



Report to Policy Committee

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Report of: *Executive Director of City Futures*

Report to: *Transport, Regeneration and Climate Policy Committee*

Date of Decision: *14th June 2023*

Subject: *Report objections to the Traffic Regulation Order for Park Hill Parking Zone.*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? 1361				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				
<p><i>“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”</i></p>				

Purpose of Report:

To report details of the consultation response to proposals to introduce a Controlled Parking Zone in Park Hill, report the receipt of objections to the Traffic Regulation Order and set out the Council’s response and recommendations.

Recommendations:

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

- Note that a smaller parking scheme than that which was advertised is proposed to be implemented. The amended scheme is shown in Appendix C;
- Consider the objections to the proposed Traffic Regulation Order with particular regard to how they relate to the smaller area shown in Appendix C;
- Having considered the objections, decide to make the Traffic Regulation Order (as amended) in accordance with the Road Traffic Regulation Act 1984;
- Approve the implementation of the proposed Controlled Parking Zone in Park Hill; and
- Note that the Council's Traffic Regulations team will inform all consultation respondents accordingly.
- Write to all properties within the boundary of the initial larger consultation area to inform them of the recommendations to implement a smaller scheme.
- Note that a review of the scheme boundary will be carried out after around 12 months of the approved scheme being active

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

Background Papers:

Appendix A: Proposed larger scheme boundary (as advertised)

Appendix B: Consultation leaflet & letter extending consultation period

Appendix C: Recommended smaller scheme boundary

Appendix D: Full list of consultation responses

Appendix E: Consultation responses from reduced area recommended by report

Lead Officer to complete:		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Kerry Darlow
		Legal: Richard Cannon
		Equalities & Consultation: <i>Ed Sexton</i>
		Climate: Jessica Rick
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>		
2	SLB member who approved submission:	<i>Kate Martin</i>
3	Committee Chair consulted:	<i>Ben Miskell</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>Tom Finnegan-Smith</i>	Job Title: <i>Head of Strategic Transport, Sustainability and Infrastructure</i>
	Date: 05.06.2023	

1. PROPOSAL

- 1.1 There are high demands on the available parking spaces in many areas of the city.
- 1.2 The Council has previously implemented several Controlled Parking Zones (CPZs), mainly in the area immediately around the city centre as well as in the district shopping centre at Hillsborough. These were areas which suffered from the effects of high levels of unrestricted commuter parking. It was originally envisaged that these parking schemes would form a complete ring around the city centre and be used as appropriate in district centres too.

1.3 In line with the City Council's Transport Strategy 2019 to 2035, there is a priority action of 'Introducing a programme of new Controlled Parking Zones, with the priority being uncontrolled areas adjacent the city centre'. Managing the supply of spaces by restriction or price is a method of demand management commonly employed by local authorities.

1.4 High levels of parking can also restrict the access for service vehicles and emergency services, as well as parking for business customers and visitors, along with adverse impacts on local amenity.

1.5 This report details the consultation response to the introduction of this CPZ, reports the receipt of objections and sets out the Council's response.

The advertised CPZ boundary is shown in **Appendix A**
The recommended CPZ boundary is shown in **Appendix C**

1.6 A smaller scheme boundary than that which was originally advertised is proposed to be implemented. If the recommendations in this report are approved, the Council will write to all residents within the initial consultation boundary to inform them of the decision made. Information about the smaller scheme will be included, but the Council will make it clear that this is not a further consultation exercise. The aim is to have this letter distributed within 2 weeks of the committee meeting and decision.

1.7 If approved, the detailed design of the scheme will be started soon after the decision and pay and display machines will be ordered. Pay and display machines currently have a delivery time of at least 4 months. There is the possibility that the scheme can be constructed in Autumn 2023.

1.8 Coates Street is not within the new smaller proposed parking scheme boundary. The Council's officers have been asked by local members to look at how users of the park library can be assisted so as to be able to park close to the building. It is therefore intended that a stand-alone proposal for a scheme introducing some limited waiting parking (2 hours maximum stay) be advanced to statutory consultation in the Spring, as this restriction will require a new Traffic Regulation Order to be advertised. No decision is being sought from members on this scheme at this stage.

1.9 As part of the consultation for the Park Hill CPZ, Farm Bank Road was included in the proposal as having shared use pay and display/ permit holders only parking bays along it. This is the proposal which members are recommended to approve in this report. It is considered that there may be merit in amending the proposed parking restrictions on Farm Bank Road so that they would operate in a similar way to those currently proposed on

Castle Croft Drive, which is also a cul-de-sac. It is intended that 'Permit Holders Only' restrictions are to be introduced here using signs only at the entry onto the street. Bay markings will not be installed. Introducing a similar 'Permit Holders Only' restriction at the entry onto Farm Bank Road would maximise the potential parking capacity on this short cul-de-sac. This will require a new Traffic Regulation Order to be advertised and consulted on. It is intended that this will be progressed in the Spring if the Park Hill CPZ is approved. The Council will make a decision as to whether permit holder only bays will be implemented instead of the shared use bays once the advertisement/consultation of the new TRO has been carried out - no decision is being sought from members on the bays being for permit holders only at this stage.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 Traffic congestion, and all of the associated adverse environmental, social and safety consequences arising from it, is an issue in all major cities, and it is tackled through a variety of means.
- 2.2 The availability of parking is an important factor in congestion and demand management. An International Parking Institute study indicated that at busy times as much as 30% of traffic in urban areas is seeking a parking space. (International Parking Institute (IPI) 2012 Emerging Trends in Parking Study).
- 2.3 Availability of parking is an increasing concern to motorists, as noted in the RAC's annual motoring report.
- 2.4 There was a sharp increase in concern about the availability of parking in 2016 - 14% of motorists say this is a top-four concern as opposed to just 8% in 2015. In 2020, the figure increased to 15%, despite the fact that more people have been working from home during the Coronavirus pandemic. In 2022 this figure was 12%.
- 2.5 Local authorities can have positive influences on congestion by:
- Influencing travel mode choice (i.e. encouraging drivers to use more sustainable travel modes, like walking, cycling and public transport for at least some trips), and encouraging the reduction in a need to travel; and
 - Ensure that the availability and cost of parking is managed effectively so that local resident and business needs are considered and commuter parking is controlled.

Studies indicate that managing the availability of parking and its price can have a positive effect on travel behaviour

- 2.6 *“Much research has demonstrated the importance of parking costs to travel choices although the extent of the impact may vary. A combination of parking charges and reducing or restricting parking availability is likely to be most effective in encouraging behavioural change.” (Parking Measures and Research Review, TRL, 2010).*
- 2.7 Some people, particularly businesses, may perceive that the imposition of parking charges or increasing them could have a negative effect on business. Research suggests otherwise.
- 2.8 A parking research review commissioned by the London Councils and carried out by The Means in 2012 (a place making consultancy which studied all relevant research carried out on parking) concluded that a well-structured and managed parking system with appropriate charges could be beneficial to businesses in urban centres.
- 2.9 The RAC Foundation track the Transport Price Index¹ over a rolling 10 year period using data from the Office for National Statistics. Figures indicate that over the last 10 years to Dec 2022 that whilst the cost of motoring has increased by 39% the cost of bus travel continues to rise by a far higher rate at 89% and rail travel costs increased by 33%.
- 2.10 The disparity in the relative increases in the cost of transport do not encourage people to move from private car use to public transport. Whilst there has been a significant disruption to travel patterns over the last few years as a result of Covid 19 and associated lockdown periods, a number of corridors in the city are experiencing traffic volumes at or above the pre-pandemic levels. This is at the same time that the return to public transport has continued to be affected with patronage levels close to c.80% of pre-pandemic levels.
- 2.11 A continued reliance on private car trips inevitably means pressure on the available parking spaces. One of the ways in which the Council has been managing traffic levels is via the introduction of area-wide parking schemes. These have been mainly in the areas immediately surrounding the city centre, such as Broomhill, Broomhall, Crookesmoor etc with the original intention being to form a ring of controlled parking zones surrounding the city centre. One has also been introduced in the district shopping centre at Hillsborough.
- 2.12 In the early to mid 2010s, Members requested that there would be a pause in development of any new parking schemes. This has meant that the circle of parking schemes around the city centre is incomplete, concentrating demand for free all-day parking in the

¹ <https://www.racfoundation.org/data/cost-of-transport-index>

remaining unrestricted areas, including Park Hill as outlined SCCs' 2018 Parking Strategy.

- 2.13 The management of parking through the introduction of parking restrictions and use of parking permits contributes to the management of traffic in the city.
- 2.14 Traffic management through parking restrictions and their enforcement also enables the Council to help deliver its Vision for "Reliable and clean journeys for everyone in a flourishing Sheffield" as articulated through SCC's 2019 to 2035 Transport Strategy.
- 2.15 This scheme represents a step towards the delivery of the Transport Strategy, namely the introduction of a new CPZ in an uncontrolled area adjacent the city centre.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1.1 Due to the large area of the proposed Parkhill CPZ and the number of large plans that would need to be sent to each household, it was decided that a postcard would be sent to all residents with key information on such as scheme operating times and permits costs. A copy is in appendix B to this report.
- 3.1.2 The post card directed people to a website containing relevant information on the proposals, and 2 community buildings as well as Howden House to be able to view the plans in full. The Council did also offer to print and deliver plans for individual households who were struggling to view the plans by any other means. Many people took the Council up on this offer.
- 3.1.3 The statutory legal consultation began on the 10th March 2022 and was scheduled for conclusion on the 7th April. The Council sent a further letter to residents on 12th April with more information about the consultation process and also advising that the consultation period had been extended until 22nd April to allow more people to have their say. In the interests of allowing as many people to contribute their comments as possible, comments received after the 22nd April have also been accepted and are presented for consideration in this report.
- 3.1.4 The Council asked that respondents use the Citizen Space webpage to register their views on the scheme so that specific questions could be answered to better inform the Council's knowledge of the area and potential parking issues (or lack thereof). The public were also provided with an email address for

people to ask further queries about the scheme and some residents used this method to register their comments.

- 3.1.5 In line with statutory obligations, street notices were also placed on all affected streets and a newspaper article in the Sheffield Telegraph advertised the proposed order. The Council considered it expedient that, in this instance only and as part of its process for proposing the Traffic Regulation Order, Ward Members were emailed details of the proposal 2 weeks in advance of residents receiving their letters (in case they had any comments).
- 3.1.6 There has also been extensive Member engagement on this scheme prior to the consultation starting. Monthly meetings were held to discuss the scope of the scheme so as to ensure that the Council was consulting on proposals that members were comfortable with. The Council also engaged members with its consultation package to ensure that they were happy with the method chosen and there were no gaps in the people that were reached.
- 3.1.7 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This states that "*An objection [to the making of a Traffic Regulation Order] shall be made in writing*".
- 3.1.8 The Traffic Order advertisements stated that objections could be made in writing, by email, or via the council's Consultation Hub webpage (sheffield.citizenspace.com).
- 3.1.9 The Regulations stipulate that "*Any person may object to the making of an order by [...] the end of the period of 21 days beginning with the date on which the order making authority [publicises the order].*" However, comments and objections received after the closing date were added to the collation of responses and duly considered.
- 3.2 Consultation Responses
- 3.2.1 There are 3971 properties (business and residential) within the larger Parkhill boundary that was originally consulted on. There have been 1088 responses to the consultation of the larger scheme via our Citizen Space webpage. 183 of these were support, 905 were objections.
- 3.2.2 260 people sent in emails. Many of these said that they had completed the citizen space survey but wanted to ask questions about the scheme or offer extra comments.
- 3.2.3 This report recommends the implementation of a smaller sized parking scheme than was originally advertised. The reasons for this reduction in size are covered in the rest of this report. As

regards to that smaller area, there have been 317 responses received on the Citizen Space survey, of these, 107 were supporting the scheme, 210 were objecting to the scheme.

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

- Cost (wanting free permits or at least for first car)
- Not being necessary;
- Wont stop commuters
- No guarantee of space
- Moves the issue
- Zone too large
- Harmful to business
- Reduced number of parking spaces

3.2.4 Officers have replied to all respondents that emailed the inbox asking for further information or clarification on the proposals.

3.2.5 A petition with 2145 signatures was also received on 1st June 2022

3.2.6 Appendix D is a full list of the responses received from the citizen space website. Below is a summary of the comments received, including those concerns expresses in emails/ letters received.

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3.3 **Cost**

3.3.1 This was the main reason that the objections were made. Many residents commented that residents shouldn't have to pay or at least the first permit should be free.

3.3.2 Unfortunately, we cannot make permits free as the revenue received is required so as meet the costs of the administration and enforcement of the scheme. The permit costs are in line with our other CPZs (Highfield etc) rather than the higher City Centre tariffs.

3.3.3 The Council's Transport Strategy and its Clean Air Strategy make it clear that it will use parking to manage demand and encourage the use of more sustainable modes of transport such as walking, cycling and public Transport and to incentivise lower emission forms of travel.

3.3.4 The current Secretary of State's Guidance on enforcing parking restrictions is that the aim should be for the scheme to be self-financing as soon as practicable. This means that in order to cover the cost of implementing and enforcing the CPZ, the Council must charge for parking during controlled hours. The Secretary of State will not expect either national or local taxpayers to meet any deficit.

- 3.3.5 In common with other highway authorities, the Council applies a fixed tariff that does not distinguish between a person's ability to afford the charges. Whilst this means that parking in the CPZ during its operational periods would be proportionally less affordable to those on low income, it would be disproportionate in terms of cost to the Council and complexity to operate any other method (e.g. a means-based cost).
- 3.3.6 Parking provisions for disabled badge holders was mentioned in the comments, and the lack of disabled bays proposed within the scheme. Drivers with blue badges can park in parking bays within the proposed CPZ without time limit or cost and without the need to purchase a parking permit.
- 3.3.7 The permit prices for this scheme are proposed to be in line with other Controlled Parking Zones (Highfield etc) rather than higher City Centre permit prices. The pay and display tariff is proposed to be the same as in the City Centre.

Need to pay for visitors

- 3.4 Many respondents were concerned about visitors to their properties. If visitors are parking during scheme operating hours (Mon-Fri 8am-6.30pm), they will need to pay and display if parking in one of the bays. An alternative option would be for the resident to purchase a book of "visitor" permits. These are interchangeable between vehicles during the day so even if a visitor is only parked for an hour, that permit can be used for another visitor on that same day if needed. They also work out better value for money than if a visitor had to pay the pay and display tariff.
- 3.4.1
- 3.4.2 If a visitor parks outside the scheme operating times, no charge, time limit or permit is required.
- 3.4.3 If a visitor has a blue badge, they can park within bays in the proposed CPZ free of charge, without time limit or a permit.

Harmful to businesses

- 3.5.1 As our population gets bigger and we are seeing more and more cars on our roads, CPZs make parking easier for residents and businesses, and protect against future parking pressures.
- 3.5.2 The proposed restrictions will influence commuter parking and other long-stay parking through the charges that will apply, so there are more parking spaces for businesses and local residents - and it's more convenient for visitors and for tradespeople and deliveries.
- 3.5.3 Having a permit does not guarantee a parking space outside a business, but it should make it easier. To make sure that this

works fairly, all CPZs are enforced by uniformed Civil Enforcement Officers (CEOs).

3.5.4 Some people, particularly businesses, may perceive that the imposition of parking charges or increasing them could have a negative effect on business. Research suggests otherwise. A 2017 report to Transport & Sustainability Committee on Non-City Centre Parking Developments outlined the following:

A parking research review, commissioned by the London Councils and carried out by The Means, a placemaking consultancy, which studied all relevant research carried out on parking, concluded that a well-structured and managed parking system with appropriate charges could be beneficial to businesses:

“The limited research into the impacts of parking on the local economy suggest that there are no adverse impacts of a well-managed parking scheme on the local economy (COST Action 342 2005). Research carried out in The Netherlands even suggests that a well-structured parking system, could even be beneficial to town centres. If set appropriately, parking charges results in a higher turnover of visitors and therefore potentially higher retail turnover.”

The Means concluded that Parking was not the most influential factor for motorists in deciding whether to visit a shopping destination:

“Parking is often perceived as important to town centre business in attracting customers. The Means own survey data demonstrates this as does the RAC Foundation and British Retail Consortium Report from 2006. However, the evidence from studies focusing on shopper surveys suggests that other factors may be much more influential in the choice of shopping location. Some of the most frequently quoted are the mix of retail and environmental improvements or creating a pleasant atmosphere in which to shop.”

Here there is also an irony: congestion is one of the factors that are often cited as making an urban centre location unattractive, yet retailers still perceive parking as being one of the main reasons for lack of footfall. Well managed parking that reduces the need for searching could be one way to improve the attractiveness of town centre. At the same time, reducing congestion makes it easier for those on foot to access town centres. (The Relevance of Parking in the Success of Urban Centres, The Means, 2012).

3.5.5 This supports the introduction of CPZs as being beneficial to businesses,

3.6 **Fairness**

3.6.1 Many residents responded that the scheme was unfair.

As outlined in the previous responses above:

- Our population is getting bigger, and we are seeing more and more cars on our roads, CPZs make parking easier for residents and businesses to access local services, and

protect against future parking pressures. This is in accordance with the Council's duties, particularly in respect of highway network management, which the Council is required to discharge in a fair and proportionate way for the benefit of all highway users (including pedestrians) by implementing and enforcing restrictions pursuant to those duties wherever it is deemed expedient across the breadth of the highway network it manages;

- In common with other highway authorities, the Council applies a fixed tariff that does not distinguish between a person's ability to afford the charges; and
- The Council has carried out a consultation so as to ensure that it is exercising its powers with the benefit of having considered the views expressed, offering fairness by enabling those affected to contribute. This has resulted in amendments to the proposed scheme, including a reduction in its size.

3.7 **Not being necessary**

3.7.1 There were many residents that said the scheme is unnecessary as there are currently no parking issues to resolve or that the parking issue is created by residents so a parking scheme wouldn't make any difference.

3.7.2 Residents' permits are limited to 2 per household so the introduction of a scheme will help to free up parking where properties have multiple cars parked on the street.

3.7.3 The reasons why it was considered necessary to propose a CPZ for Park Hill are set out in section 2 of this report. The scheme was originally proposed to cover a larger area. The Council recognised that post-covid parking surveys should be carried out, as the data that the Council had been using was pre-covid and, with the shift in working patterns and more people working from home, it needed to be working with the most up to date data possible. There was a definite change in the occupancy of certain roads within the proposed area and this is one of the reasons that the Council is now proposing a much smaller area than originally advertised. It also reflects that the Council is choosing to exercise its powers in a proportionate way while still having regard to its duties.

3.8 **Lack of safe and suitable alternatives**

3.8.1 Streets will be safer because CPZs designate where it's safe to park and where it's not, creating better visibility at junctions. There will also be better access for emergency and utility vehicles and other large vehicles like rubbish and recycling lorries and delivery or removals vans. CPZs also reduce inconsiderate parking, create more space for residents; a more attractive, safer street; and easier access.

3.9 **Reduced number of parking spaces**

3.9.1 In total, the parking capacity in the area will be reduced from around 804 spaces to around 540. When formal parking bays are marked out, they need to be a standard size to account for all sizes of vehicles. Some of the 804 spaces currently available are not appropriate parking spaces. When the Council introduces a parking scheme, and where it is deemed necessary, it also installs double yellow lines to protect driveways, junctions and also ensure the safe passage of pedestrians, cyclists and vehicles through the scheme.

3.10 **Area too large**

3.10.1 Several people commented on the area included in the parking scheme being too large. The original proposal was based on previous experience from other parking schemes implemented by the Council – parking typically displaces from areas where there are new parking restrictions to areas where they aren't any. By including a larger area in its proposals, the Council was intending to protect residents from this displacement of parking.

3.10.2 The proposed scheme has now been made much smaller and although we expect parking to displace from the restricted area, it is difficult to predict how many displaced vehicles there will be and where these will move to (depending where their final destination is).

3.11 **Won't stop commuters**

3.11.1 Many residents commented that the scheme will not stop commuters from parking in the area. The pay and display costs will be in line with all council owned City Centre car parks. It is expected that commuters willing to pay this tariff will likely prefer to park in the City Centre closer to their destination as it is considered likely that they are parking in the Park Hill area owing to it currently being free and unrestricted. Or, due to the cost of parking, commuters may consider alternative and more sustainable options for their journeys.

3.12 **Wrong scheme operating times**

3.12.1 Several residents commented that the scheme operating times were not helpful and would not reduce match day parking.

3.12.2 The Council's existing parking schemes have various operating days/ times to manage local parking issues. For instance, the Highfield scheme operates on a Saturday as the area suffers with Saturday match day parking. Before the Council consulted the

public on the scheme, it engaged with local members about the operating days/ times that they thought would suit local needs.

3.12.3 Local members didn't see the need for the scheme to be operational over the weekend as Bramall Lane match day parking didn't stretch as far as the scheme extents and they did not suffer from weekend City Centre shopping parking in the area. The Council agreed to take the proposed Monday-Friday operating times out to consultation based on this information and would use the consultation responses as well as updated parking surveys to inform which scheme would then be recommended for implementation.

3.13 **No Guarantee of spaces/ no priority for residents**

3.13.1 Many residents commented that even with the introduction of a CPZ there wouldn't be enough parking spaces for residents despite them paying for a permit. Although the scheme does not guarantee a space, the Council's experience of introducing other CPZs indicates that the scheme does give a greater opportunity for residents to find a parking space close to their house than in uncontrolled parking conditions.

3.13.2 In line with the Council's 2018 Parking Strategy, all parking bays should be shared use/pay and display bays so there will be "no residents only" bays. However, it is expected that most commuters that park all day will not use these bays and there will be spaces available for residents.

3.14 **Moves the issue**

3.14.1 The Council has observed from the implementation of previous schemes that there is typically a displacement of parking to streets outside of a CPZ. This is why such a large area was originally proposed – in other words, so that as many streets as possible were protected from this displacement. As mentioned in paragraph 3.13, a smaller area is now proposed. It is also hoped that commuters will look to use other modes of transport if free parking isn't easily accessible close to the City Centre.

3.15 OTHER CONSULTEES

3.15.1 No response has been received from other consultees, such as South Yorkshire Police, South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service, or South Yorkshire Passenger Transport Executive.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

4.1.1 Overall, there are no significant differential, positive or negative, equalities impact from this proposal. The rollout of the Parkhill CPZ will generally have a positive impact improving traffic flow, road safety and allows users to park safely across the area. No negative equality impacts have been identified.

4.2 Financial and Commercial Implications

4.2.1 The revised IBC was approved in August 2022

4.2.2 The funding source for the implementation of the scheme, currently proposed as capital loan that will be repaid from surplus income generated from the scheme, is still to be confirmed through the formal financial approvals.

4.2.3 The cost of the feasibility work is £168,473 and this is broken down as follows:

- £118,500 for Transport fees which covers TRO work costs for the larger scheme as advertised, letter drop/ consultation costs, pre-covid parking surveys
- £40,000 for post covid-speed surveys
- £11,000 for other fees (CDS inclusive)

The estimated cost of the scheme as proposed is as follows:

- £75,000 pay and display machines, £2241 annually for their maintenance
- £32,000 detailed design.
- £352,707 construction
- £29,000 monitoring & surveys
- £45,000 commuted sum for the scheme's future maintenance.

4.2.4 The financial analysis of income/ expenditure shows that the scheme cost will be paid back in 2 years and 9 months which meets the requirements for funding through capital borrowing and this is how the scheme is proposed to be funded.

4.3 Legal Implications

4.3.1 The Council has the power to make Traffic Regulation Orders (TRO) under section 1 of the Road Traffic Regulation Act 1984 ('the 1984 Act') which include any provision prohibiting, restricting or regulating the use of a road, or any part of the width of a road, by vehicular traffic of any class specified in the order. This includes prohibiting or restricting the waiting of vehicles so as to implement a Controlled Parking Zone, as set out in this report.

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

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

The proposal detailed in this report is considered to align with the objectives of the aforementioned duty.

- 4.3.7 The Council is under a further duty contained in section 16 of the Traffic Management Act 2004 to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in its road network. The proposals described in this report are considered to fulfil that duty.

4.4 Climate Implications

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

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

- Reducing congestion and air pollution from vehicles travelling to Park Hill to park and commute;
- Discouraging short trips by car which can readily be made by other active transport modes;
- Encouraging commuters to consider more sustainable travel options for their daily journeys;
- Making it easier for residents, and their visitors and delivery drivers, to park near their homes; and

- Improving conditions for businesses, and their visitors by ensuring the availability of convenient parking, and loading/unloading space.

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

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

4.5 Other Implications

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

4.5.2 Also, the introduction of the CPZ goes against the consultation outcome and there is potential for public opposition to the change.

4.5.3 Surveys to monitor the impact of the CPZ will be carried out once the scheme has been in place for several months. If the scheme is not meeting its objectives, and subject to the availability of funding, additional measures will be considered to improve the schemes outcomes.

5. **ALTERNATIVE OPTIONS CONSIDERED**

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

- Enforcement of the restrictions are more resource intensive and time consuming;
- Puts pressure on existing enforcement resources as limited extra income through enforcement may not cover additional costs;
- Lack of consistency of approach with other areas of the City;
- Residents and businesses could feel that they are being charged to park in the area where visitors (and potentially commuters) may not; and

- There is anecdotal evidence from schemes around the City that suggest that people may move their vehicles part way through the day to avoid the 4-hour restrictions.

6. REASONS FOR RECOMMENDATIONS

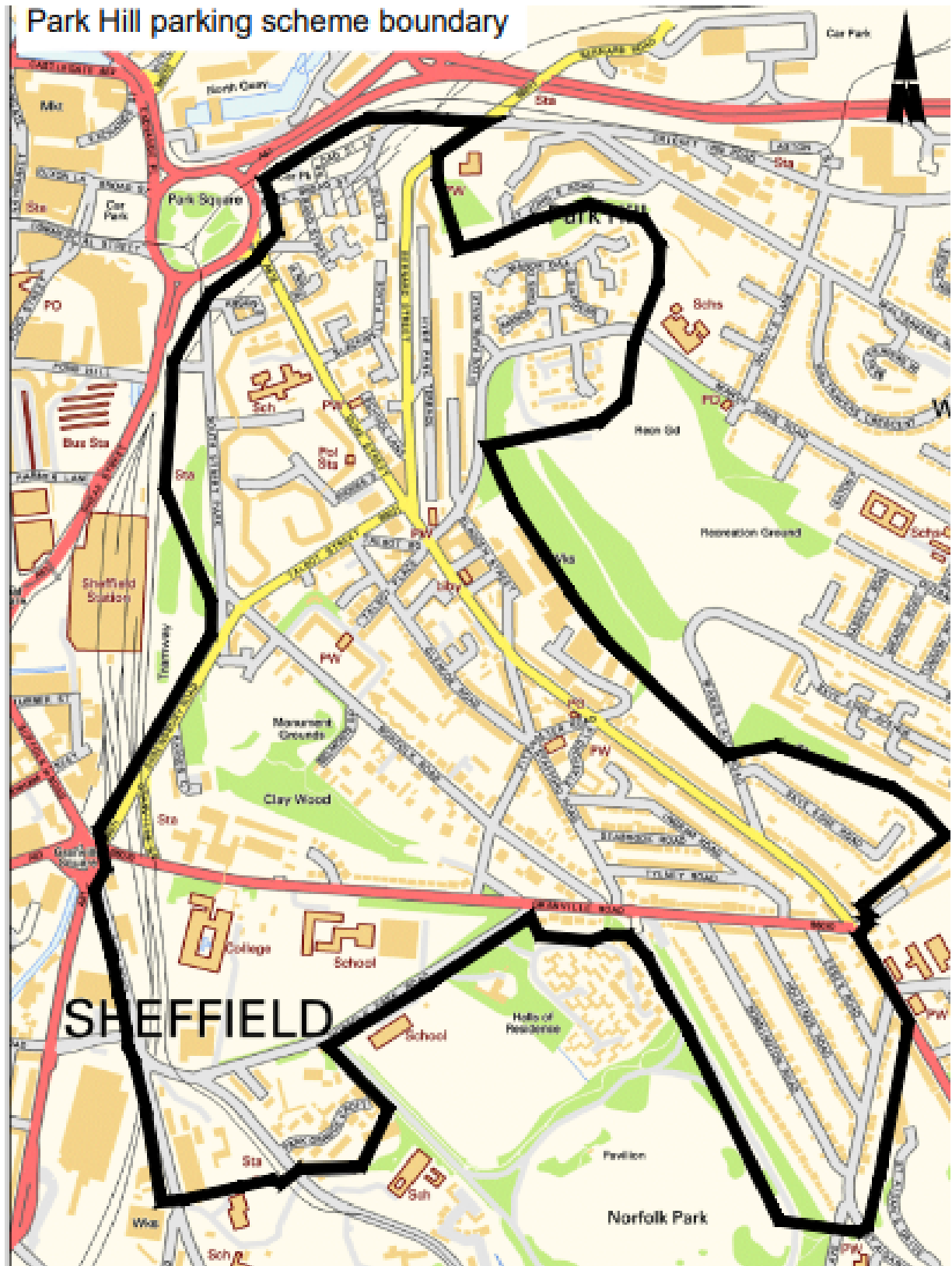
6.1 The proposed Park Hill controlled parking zone will:

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

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

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

Appendix A: Advertised scheme boundary



Appendix B: Consultation Leaflet

PARKHILL PARKING SCHEME

**WE ARE PROPOSING TO INTRODUCE A CONTROLLED PARKING SCHEME IN YOUR AREA.
THIS WOULD RUN MONDAY – FRIDAY BETWEEN 8AM AND 6.30PM.**

If you would like to see full plans showing the proposals, they will be available to view at:

- First Point, Howden House, Union Lane, S1 2SH
- Park Library Centre, 243 Duke Street, S2 5QP
- The Centre in the Park: Norfolk Park Heritage Centre, Guildford Avenue

Please ask for the Park Hill Parking Zone folder at the reception counter.
There will also be 'Frequently Asked Questions' in here.

Alternatively, you can find all these documents online at <https://www.sheffield.gov.uk/home/parking/new-parking-zones>

If you are unable to access either of these and would like a personal paper copy showing proposals in your area, please email parkingschemes@sheffield.gov.uk



Information about the price of main permits and pay and display tariffs are shown below.

Proposed permit types and costs

1st resident	46.60 per year
2nd resident	93.60 per year
1st business	93.60 per year
2nd business	187.20 per year

Proposed Pay & Display parking charges

Mon - Fri	8.00am - 6.30pm	£1.30 per hour £6.50 all day
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HAVE YOUR SAY!

We want to know what you think about these proposed changes - please let us know by completing the survey at <https://sheffield.citizenspace.com/place/phppz>

Alternatively, please write to **Strategic Transport, Sustainability and Infrastructure, Floor 5, Howden House, 1 Union Street, Sheffield, S1 2SW**

Sheffield City Council • www.sheffield.gov.uk

Letter extending consultation period

**Strategic Transport, Sustainability and Infrastructure,
City Growth Department**

Head of Service: Tom Finnegan-Smith
Howden House · 1 Union Street · Sheffield · S1 2SH



Date: 12th April 2022

Dear Residents

PARK HILL PARKING SCHEME CONSULTATION - UPDATE

I am writing to explain a little more about the current consultation on the Park Hill Parking Scheme.

A number of people have already responded to the consultation, and due to the strong response so far and the high level of interest, to make sure that as many people as possible have an opportunity to respond we will be extending the date for responses to the consultation to **22nd April 2022**.

Our consultation questionnaire can be found at <https://sheffield.citizenspace.com/elacofphppz/> and copies of the detailed maps showing the proposed parking places and restrictions can be found on our website at <https://www.sheffield.gov.uk/home/parking/new-parking-zones>. The plans are also available at the Park library, Centre in the Park and Howden House. You can also respond by email to parkingschemes@sheffield.gov.uk.

We have received a number of comments from people who have questioned why their streets are included in the boundary of the parking scheme. We understand that some people have concerns about the scheme as they currently do not experience any issues parking outside their properties. It is our experience that if we do install parking restrictions on only those roads that suffer with commuter parking, there will be a displacement of parking onto roads that do not have any restrictions. This is why we are consulting on proposals that cover a wider area.

It is important that we hear from as many people as possible at this stage. Once the consultation closes on **22nd April 2022**, we will begin collating all responses and considering these carefully.

When we have completed our analysis of the responses, we will then be able to determine the next steps. Given the number of responses we have already received, and others anticipated before the closing date, this will take some time to ensure that we consider these fully.

We are planning to report the results of the consultation to the Council and to residents in early Summer 2022 along with recommendations on whether the scheme or any adaptation should be implemented.

I hope this letter reassures you that the implementation of this scheme in its current format is NOT a foregone conclusion. We will take ALL comments into consideration when deciding how to progress this scheme, if at all.

If you do have any questions, please contact us at parkingschemes@sheffield.gov.uk or the contact details above. Thank you to everyone who has so far completed the consultation questionnaire.

Yours sincerely

Tom Finnegan-Smith

Head of Strategic Transport, Sustainability and Infrastructure

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