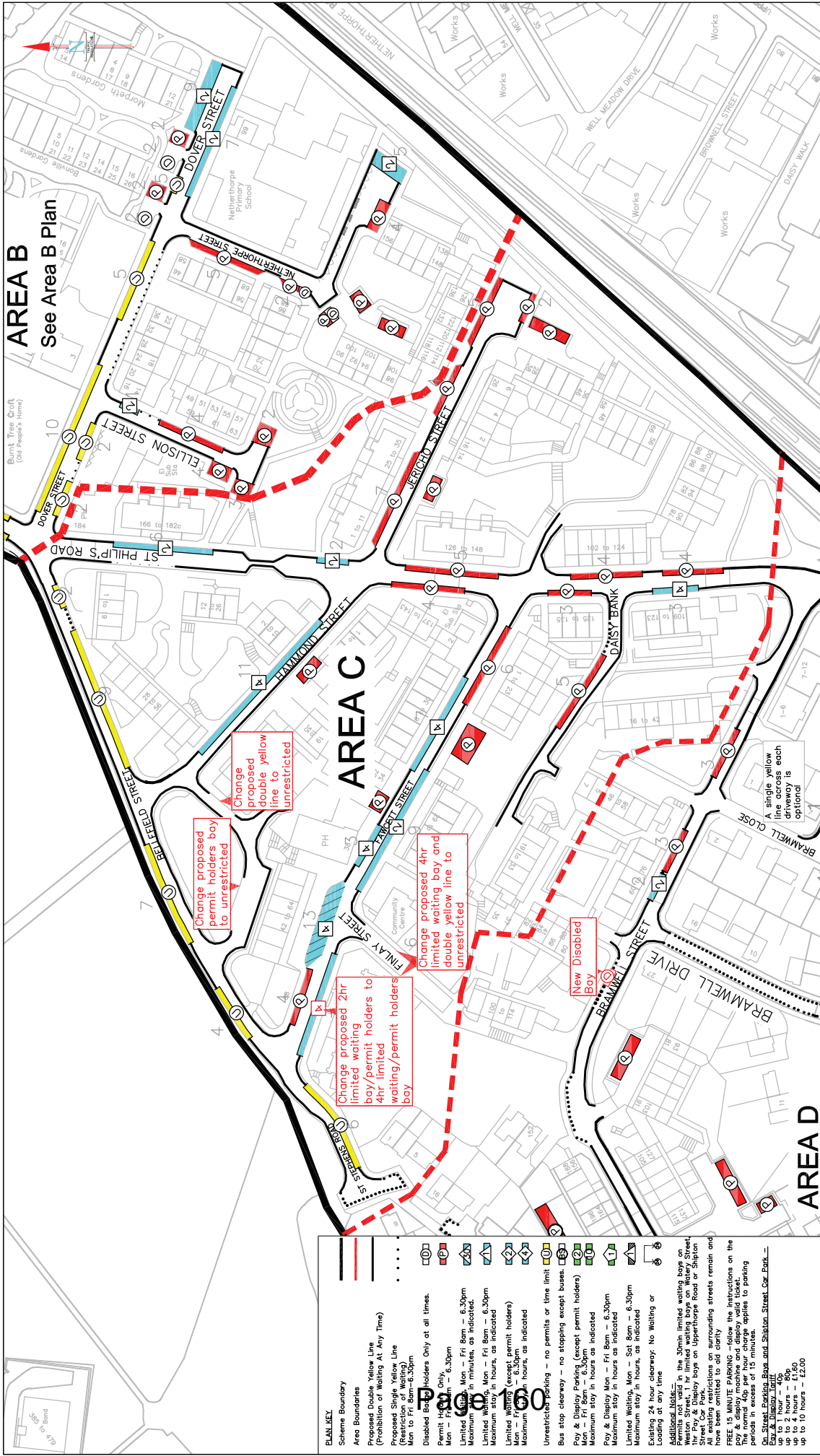


0	Millimetres	50
Date <b>December 2011</b>		

**TRAFFIC REGULATIONS**



<p><b>DEVELOPMENT SERVICES</b>  <b>TRANSPORT &amp; HIGHWAYS DIVISION</b>  <b>TRAFFIC SECTION</b>          2-10 CARBROOK HALL ROAD          SHEFFIELD S9 2DB</p> <p>E-mail: <a href="mailto:Traffic.Reg@Sheffield.gov.uk">Traffic.Reg@Sheffield.gov.uk</a>          Director: L.Sturch M.R.T.P.I.          Development Services</p> <p>A Service Area of the Directorate of Place          Sheffield City Council</p>		<p><b>SHEFFIELD CITY COUNCIL</b></p> <p><b>UPPERTHORPE PERMIT PARKING SCHEME</b></p> <p><b>AREA B - MEADOW STREET</b>          Area B</p>		<p>Drawing No. <b>TR / BN680/B1</b></p> <p>Scale <b>1 / 2500</b></p> <p><b>A3</b></p> <p>0 10 20 30          Millimetres</p> <p>Date <b>December 2010</b></p>	
<p>Client</p> <p>Scheme</p> <p>Drawing Title</p>		<p>Do not scale from this drawing</p> <p>Any errors/omissions to be reported immediately</p> <p>If in doubt, ask</p> <p>This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2010</p>		<p>DRAWN</p> <p>NC</p> <p>December 2011</p> <p>CHECKED</p>	
<p>CAD FILE NAME: G:\DEL\DS\Traff-Regs\SCHEME FILES\PERMIT PARKING ZONES\Uppertorpe\AutoCAD</p>					



**AREA B**  
See Area B Plan

**AREA C**

**AREA D**

- PLAN KEY**
- Scheme Boundary
  - Area Boundaries
  - Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
  - Proposed Single Yellow Line (Restriction of Waiting Mon to Fri 8am-6.30pm)
  - Disabled Badge Holders Only at all times.
  - Permit Holders Only, Mon - Fri 8am - 6.30pm
  - Limited Waiting, Mon - Fri 8am - 6.30pm Maximum 15 minutes, as indicated.
  - Limited Waiting, Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated
  - Limited Waiting (except permit holders) Mon - Fri 8am - 6.30pm Maximum 15 hours, as indicated
  - Unrestricted parking - no permits or time limit
  - Bus stop clearway - no stopping except buses
  - Pay & Display Parking (except permit holders) Mon - Fri 8am - 6.30pm Maximum 15 minutes, as indicated
  - Pay & Display Parking, Mon - Fri 8am - 6.30pm Maximum stay in hours as indicated
  - Limited Waiting, Mon - Sat 8am - 6.30pm Maximum stay in hours, as indicated
  - Limited Waiting, Mon - Sat 8am - 6.30pm Maximum 24 hour clearway. No Waiting or Loading at any time
  - Additional Note:—
  - Permits not valid in the 30min limited waiting zone on Upperthorpe Road or Shpton Street Car Park. Restrictions on surrounding streets remain and have been omitted to add clarity.
  - FREE 15 MINUTE PARKING - follow the instructions on the pay & display machine and display valid ticket.
  - On Street Parking Bays and Station Street Car Park - Pay & Display, Mon - Fri 8am - 6.30pm up to 4 hours - £1.50 up to 10 hours - £2.00

Change proposed permit holders bay to unrestricted

Change proposed double yellow line to unrestricted

Change proposed 2hr limited waiting bay/permit holders to 4hr limited waiting/permit holders bay

Change proposed 4hr limited waiting bay and double yellow line to unrestricted

New Disabled Bay

A single yellow line on each driveway is optional

<p><b>DEVELOPMENT SERVICES</b> <b>TRANSPORT &amp; HIGHWAYS DIVISION</b> <b>TRAFFIC SECTION</b> 2-10 CARROOK HALL ROAD SHEFFIELD S9 2DB</p> <p>E-mail Traffic.Reg@Sheffield.gov.uk Director: L.Sturch M.R.T.P.I. Development Services</p> <p>A Service Area of the Directorate of Place Sheffield City Council</p>	<p>Client</p> <p><b>SHEFFIELD CITY COUNCIL</b></p>	<p>Drawing No.</p> <p><b>TR / BN680/C1</b></p>	<p>Scale</p> <p><b>1 / 1250</b></p>	<p>TRAFFIC REGULATIONS</p>
	<p>Scheme</p> <p><b>UPPERTHORPE PERMIT PARKING SCHEME</b></p>	<p>Drawing Title</p> <p><b>AREA C - FAWCETT STREET</b></p>	<p>Scale</p> <p><b>A3</b></p>	<p>Date</p> <p>December 2010</p>
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<p><b>DEVELOPMENT SERVICES</b>  <b>TRANSPORT &amp; HIGHWAYS DIVISION</b>  <b>TRAFFIC SECTION</b>          2-10 CARBROOK HALL ROAD          SHEFFIELD S9 2DB</p> <p>E-mail <a href="mailto:Traffic.Reqs@Sheffield.gov.uk">Traffic.Reqs@Sheffield.gov.uk</a>          Director: L.Sturch M.R.T.P.I.          Development Services</p> <p>A Service Area of the Directorate of Place          Sheffield City Council</p>	<p>Client</p> <p>Scheme</p> <p>Drawing Title</p>	<p>Client</p> <p>Scheme</p> <p>Drawing Title</p>	<p>Client</p> <p>Scheme</p> <p>Drawing Title</p>	
	<p>Do not scale from this drawing</p> <p>Any errors/omissions to be reported immediately</p> <p>If in doubt, ask</p> <p>This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2010</p>	<p>Do not scale from this drawing</p> <p>Any errors/omissions to be reported immediately</p> <p>If in doubt, ask</p> <p>This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2010</p>	<p>Do not scale from this drawing</p> <p>Any errors/omissions to be reported immediately</p> <p>If in doubt, ask</p> <p>This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2010</p>	<p>Do not scale from this drawing</p> <p>Any errors/omissions to be reported immediately</p> <p>If in doubt, ask</p> <p>This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2010</p>
	<p>DRAWN</p> <p>NC</p> <p>December 2011</p> <p>CHECKED</p>	<p>DRAWN</p> <p>NC</p> <p>December 2011</p> <p>CHECKED</p>	<p>DRAWN</p> <p>NC</p> <p>December 2011</p> <p>CHECKED</p>	<p>DRAWN</p> <p>NC</p> <p>December 2011</p> <p>CHECKED</p>



TRAFFIC REGULATIONS

Drawing No. TR / BN680/D1

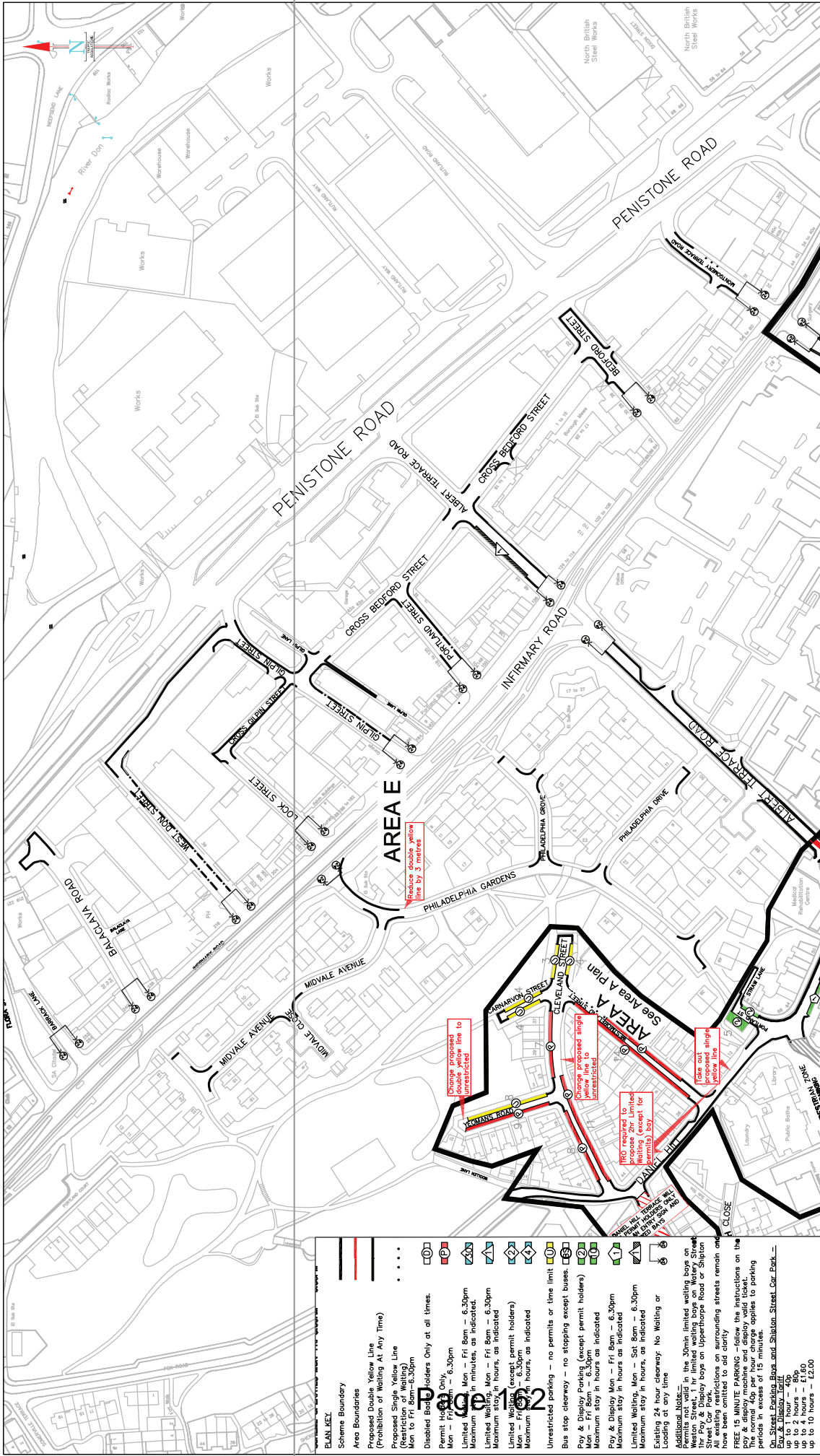
Scale 1 / 2000

Date December 2011

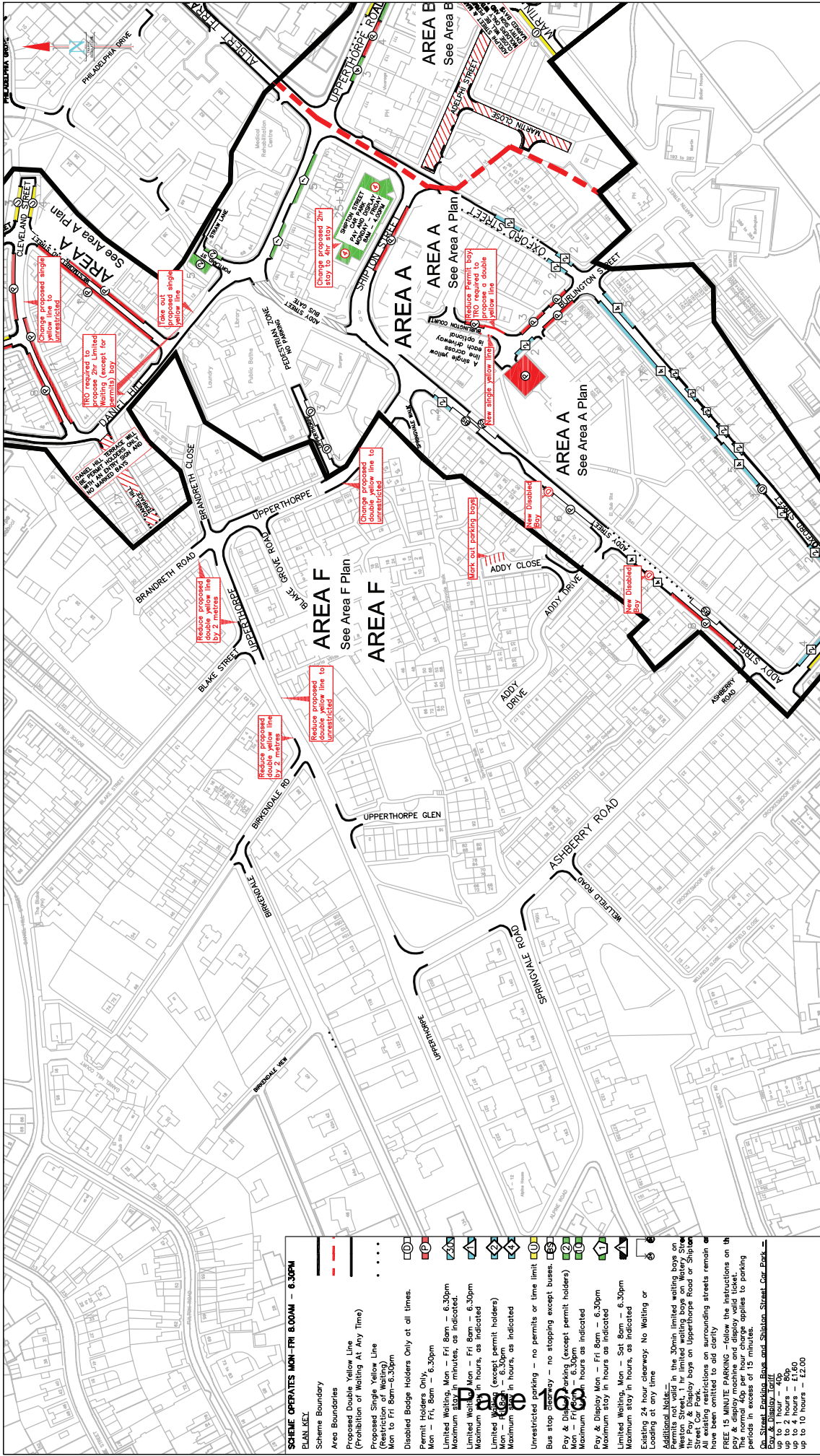


**PLAN KEY**

	Scheme Boundary
	Area Boundaries
	Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
	Proposed Single Yellow Line (Restriction of Waiting)
	Mon to Fri 8am-6.30pm
	Disabled Badge Holders Only at all times.
	Permit Holders Only.
	Mon - Fri 8am - 6.30pm
	Limited Waiting, Mon - Fri 8am - 6.30pm
	Maximum stay in minutes, as indicated.
	Limited Waiting, Mon - Fri 8am - 6.30pm
	Maximum stay in hours, as indicated.
	Limited Waiting (except permit holders)
	Maximum stay in hours, as indicated.
	Unrestricted Waiting - no permits or time limit
	Bus stop stay - no stopping except buses.
	Pay & Display Parking (except permit holders)
	Maximum stay in hours as indicated
	Pay & Display Mon - Fri 8am - 6.30pm
	Maximum stay in hours as indicated
	Limited Waiting, Mon - Sat 8am - 6.30pm
	Maximum stay in hours, as indicated
	Existing 24 hour clearway. No Waiting or Loading at any time
	Additional Note: The 30m limited waiting bays on West Street, 1 hr limited waiting bays on West Street, 1 hr limited waiting bays on Upperthorpe Road or Shilton All existing restrictions on surrounding streets remain and have been omitted to aid clarity
	FREE 15 MINUTE PARKING - follow the instructions on the signs. The normal 15 minute charge applies to parking periods in excess of 15 minutes.
	On Street Loading Bays and Station Street Car Park - up to 1 hour - £4.00 up to 2 hours - £1.60 up to 10 hours - £2.00



<b>DEVELOPMENT SERVICES</b> <b>TRANSPORT &amp; HIGHWAYS DIVISION</b> <b>TRAFFIC SECTION</b> 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB E-mail Traffic.Reg@Sheffield.gov.uk Director: L.Sturch M.R.T.P.I. Development Services		<b>SHEFFIELD CITY COUNCIL</b> <b>UPPERTHORPE PERMIT PARKING SCHEME</b> <b>AREA E - OUT OF SCHEME</b> Previously Areas 1 & 2		Drawing No. <b>TR / BN680/E1</b> Scale <b>1 / 2000</b> Date <b>December 2011</b>
Client Scheme Drawing Title		Client Scheme Drawing Title		
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 Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2010		DRAWN NC December 2011 CHECKED		
<b>BLANK KEY</b> Scheme Boundary Area Boundaries Proposed Double Yellow Line (Prohibition of Waiting At Any Time) Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am-6.30pm Disabled Badge Holders Only at all times. Permit Holders Only Mon - Fri 8am - 6.30pm Limited Waiting Mon - Fri 8am - 6.30pm Maximum stay in minutes, as indicated. Limited Waiting Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated Limited Waiting (except permit holders) Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated Unrestricted parking - no permits or time limit Bus stop clearway - no stopping except buses Pay & Display Parking (except permit holders) Mon - Fri 8am - 6.30pm Maximum stay in hours as indicated Pay & Display Mon - Fri 8am - 6.30pm Maximum stay in hours as indicated Limited Waiting, Mon - Sat 8am - 6.30pm Maximum stay in hours, as indicated Existing 24 hour clearway. No Waiting or Loading at any time Additional Notes: 1. In the 30min limited waiting zone on West Street, 1 hr limited waiting zone on Shipton Street & Display boys on Uppertorpe Road or Shipton Street. All existing restrictions on surrounding streets remain on foot. FREE 15 MINUTE PARKING - follow the instructions on the signs. The normal 40p per hour charge applies to parking periods in excess of 15 minutes. On-Street Parking Bays and Station Street Car Park - up to 1 hour - 40p up to 2 hours - 80p up to 4 hours - 120p up to 10 hours - £2.00		SHEFFIELD CITY COUNCIL <b>UPPERTHORPE PERMIT PARKING SCHEME</b> <b>AREA E - OUT OF SCHEME</b> Previously Areas 1 & 2		



<p><b>DEVELOPMENT SERVICES</b>  <b>TRANSPORT &amp; HIGHWAYS DIVISION</b>  <b>TRAFFIC SECTION</b>          2-10 CARBROOK HALL ROAD          SHEFFIELD S9 2DB</p> <p>E-mail: <a href="mailto:Traffic.Reg@Sheffield.gov.uk">Traffic.Reg@Sheffield.gov.uk</a>          Director: L.Sturch M.R.T.P.I.          Development Services</p> <p>A Service Area of the Directorate of Place          Sheffield City Council</p>	<p>Client: SHEFFIELD CITY COUNCIL</p> <p>Scheme: Upperthorpe Permit Parking Scheme</p> <p>Drawing Title: AREA F - OUT OF THE SCHEME          Previously areas 2 and 3</p>	<p>Drawing No. TR / BN680/F1</p> <p>Scale: 1 / 2000</p> <p>Date: December 2010</p>
	<p>Do not scale from this drawing</p> <p>Any errors/omissions to be reported immediately</p> <p>If in doubt, ask</p> <p>This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2010</p>	<p>DRAWN: NC</p> <p>CHECKED: NC</p> <p>December 2011</p>

- SCHEME OPERATES MON-FRI 8.00AM - 6.30PM**
- PLAN KEY**
- Scheme Boundary
  - Area Boundaries
  - Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
  - Proposed Single Yellow Line (Restriction of Waiting)
  - Disabled Badge Holders Only at all times.
  - Permit Holders Only
    - Mon - Fri, 8am - 6.30pm
  - Limited Waiting, Mon - Fri 8am - 6.30pm
    - Maximum stay in minutes, as indicated.
  - Limited Waiting, Mon - Fri 8am - 6.30pm
    - Maximum stay in hours, as indicated.
  - Limited Waiting (except permit holders)
    - Maximum stay in hours, as indicated.
  - Unrestricted parking - no permits or time limit
  - Bus stop clearway - no stopping except buses.
  - Pay & Display (except permit holders)
    - Mon - Fri 8am - 6.30pm
    - Maximum stay in hours as indicated
  - Pay & Display, Mon - Fri 8am - 6.30pm
    - Maximum stay in hours as indicated
  - Limited Waiting, Mon - Sat 8am - 6.30pm
    - Maximum stay in hours, as indicated.
  - Existing 24 hour clearway: No Waiting or Loading at any time
- Additional Notes:**
- Permit Holders: In the 30min limited waiting zone on Weston Street, 1 hr limited waiting bays on Water Street, Str Pay & Display bays on Upperthorpe Road or Shipton Street.
  - All existing restrictions on surrounding streets remain as have been omitted to aid clarity.
  - FREE 15 MINUTE PARKING - follow the instructions on the Pay & Display signs. The 15 minute free period applies to parking periods in excess of 15 minutes.
  - On-Street Parking, Bus and Shuttle Street Car Park - Pay & Display, Traffic
  - up to 2 hours - £1.60
  - up to 4 hours - £1.60
  - up to 10 hours - £2.00

**UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME**

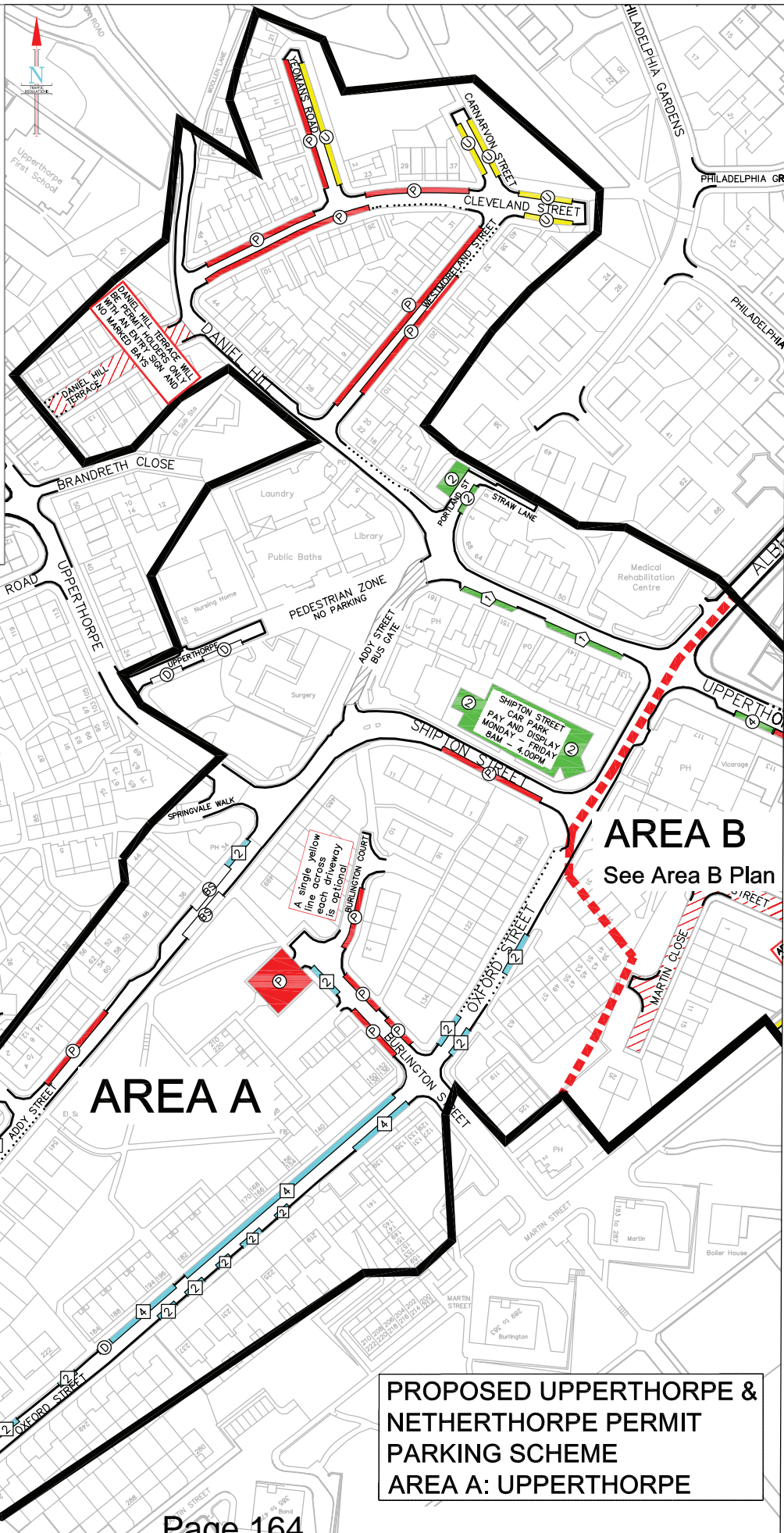
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

**PLAN KEY**

- Scheme Boundary
- Area Boundaries
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am-6.30pm
- Disabled Badge Holders Only at all times.
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Parking Limited to 2 hours, Mon - Fri 8am - 6.30pm, no return within 2 hours. Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri 8am - 6.30pm, no return within 4 hours. Exemption for permit holders.
- Unrestricted parking - no permits or time limit
- Bus stop clearway - no stopping except buses.
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 2 hours max stay or 15 minutes free, no return within 2 hours. Exemption for permit holders
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 4 hours max stay or 15 minutes free, no return within 4 hours. Exemption for permit holders
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 1 hour max stay or 15 minutes free, no return within 1 hour

**NOTES:-**

1. All existing restrictions on surrounding streets remain and have been omitted to aid clarity
2. Shipton Street Car Park: Pay and Display Parking, Monday to Friday, 8am - 4pm, 40p per hour, 2 hour max stay or 15 mins free, no return within 2 hours.



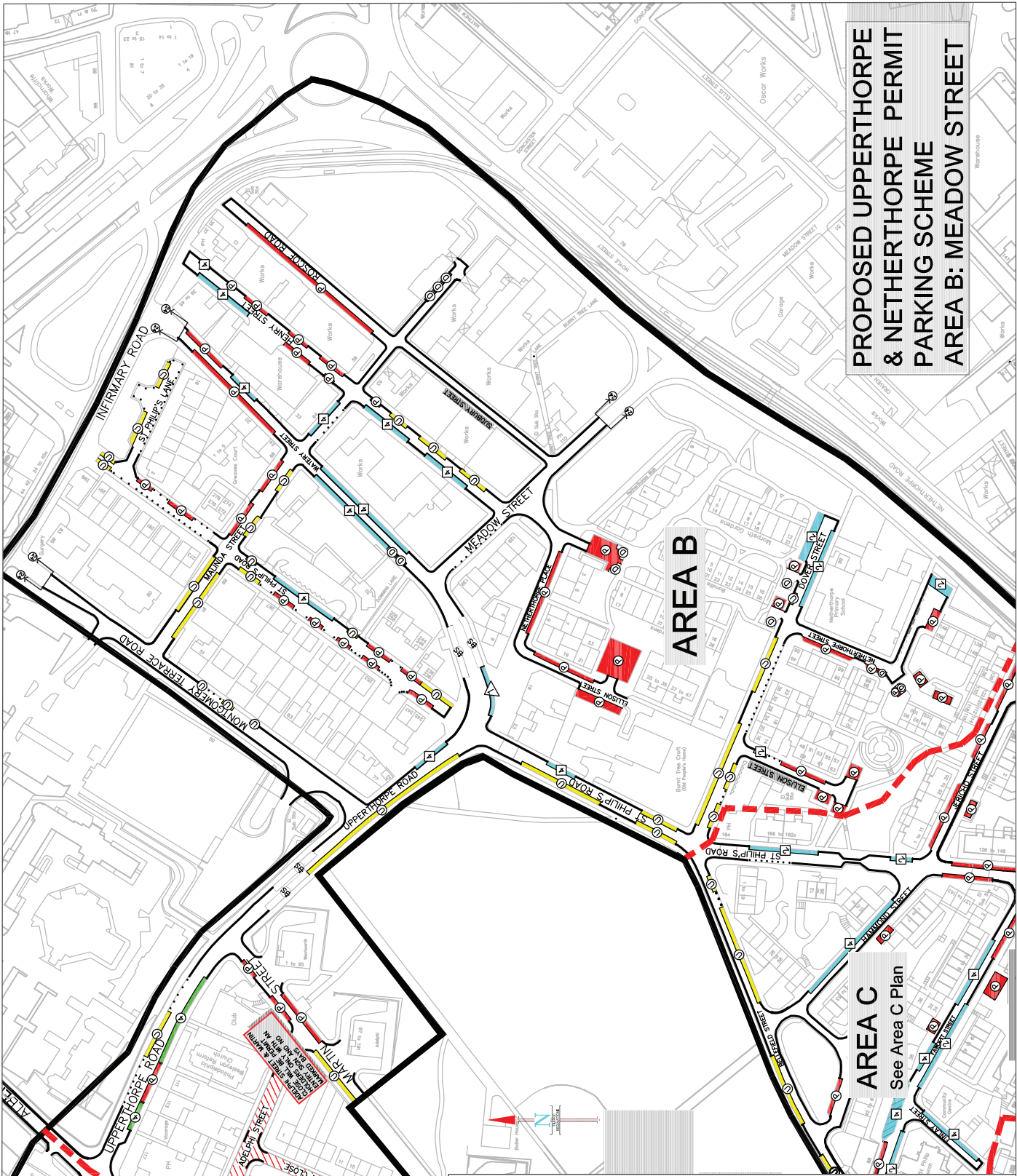
**AREA A**

**AREA B**  
See Area B Plan

**PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME  
AREA A: UPPERTHORPE**



# PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME AREA B: MEADOW STREET



**UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME**  
**UPPERTHORPE MON-FRI 8.00AM - 6.30PM**

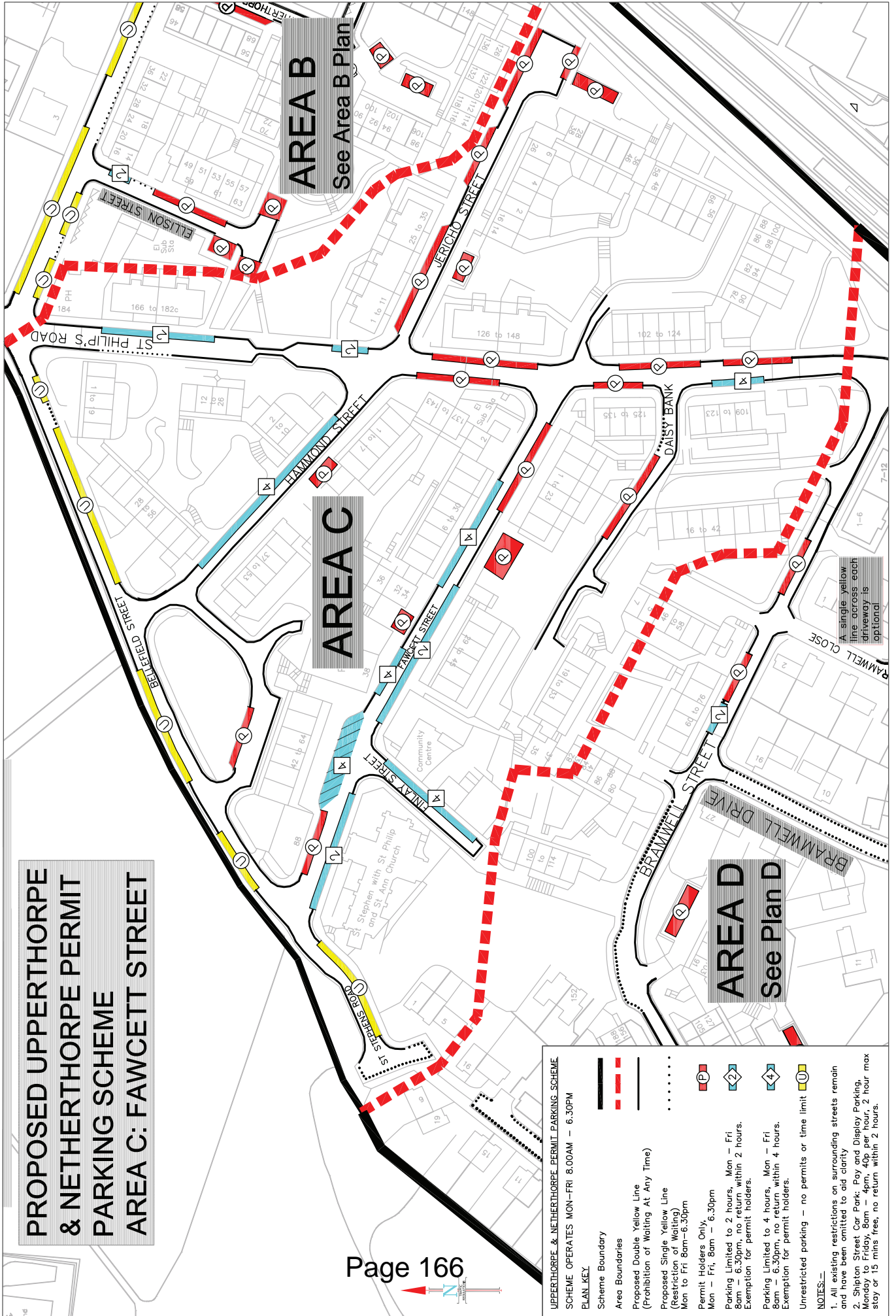
**PLAN KEY**

- Scheme Boundary
- Area Boundaries
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restricted for Waiting)
- Mon to 6am-6.30pm
- Disabled Badge Holders Only at all times.
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Parking Limited to 1 hour, Mon - Fri, 8am - 6.30pm, no return within 1 hour.
- Parking Limited to 2 hours, Mon - Fri, 8am - 6.30pm, no return within 2 hours. Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri, 8am - 6.30pm, no return within 4 hours. Exemption for permit holders.
- Unrestricted parking - no permits or time limit
- Bus stop clearway - no stopping except buses.
- Pay & Display Parking, Mon - Fri, 8am - 6.30pm, 40p per hour, 2 hours max stay or 15 minutes free, no return within 2 hours. Exemption for permit holders
- Pay & Display Parking, Mon - Fri, 8am - 6.30pm, 40p per hour, 4 hours max stay or 15 minutes free, no return within 4 hours. Exemption for permit holders
- Pay & Display Parking, Mon - Fri, 8am - 6.30pm, 40p per hour, 1 hour max stay or 15 minutes free, no return within 1 hour
- Existing 24 hour clearway. No Waiting or Loading at any time

**NOTES:-**

- All existing restrictions on surrounding streets remain and have been omitted to aid clarity
- Shipton Street Car Park: Pay and Display Parking, Monday - Friday, 8am - 6.30pm, per hour, 2 hour max stay or 15 mins free, no return within 2 hours.

# PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME AREA C: FAWCETT STREET



**AREA B**  
See Area B Plan

**AREA C**

**AREA D**  
See Plan D

A single yellow line across each driveway is optional

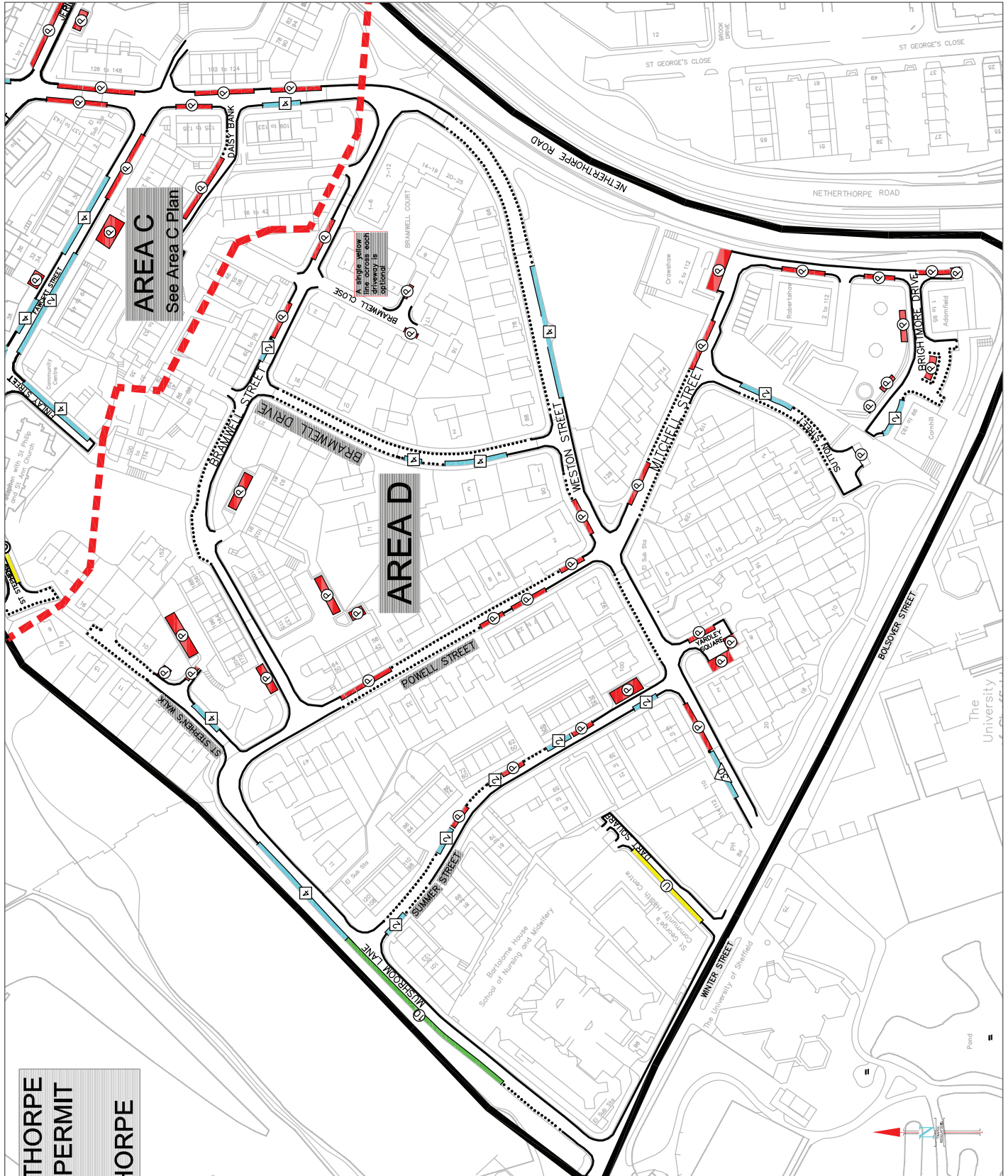
UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME  
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

PLAN KEY

- Scheme Boundary
- Area Boundaries
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting)  
Mon to Fri 8am-6.30pm
- Permit Holders Only,  
Mon - Fri, 8am - 6.30pm
- Parking Limited to 2 hours, Mon - Fri  
8am - 6.30pm, no return within 2 hours.  
Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri  
8am - 6.30pm, no return within 4 hours.  
Exemption for permit holders.
- Unrestricted parking - no permits or time limit

NOTES:-  
1. All existing restrictions on surrounding streets remain and have been omitted to aid clarity  
2. Shipton Street Car Park: Pay and Display Parking, Monday to Friday, 8am - 4pm, 40p per hour, 2 hour max stay or 15 mins free, no return within 2 hours.

**PROPOSED UPPERTHORPE  
& NETHERTHORPE PERMIT  
PARKING SCHEME  
AREA D: NETHERTHORPE**



**AREA C**  
See Area C Plan

**AREA D**

single yellow line  
prohibition of waiting  
driveway is optional

**UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME**  
SCHEME OPERATES MON-FRI 8.00AM – 6.30PM

**PLAN KEY**

- Scheme Boundary
- Area Boundaries
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am-6.30pm
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Parking Limited, to 30 minutes, Mon - Fri 8am - 6.30pm, no return within 30 minutes.
- Parking Limited to 2 hours, Mon - Fri 8am - 6.30pm, no return within 2 hours.
- Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri 8am - 6.30pm, no return within 4 hours.
- Exemption for permit holders.
- Pay & Display Parking, Mon - Fri 8.30am - 6.30pm, 10p per hour up to 4 hours, £5.50 for 10 hours or 15 minutes free, no return within 4 hours.
- Exemption for permit holders
- Unrestricted parking - no permits or time limit

**NOTES:-**

1. All existing restrictions on surrounding streets remain and have been omitted to aid clarity
2. Shipton Street Car Park: Pay and Display Parking, Monday to Friday, 8am - 6.30pm, 2 hour max stay, 15 mins free, no return within 2 hours.

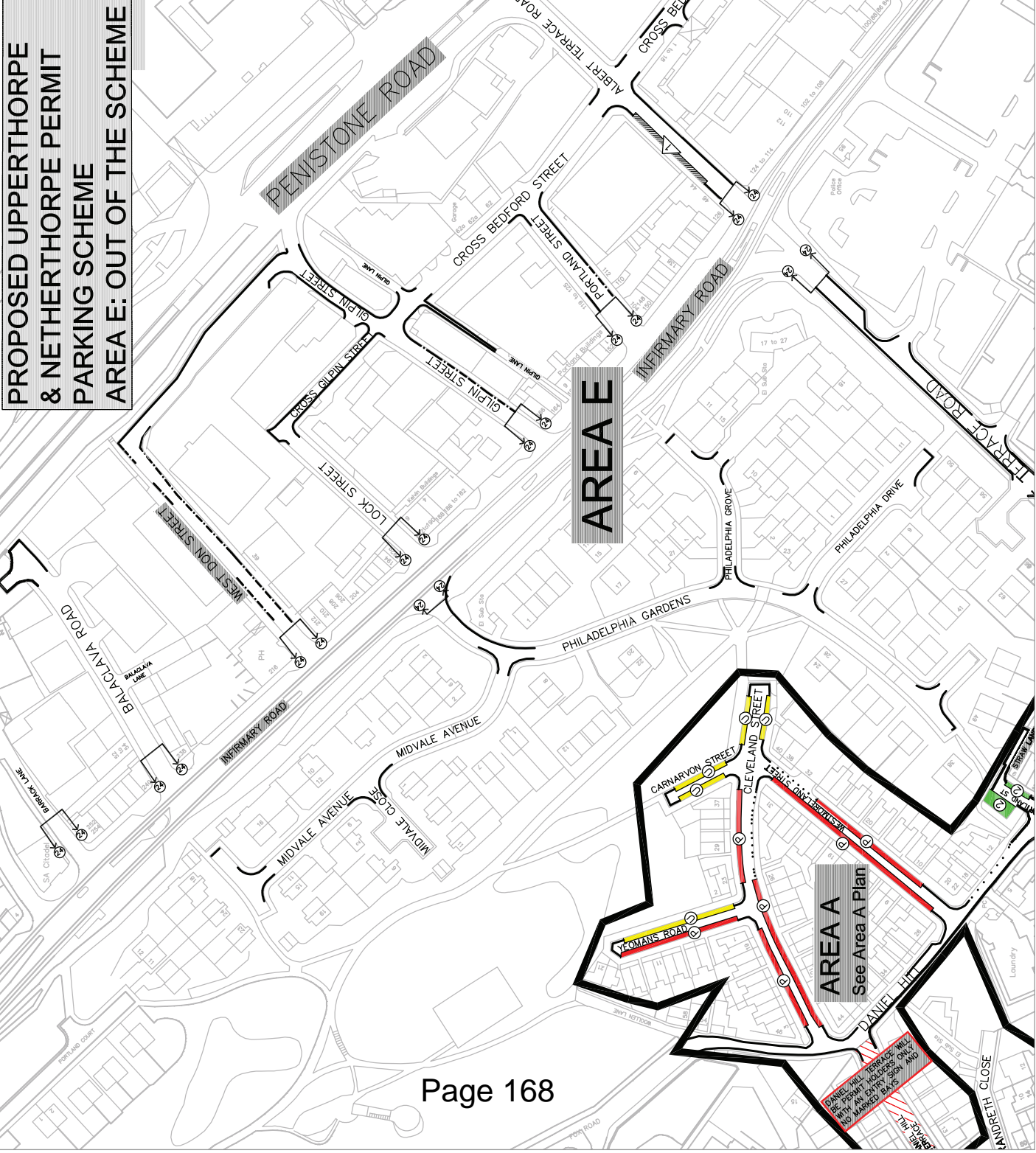
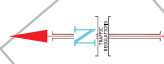
# PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME PARKING SCHEME AREA E: OUT OF THE SCHEME

UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME  
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

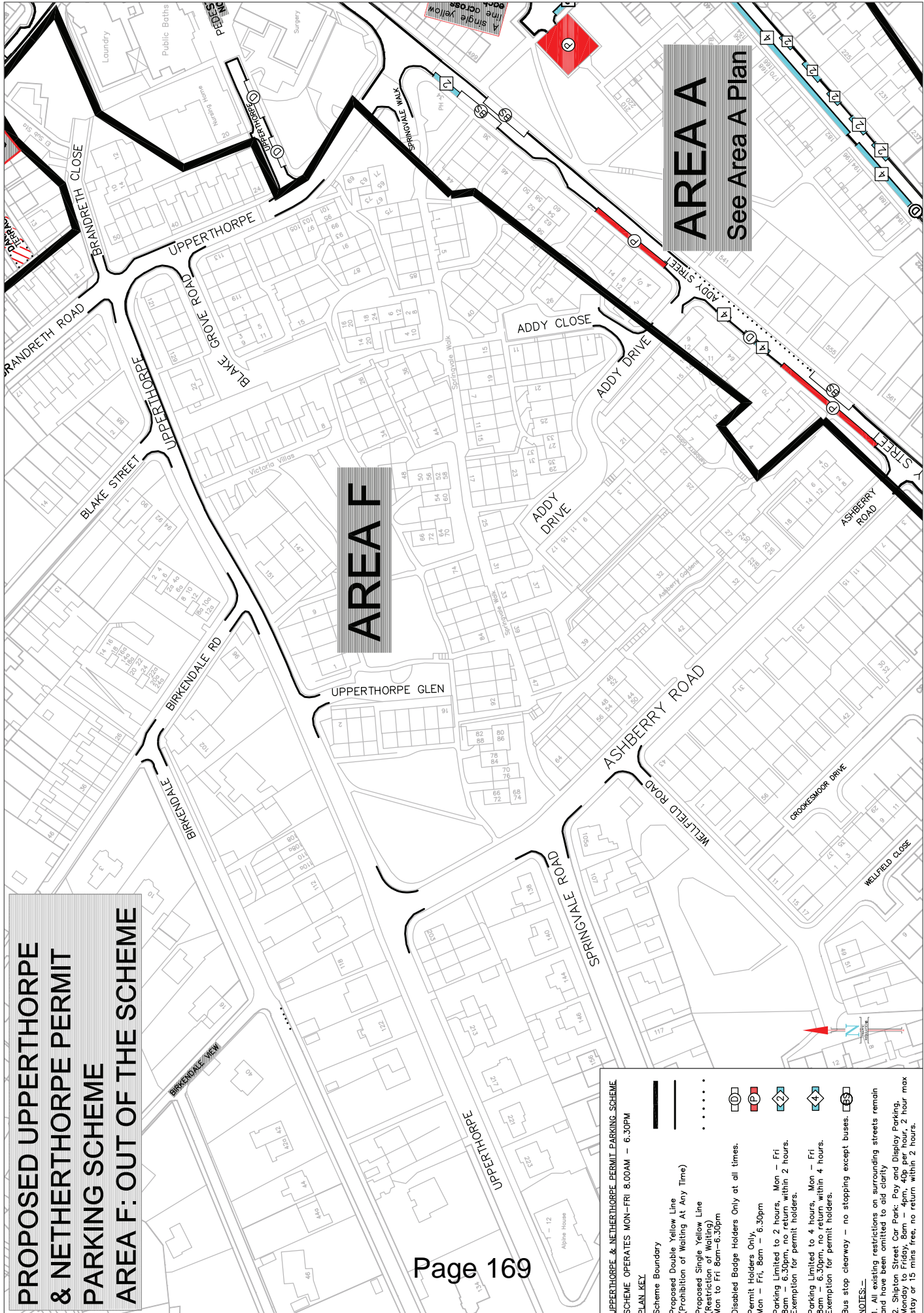
PLAN KEY

- Scheme Boundary
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am-6.30pm
- Proposed Single Yellow Line (Restriction of Waiting) Mon - Sat 8am - 6.30pm
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Unrestricted parking - no permits or time limit
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 2 hours max stay, or 15 minutes free, no return within 2 hours. Exemption for permit holders
- Parking Limited to 1 hour, Mon - Sat 8am - 6.30pm, no return within 3 hours.
- Existing 24 hour clearway: No Waiting or Loading at any time

NOTES:-  
1. All existing restrictions on surrounding streets remain and have been omitted to aid clarity  
2. Shipton Street Car Park: Pay and Display Parking, Monday to Friday, 8am - 4pm, 40p per hour, 2 hour max stay or 15 mins free, no return within 2 hours.



**PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME AREA F: OUT OF THE SCHEME**



**AREA F**

**AREA A**  
See Area A Plan

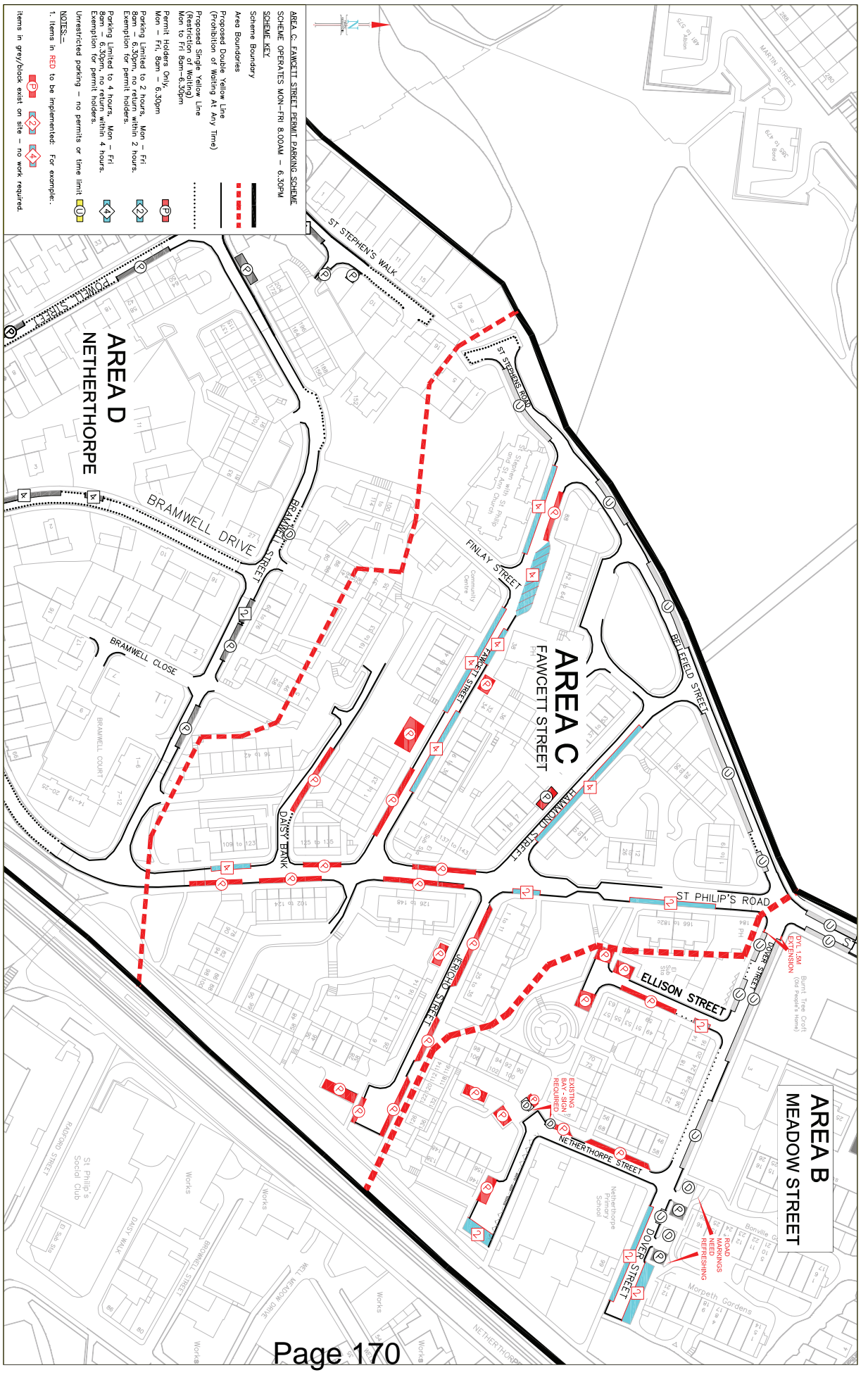
**UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME**  
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

**PLAN KEY**

- Scheme Boundary
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting)
- Mon to Fri 8am-6.30pm
- Disabled Badge Holders Only at all times.
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Parking Limited to 2 hours, Mon - Fri 8am - 6.30pm, no return within 2 hours. Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri 8am - 6.30pm, no return within 4 hours. Exemption for permit holders.
- Bus stop clearway - no stopping except buses.

**NOTES:-**

1. All existing restrictions on surrounding streets remain and have been omitted to add clarity.
2. Shipton Street, Car Park, Pay and Display Parking, 2 hours, 2 hour max stay, or 15 mins free, no return within 2 hours.



DRAWING NO. <b>TR/BN680/C-D1</b>		DEVELOPMENT SERVICES <b>TRANSPORT &amp; HIGHWAYS DIVISION</b>		TRAFFIC SECTION 2-10 CARBON HILL ROAD SHEFFIELD S19 2DB E-mail: traffic.reg@sheffield.gov.uk Director: L. Smith M.A., P.A.		Do not scale from this drawing - Any error/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. All rights reserved. It may be used for presentation or oral proceedings. 100018516, 2010		Rev		Date		Gender		Signed		Client		Drawing No.		Scale		A2		TRAFFIC REGULATIONS	
SHEFFIELD CITY COUNCIL		PERMIT PARKING SCHEME		AREA C - FAWCETT STREET Traffic Regulations Drawing		NC		JAN 2014		CHECKED								TR/BN680/C-D1		1 / 1000		A2		Sheffield City Council	