

Kelham Island and Neepsend Parking Scheme

Consultation Feedback Analysis Report

November 2022

Table of Contents

Kelham Island And Neepsend Parking Scheme Consultation Feedback Analysis Report

1. Introduction	3
1.1 Overview	3
1.2 Proposed Measures	3
1.3 Publicising the Consultation	3
1.4 Responses to the Consultation	3
1.5 Open questions	4
1.6 Respondent Categories	4
2. Feedback Analysis - Closed Questions	7
2.1 About the Respondents	7
3. Feedback Analysis - Open Questions	12
3.1 Summary of Feedback Received in Response to the Question: “Please use the space below to tell us about your parking problems.”	12
3.2 Key Themes Arising in Response to the Question: “Please use the space below to tell us about your parking problems”	19
3.3 Summary of Feedback Received in Response to the Question: “Please use the space below for any further comments you may have.”	23
3.4 Key Themes Arising in Response to the Question: “Please use the space below for any further comments you may have.”	32
3.5 Summary of Feedback Received in Response to the Question: “Please use the space below to tell us why you are objecting.”	37
3.6 Key Themes Arising in Response to the Question: “Please use the space below to tell us why you are objecting.”	44

Appendices

49

Appendix 1	49
Consultation area.....	49
Appendix 2	51
List of key stakeholders contacted.....	51
Appendix 3	54
Citizen Space Survey	54

Kelham Island and Neepsend Parking Scheme Consultation Feedback Analysis Report

1. Introduction

1.1 Overview

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

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

1.2 Proposed Measures

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

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

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

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

1.3 Publicising the Consultation

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

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

1.4 Responses to the Consultation

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

Table 1: Number of Consultation Responses Received

Consultation Response Received	Total
Online Survey	666
Email	39
Total	705

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

1.5 Open questions

Within the survey distributed, three open questions were asked:

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

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

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

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

1.6 Respondent Categories

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

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

Kelham Residents and Kelham Business:

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

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

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

Neepsend Residents and Neepsend Business:

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

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

Occupiers of Car Free Developments:

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

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

Business (unidentified location)

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

Visitor

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

Commuter

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

Non Kelham-Neepsend Resident (self-identified)

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

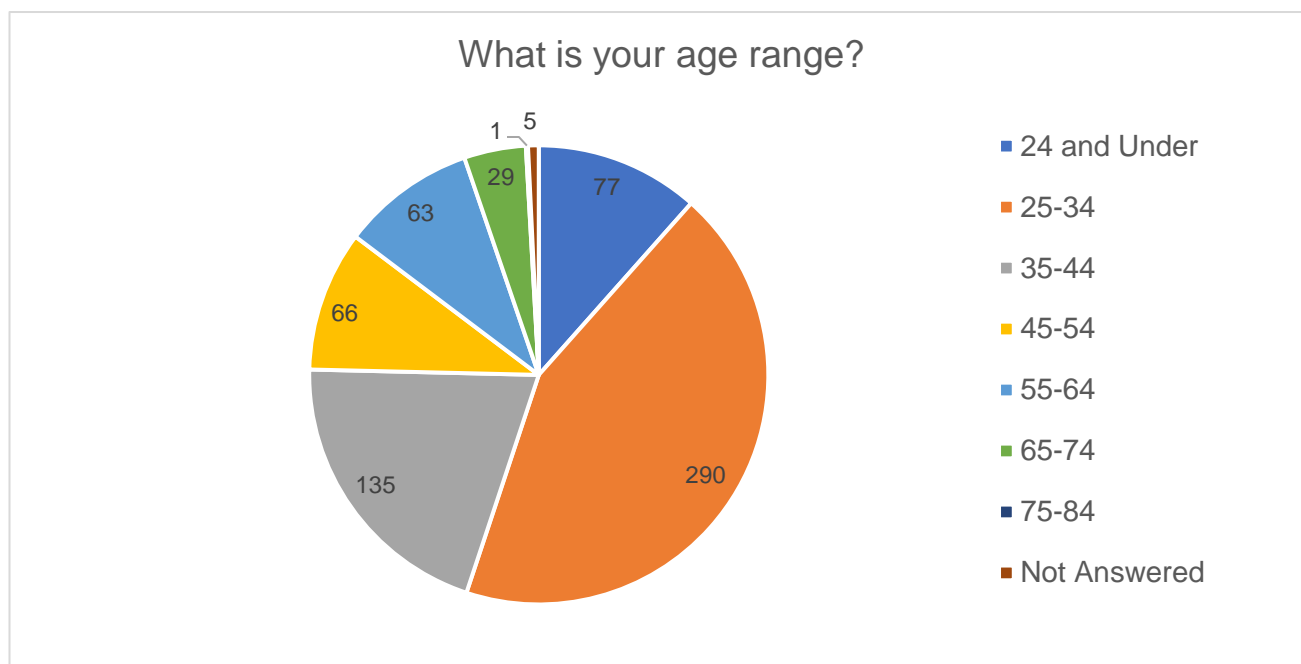
2. Feedback Analysis - Closed Questions

2.1 About the Respondents

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

Age of survey respondents

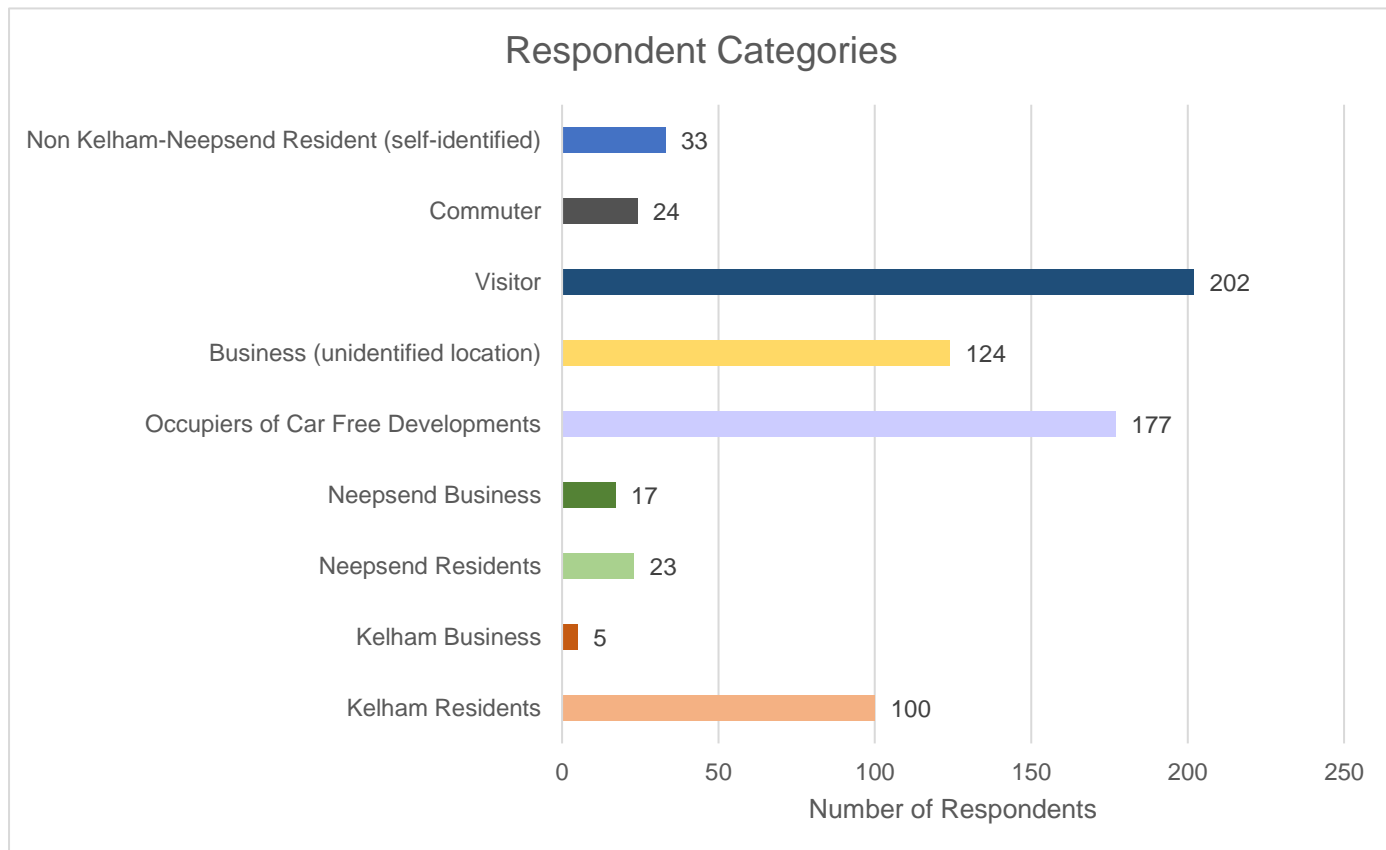
Of the 666 respondents to the online survey, the majority of these were **25-34 years old**, (290 respondents or 44% of survey responses). The second largest group of respondents, according to age, was **35-44 year olds**, (135 respondents or 20% of survey responses). The remainder of the age categories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



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

Respondent category representation

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

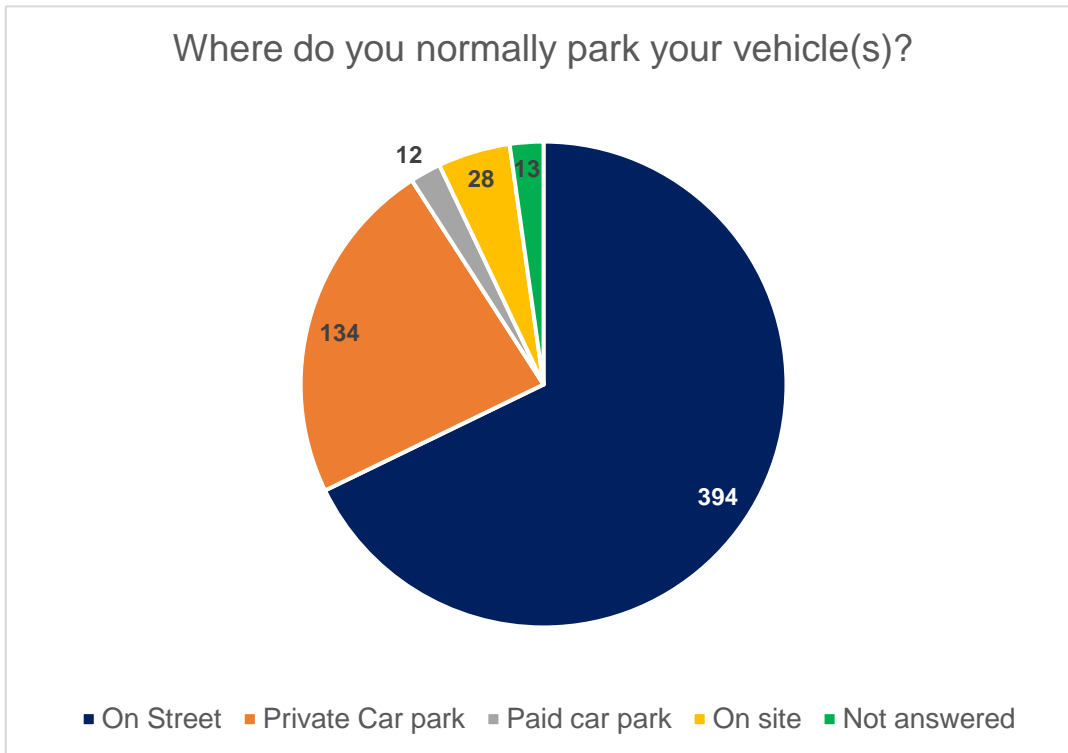


Respondent Category	Number of Respondents
Kelham Residents	100
Kelham Business	5
Neepsend Residents	23
Neepsend Business	17
Occupiers of Car Free Developments	177
Business (unidentified location)	124
Visitor	202
Commuter	24
Non Kelham-Neepsend Resident (self-identified)	33
Total	705

Where do you normally park your vehicle(s)?

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

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

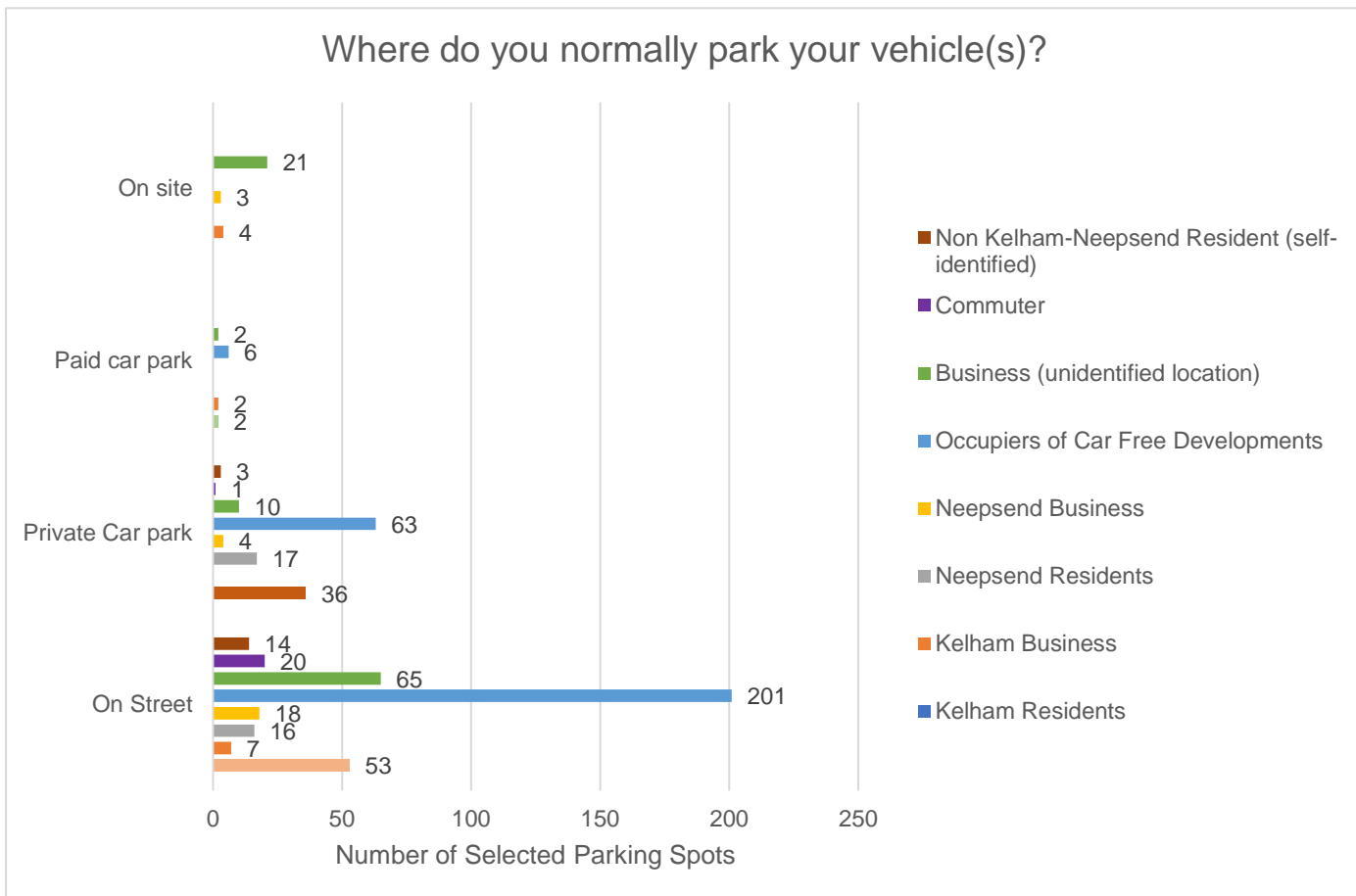


Usual Parking Location:	On Street	Private Car park	Paid Car Park	On Site	Not Answered
Total selected parking spots used by respondents:	394	134	12	28	13
Percentage of total car parking spots used by respondents:	68%	23%	2%	5%	2%

Normal parking spot used by respondent categories

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

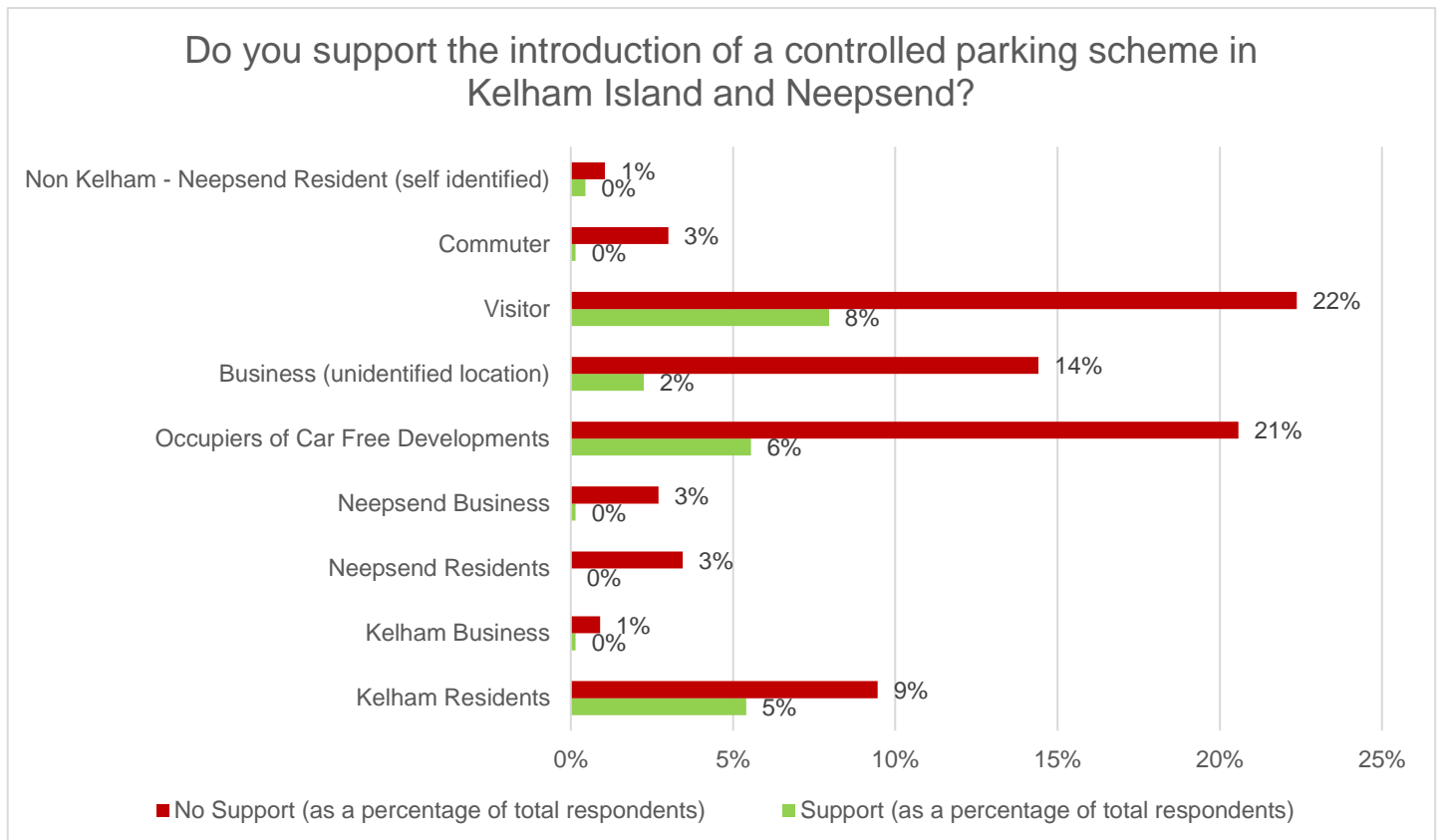
There were 13 respondents who did not answer this question and this lack of response is not represented in this graph.



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

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

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



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

3. Feedback Analysis - Open Questions

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

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

The first question analysed is outlined below:

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

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

Respondent category: Kelham Residents

Total Respondents: 99

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

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

General comments regarding the proposed scheme: Positive

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

Respondent category: Kelham Business

Total Respondents: 7

Parking problems

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

Respondent category: Neepsend Residents

Total Respondents: 23

Parking problems

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

General Comments regarding the proposed scheme: Negative

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

Respondent category: Neepsend Business

Total Respondents: 19

Parking problems

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

General Comments regarding the proposed scheme: Negative

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

Respondent category: Occupiers of Car Free Developments

Total Respondents: 174

Parking problems

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

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

General Comments regarding the proposed scheme: Negative

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

General comments regarding the proposed scheme: Positive

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

Respondent category: Visitors

Total Respondents: 202

Parking problems

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

General Comments regarding the proposed scheme: Negative

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

General comments regarding the proposed scheme: Positive

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

Respondent category: Business (Unidentified Location)

Total Respondents: 111

Parking problems

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

General Comments regarding the proposed scheme: Negative

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

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

Total Respondents: 10

Parking problems

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

General Comments regarding the proposed scheme: Negative

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

Respondent category: Commuters

Total Respondents: 21

Parking problems

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

General Comments regarding the proposed scheme: Negative

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

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

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

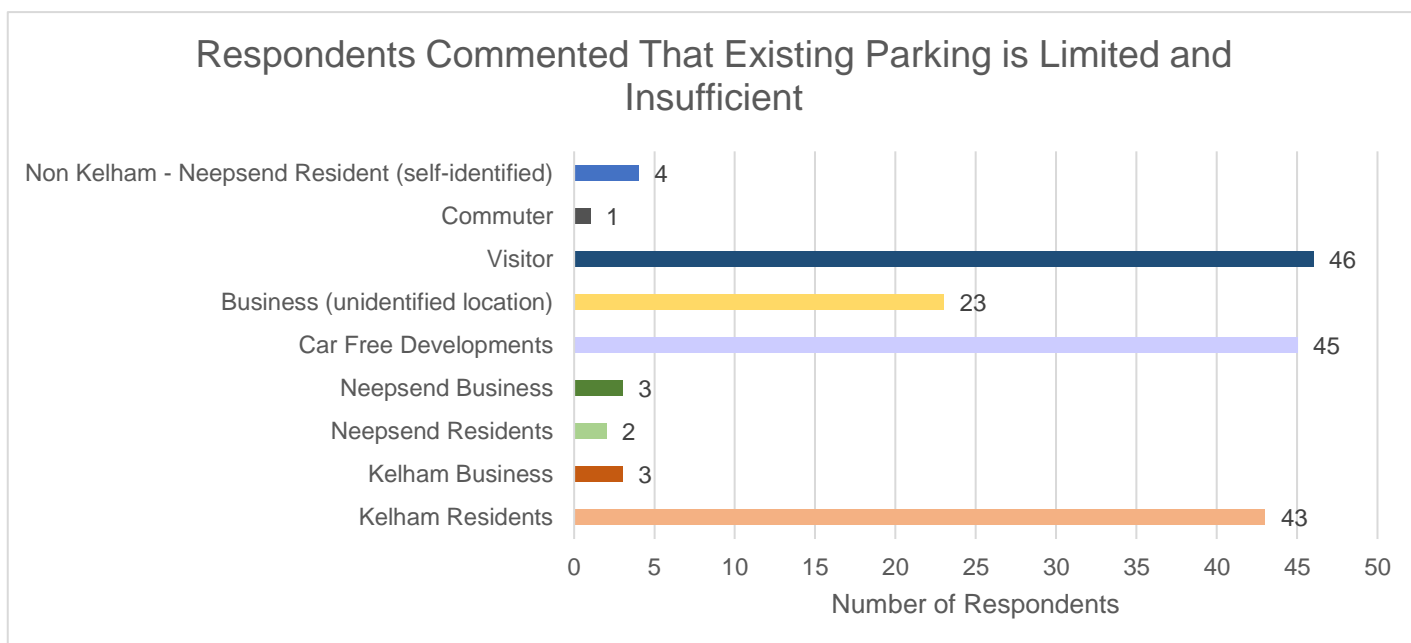
Within the online survey, respondents were asked:

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

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

- Respondents commented that existing parking is limited and insufficient

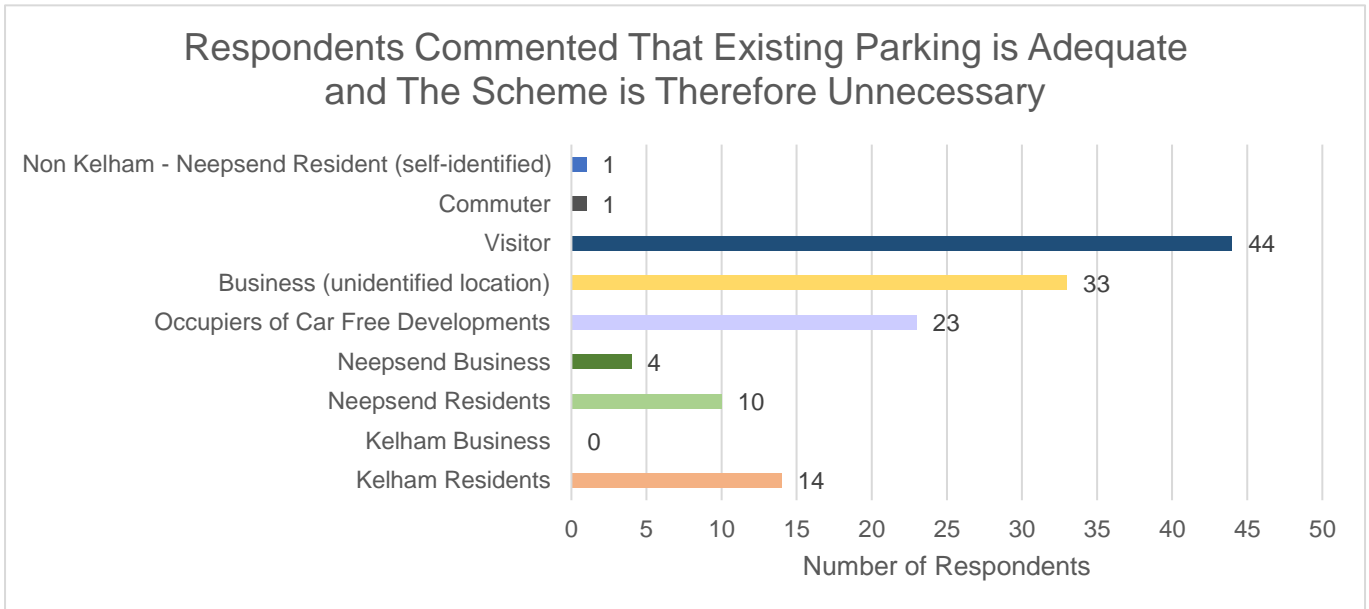
Overall, 170 respondents (26% of total respondents) expressed that existing parking is limited and insufficient. The majority of respondents that expressed this sentiment were **Visitors** (46 Respondents), **Occupiers of Car Free Developments** (45 Respondents) and **Kelham Residents** (43 Respondents).



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

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

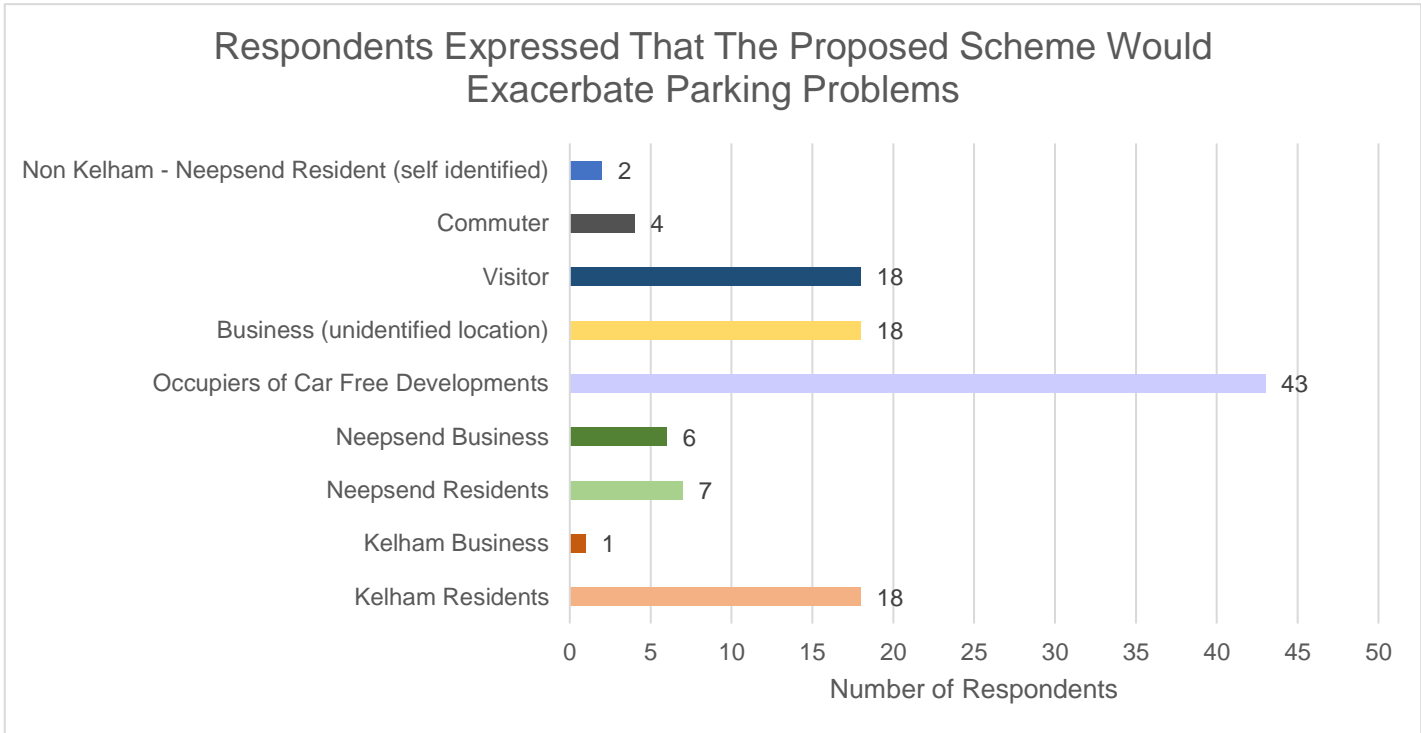
Overall, 130 Respondents commented that existing parking is adequate and the scheme is therefore unnecessary. The majority of these responses were **Visitors** (44 Respondents). 33 respondents from the category **Business (unidentified location)** and 23 respondents from the category **Occupiers of Car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



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

- Respondents expressed that the proposed scheme would exacerbate parking problems

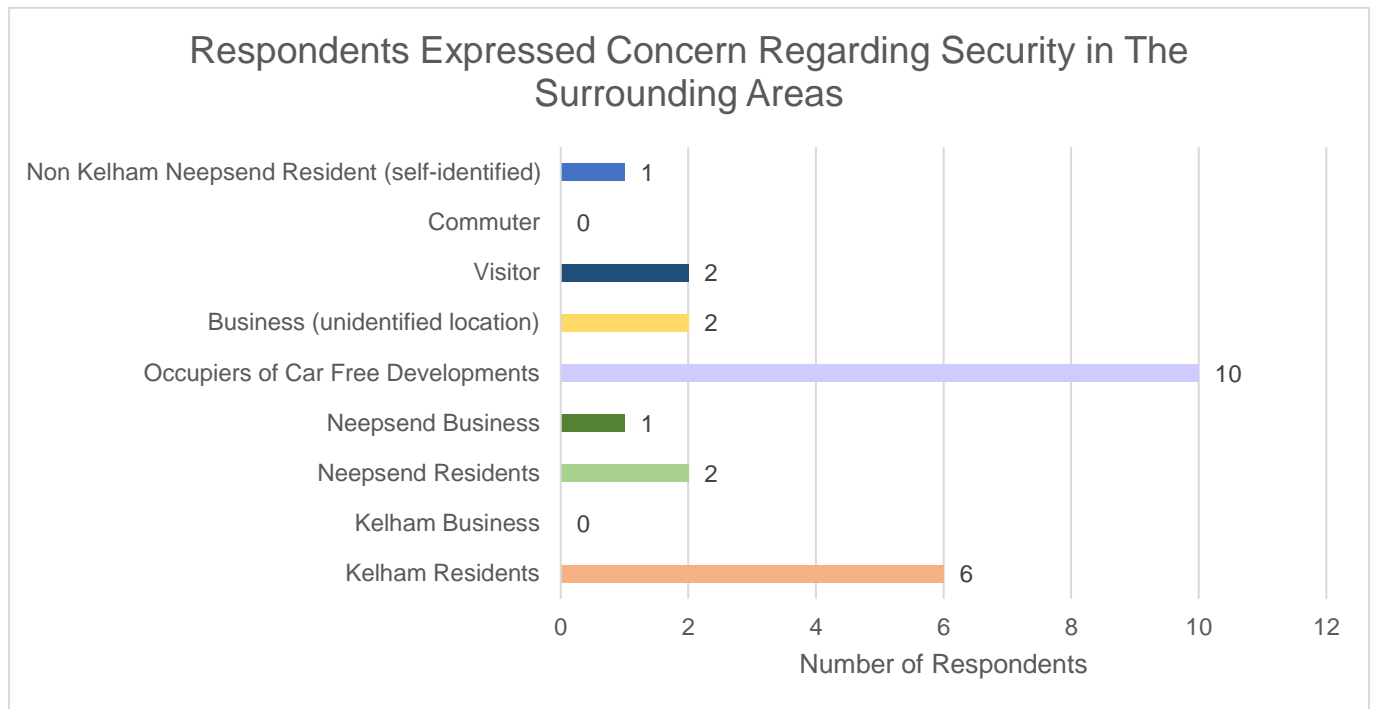
Within this question response, 117 respondents expressed that the proposed scheme would exacerbate parking problems. 43 respondents from the category **Occupiers of Car Free Developments** expressed this sentiment as well as 18 respondents from the categories **Visitor**, **Business (unidentified location)**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



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

- Respondents expressed concern regarding security in the surrounding area

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



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

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

The question analysed is outlined below:

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

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

Respondent category: Kelham Residents

Total Respondents: 100

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

<ul style="list-style-type: none"> • 1 Respondent commented that the proposed area that the scheme would cover is too large. • 1 Respondent commented that the proposal fails to consider compounding factors such as disability or financial status. • 1 Respondent commented that the fact that people live in car-free developments would not have been made obvious when purchased. • 1 Respondent asked why instead other areas of Sheffield are not helped which need more support. • 1 Respondent commented that this scheme is not a long term solution to the problems with parking. • 1 Respondent commented that the strategy has not been a completely holistic approach. • 1 Respondent commented that since their residence has no car parking, permits should be made available to them. • 1 Respondent stated that, instead, additional parking should be made available.
Other
<ul style="list-style-type: none"> • 2 Respondents commented that car free developments should not be permitted. • 1 Respondent commented that permit charges should be reinvested into sustainable travel. • 1 Respondent commented that they didn't know enough about the scheme/insufficient information had been provided to be able to comment. • 1 Respondent requested further information about the cost of proposed permits.

Respondent category: Kelham Business

Total Respondents: 7

General Positive
<ul style="list-style-type: none"> • 1 Respondent was supportive of the idea of a permit scheme for residents only.
General Negative
<ul style="list-style-type: none"> • 2 Respondents contend that parking should be free for local business owners / employees. • 2 Respondents expressed concern regarding the impact of parking availability on local businesses. • 1 Respondent contends that parking should be free for all residents. • 1 Respondent expressed concern regarding the lack of availability of proposed permits . • 1 Respondent expressed concern regarding associated costs generated . • 1 Respondent expressed concern regarding the effect on LGV and HGV access. • 1 Respondent commented that existing parking is adequate. • 1 Respondent generally commented that the scheme would make parking more difficult . • 1 Respondent commented that parking restrictions should not apply on weekends. • 1 Respondent commented "When the mayor gives up their private driver and parking spot outside the town hall, the police stop parking on double yellows for non-emergencies, your CEO stops partying, then maybe you can talk to us about our parking". • 1 Respondent commented that parking charges would be extremely prohibitive to business staff since many of them are paid minimum wage.

Respondent category: Neepsend Residents

Total Respondents: 23

General Positive
<ul style="list-style-type: none"> • 3 Respondents were supportive of the idea of a permit scheme for residents only.
General Negative
<ul style="list-style-type: none"> • 10 Respondents contend that parking should be free for all residents. • 5 Respondents commented that existing parking is adequate.

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

Other

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

Respondent category: Neepsend Businesses

Total Respondents: 17

General Positive

- None

General Negative

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

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

Respondent category: Occupiers of Car Free Developments

Total Respondents: 178

General Positive

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

General Negative

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

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

Other

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

Respondent category: Business (unidentified location)

Total Respondents: 124

General Positive

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

General Negative

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

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

Other

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

Respondent category: Visitors

Total Respondents: 202

General Positive

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

General Negative

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

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

Other

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

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

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

Total Respondents: 33

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

Respondent category: Commuters

Total Respondents: 24

General Negative

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

Other

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

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

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

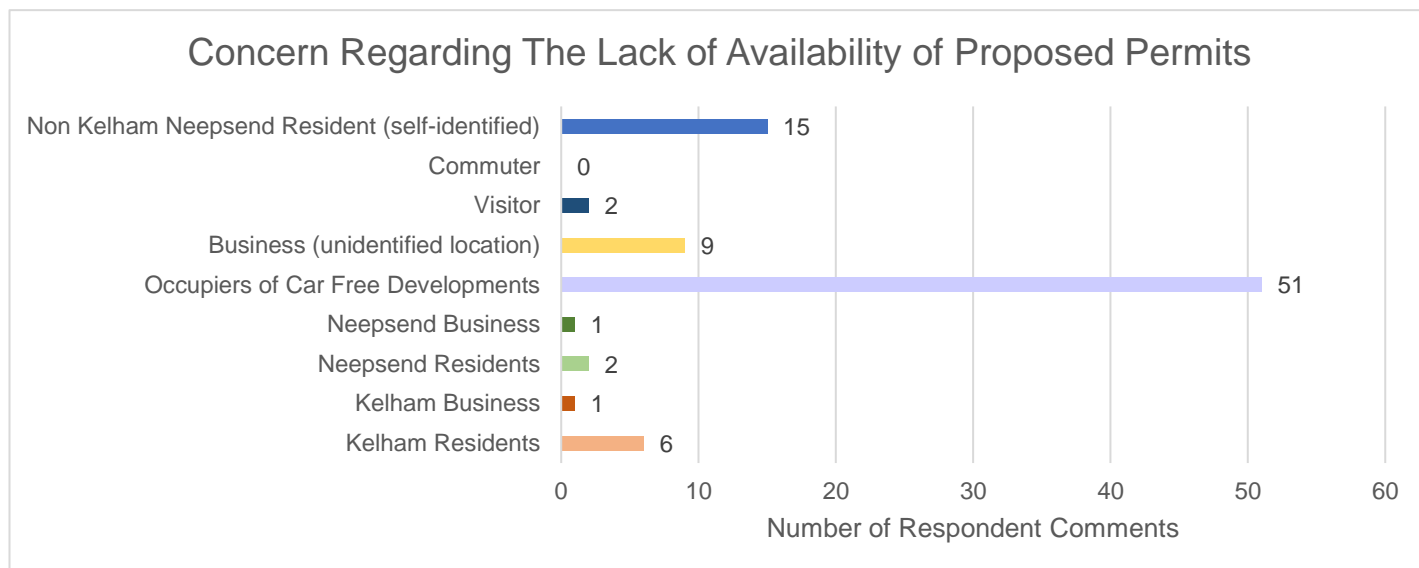
Within the online survey, respondents were asked:

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

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

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

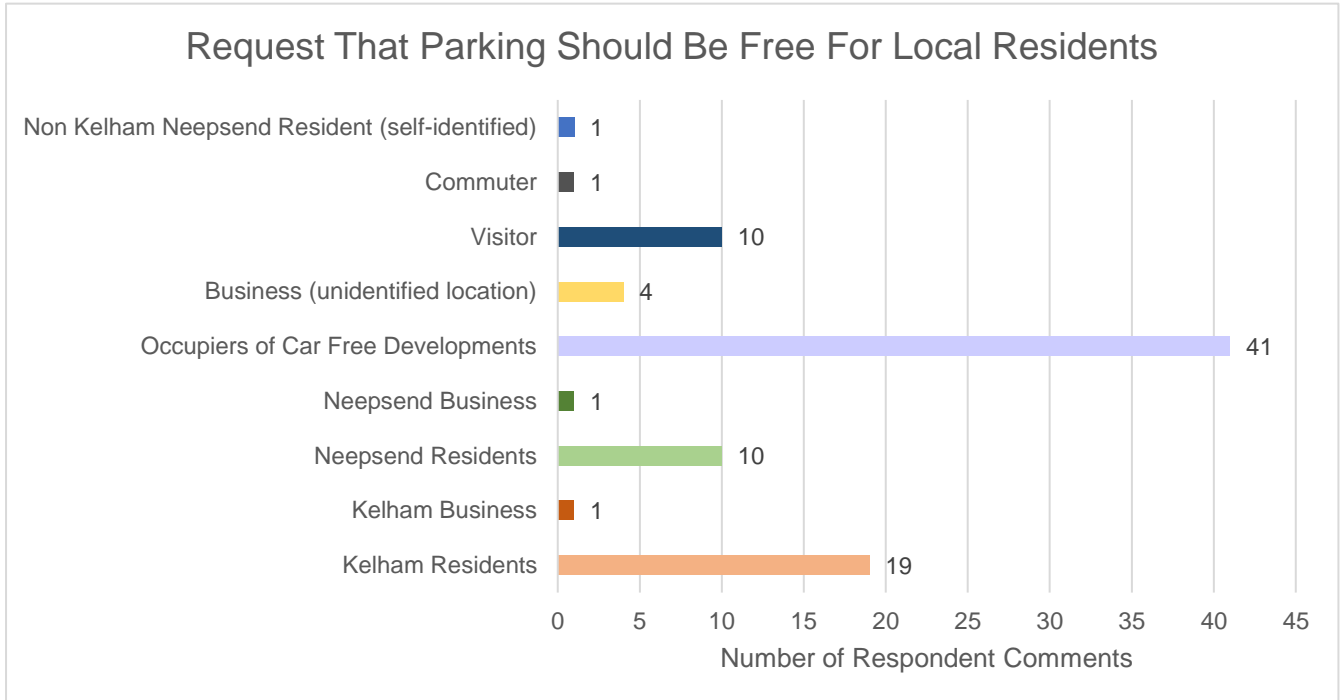
Overall, 87 respondents expressed concern regarding the lack of availability of proposed permits. **Occupiers of Car Free Developments** were the group which expressed most concern regarding the lack of availability of proposed permits. **51 Occupiers of Car Free Developments** (7% of total comments)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



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

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

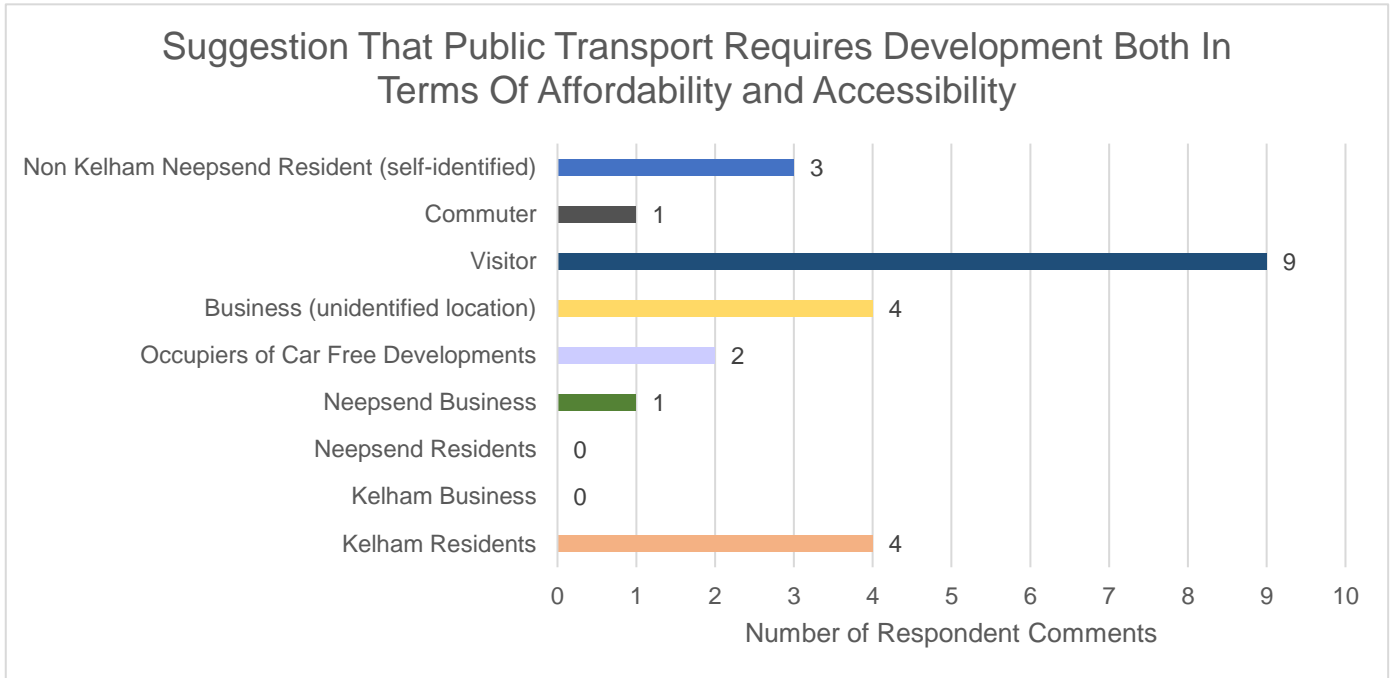
In total, 72 respondents expressed that parking should be free for local residents. **Occupiers of Car Free Developments** were the group which expressed most frequently that parking should be free for local residents. 41 **Occupiers of Car Free Developments** (6% of total comments) expressed concern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



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

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

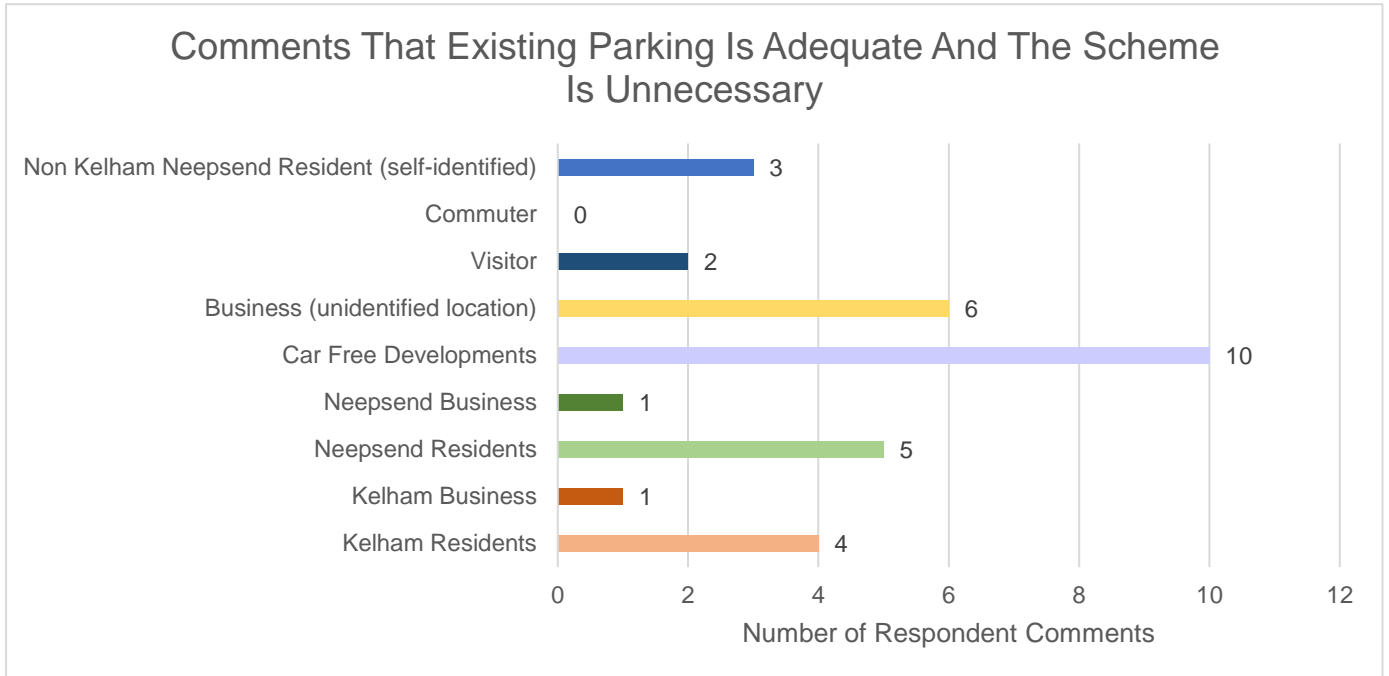
Visitors were the group which expressed most frequently that public transport requires development both in terms of affordability and accessibility. Nine **Visitors** expressed this whilst four **Kelham Residents** and four **Businesses (unidentified locations)** commented that public transport networks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



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

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

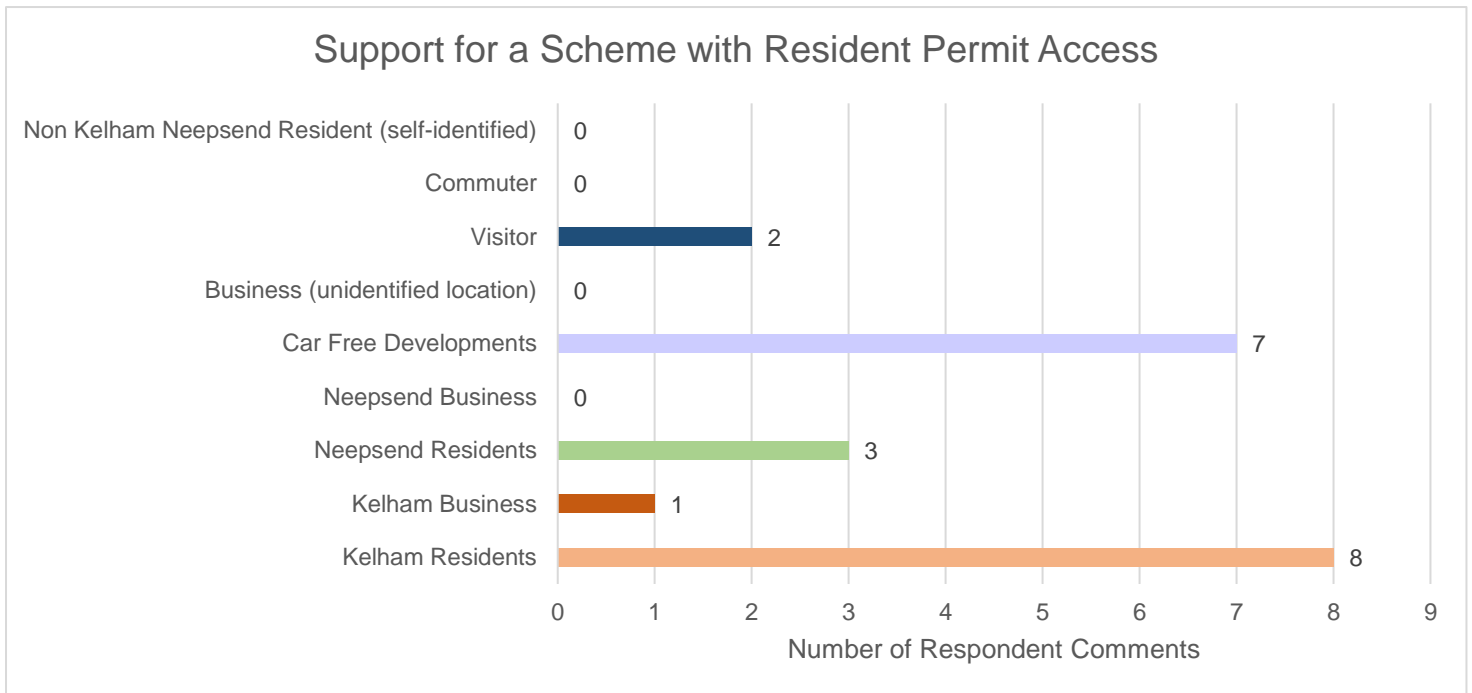
Overall, 32 respondents (5% of total respondents) expressed that existing parking is adequate and the scheme is therefore unnecessary. The majority of these were from the respondent category **Occupiers of Car Free Developments** (10 respondents).



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

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

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



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

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

The third question analysed is outlined below:

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

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

Respondent category: Kelham Residents

Total Respondents: 99

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

Respondent category: Kelham Business:

Total Respondents: 7

General Negative

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

Respondent category: Neepsend Residents

Total Respondents: 24

General Negative

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

Other

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

Respondent category: Neepsend Businesses

Total Respondents: 19

General Negative

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

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

Other

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

Respondent category: Occupiers of Car Free Developments

Total Respondents: 174

General Negative

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

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

Other

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

Respondent category: Businesses (unidentified location)

Total Respondents: 111

General Negative

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

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

Other

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

Respondent category: Visitors

Total Respondents: 202

General Negative

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

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

Other

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

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

Total Respondents: 10

General Negative

- 3 Respondents expressed concern regarding associated costs generated.

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

Respondent category: Commuters

Total Respondents: 21

General Negative

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

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

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

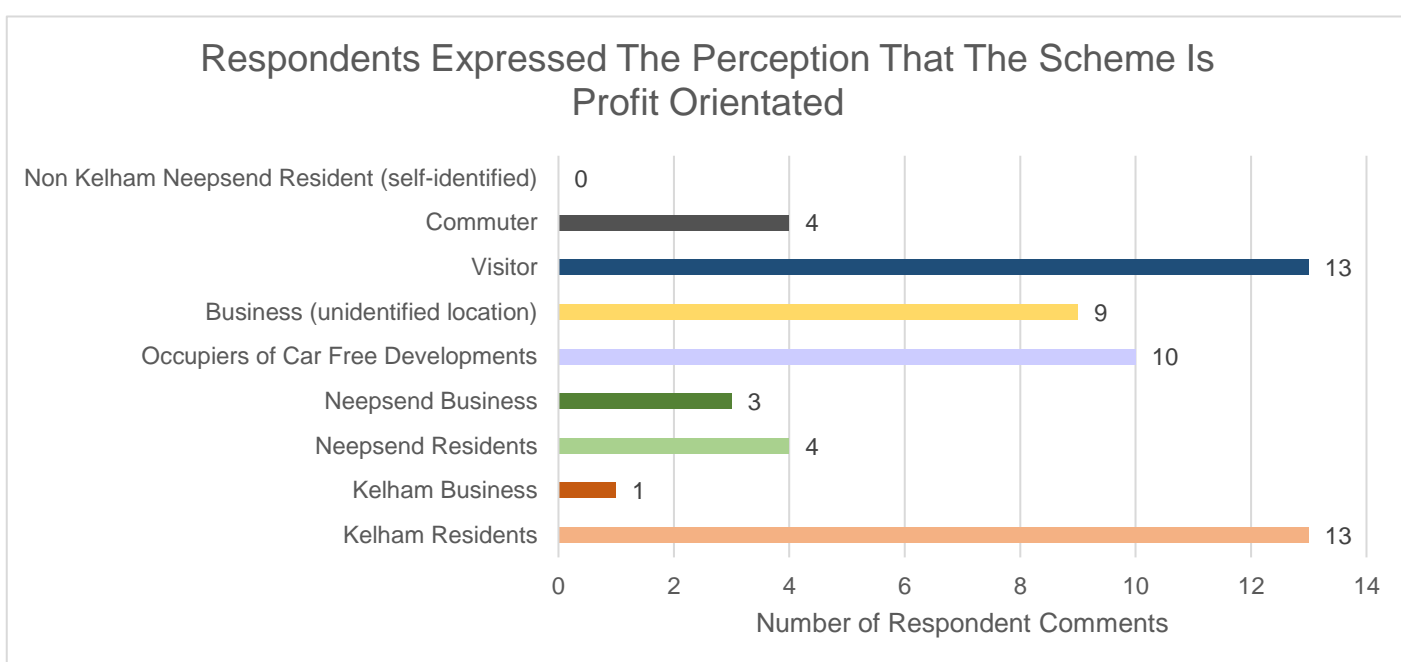
Within the online survey, respondents were asked:

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

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

- Respondents expressed the perception that the scheme is profit orientated

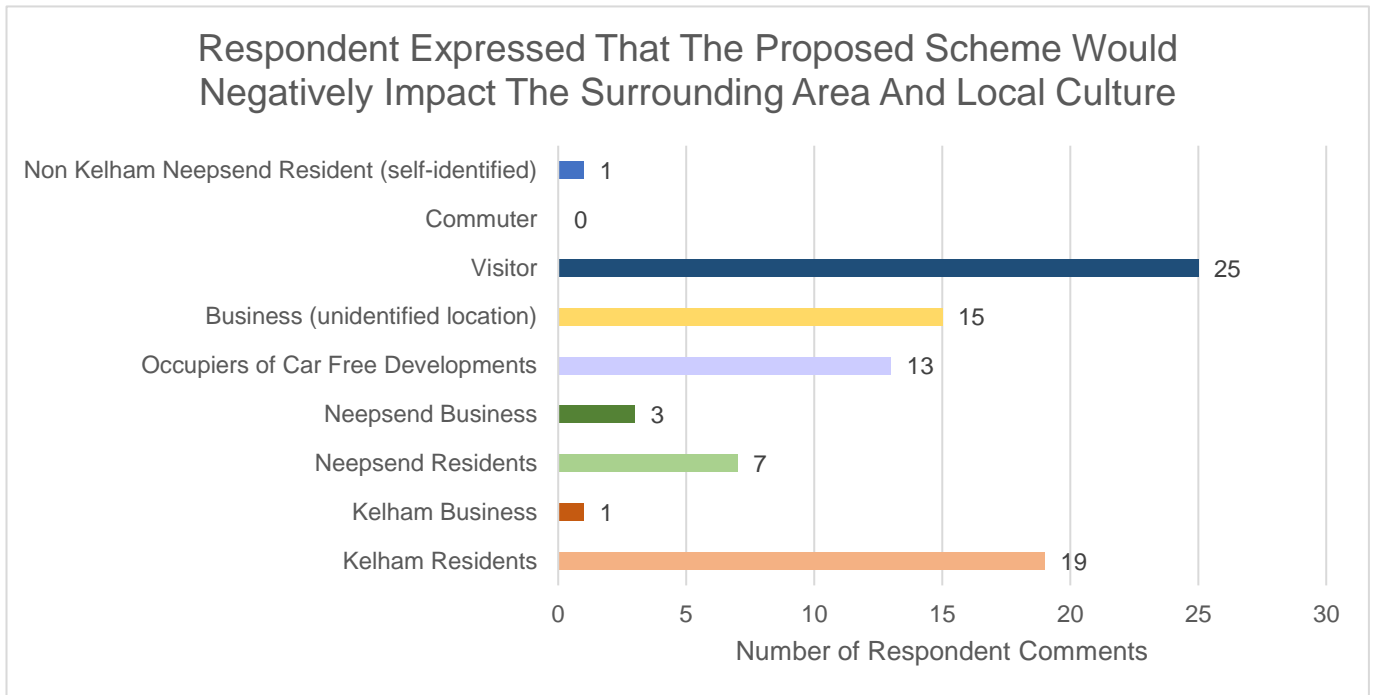
Overall, 57 respondents expressed the perception that the proposed scheme is profit orientated. These respondents largely suggested that the scheme would do little to alleviate any existing parking problems.



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

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

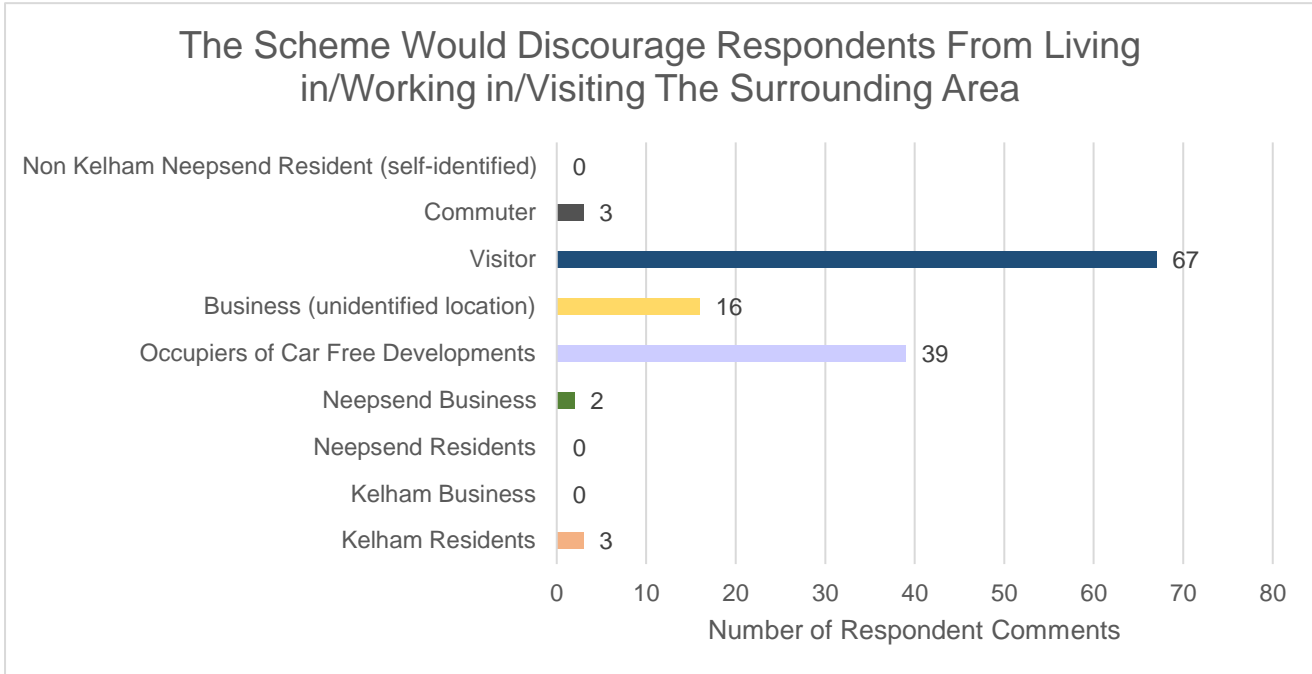
13% of total respondents (84 respondents) expressed that the proposed scheme would negatively impact the surrounding area and local culture. 25 **Visitors**, 19 **Kelham Residents** and 15 **Businesses (unidentified location)** commented expressing this concern.



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

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

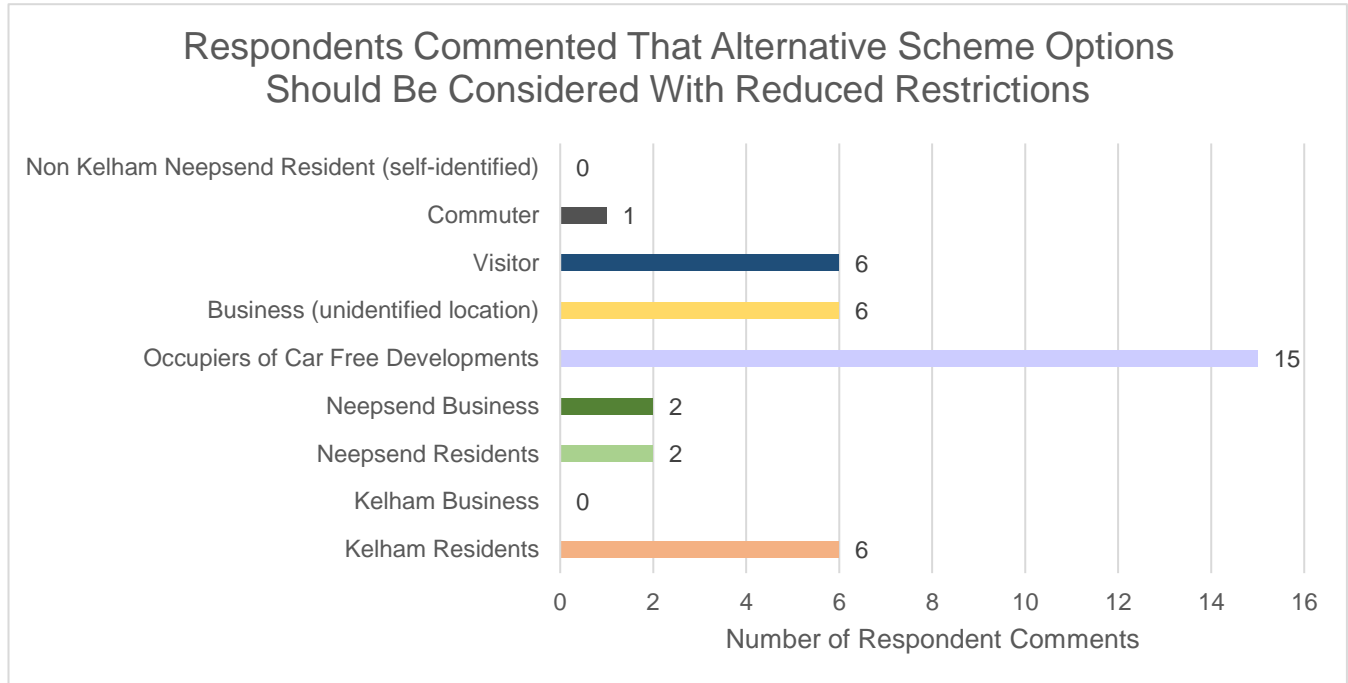
Overall, 130 respondents (20% of total respondents) commented that the proposed scheme would discourage them from living in, working in or visiting the surrounding area. The majority of these responses were from **Visitors** (67 respondents) and **Occupiers of Car Free Developments** (39 respondents).



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

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

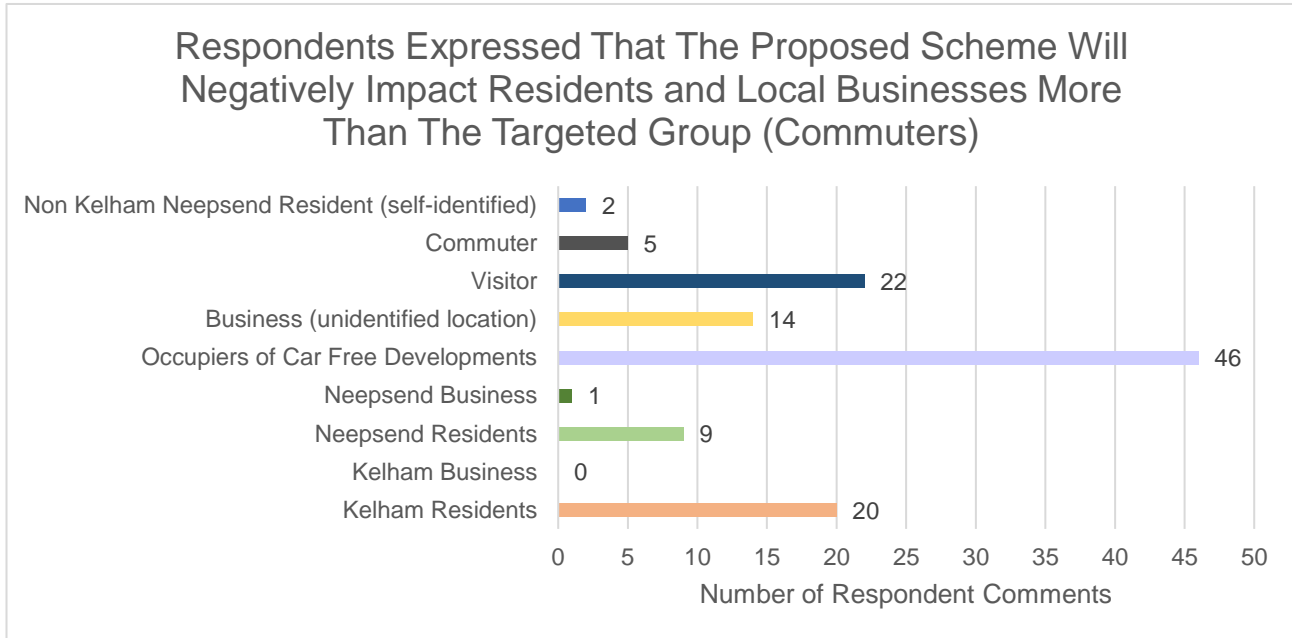
In total, 38 respondents did not express total opposition or approval towards the introduction of a parking scheme but instead suggested that alternative and reduced restrictions should be considered. The majority of respondents who expressed this were **Occupiers of Car Free Developments** (15 respondents).



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

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

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



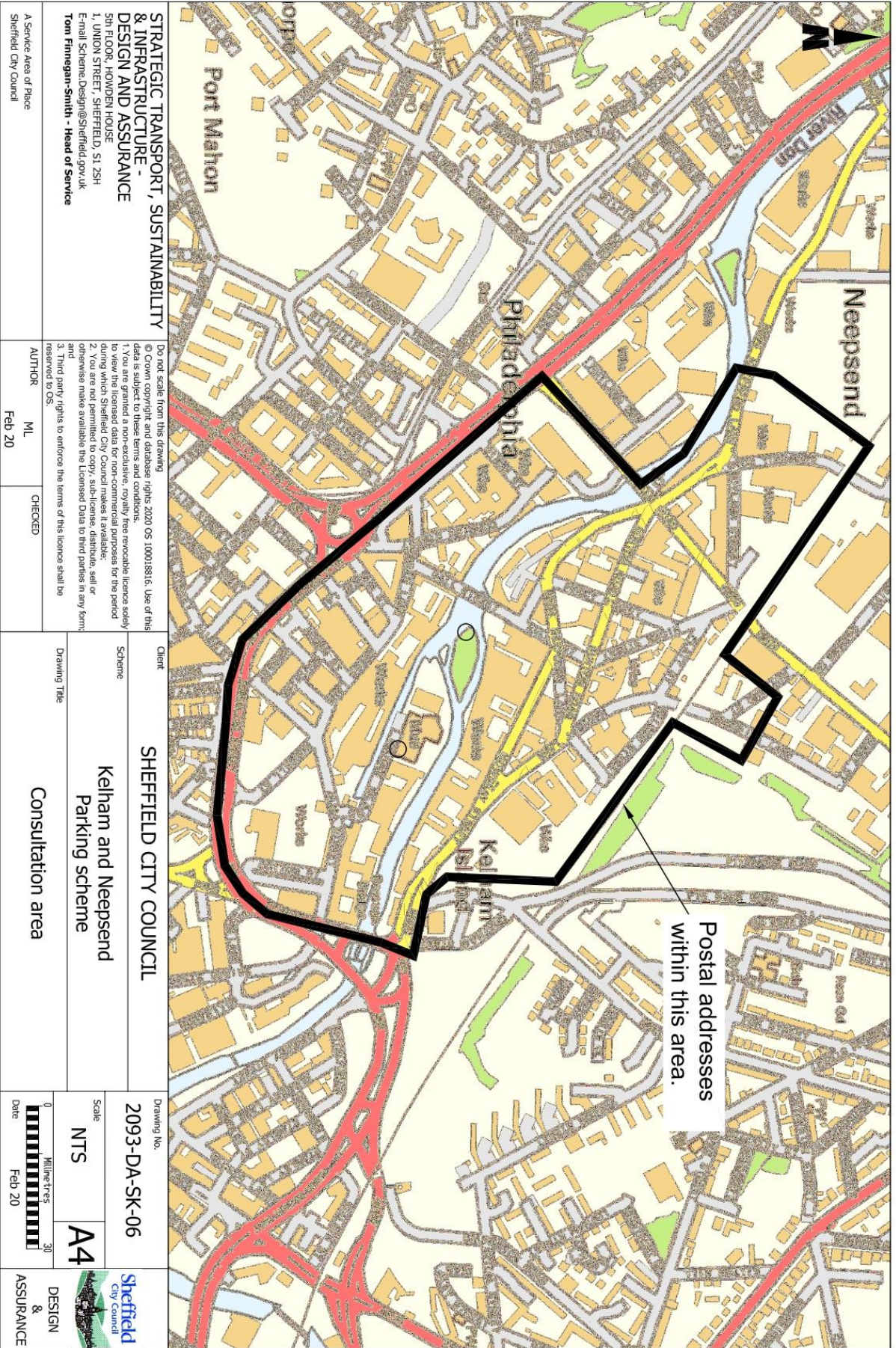
Respondents Expressed That The Proposed Scheme Would Negatively Impact Residents And Local Businesses More Than The Targeted Group (Commuters)		
Category	Number of Respondents	Percentage of total Respondents
Kelham Residents	20	3%
Kelham Business	0	0%
Neepsend Residents	9	1%
Neepsend Business	1	0%
Occupiers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

Appendices

Appendix 1

Consultation area

See following page



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

Do not scale from this drawing
 © Crown copyright and database rights 2020 OS 100018916. Use of this data is subject to these terms and conditions.
 This drawing is made available under a Creative Commons licence solely to view the proposed data for non-commercial purposes for the period during which Sheffield City Council makes it available.
 2. You are not permitted to copy, sub-license, distribute, sell or otherwise make available the Licensed Data to third parties in any form, and
 3. Third party rights to enforce the terms of this licence shall be reserved to OS.
 AUTHOR ML
 Feb 20 CHECKED

Client SHEFFIELD CITY COUNCIL
 Scheme Kelham and Neepsend Parking scheme
 Drawing Title Consultation area

Drawing No. 2093-DA-SK-06
 Scale NTS
 Date Feb 20
 A4
 Sheffield City Council DESIGN & ASSURANCE

Appendix 2

List of key stakeholders contacted

See following page

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

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

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

Appendix 3

Citizen Space Survey

See following pages

Kelham Island and Neepsend parking scheme

Overview

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

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

Why your views matter

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

Introduction

1 What is your name?

Name

2 What is your email address?

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

Email

3 How did you hear about this consultation?

(Required)

Please select only one item

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

4 Where do you live?

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

5 Why do you park in Kelham Island and Neepsend?

(Required)

Please select only one item

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

Resident parking

6 How many vehicles does your household have?

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

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

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

Please select only one item

- Yes
- No

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

Local business parking

10 How many employees do you have?

Please select only one item

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

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

Please select all that apply

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

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

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

Please select all that apply

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

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

Please select only one item

- Yes
- No

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

Please select only one item

- Yes
- No

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

Employee parking

17 Where do you normally park?

Please select only one item

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

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

Please select only one item

- Yes
- No

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

Commuter parking

20 Where do you normally park?

Please select only one item

- On street
- Private car park
- Paid car park

21 Do you experience problems finding somewhere to park?

Please select only one item

- Yes
- No

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

Visitor parking

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

Please select only one item

- Yes
- No

24 At what time do you usually visit?

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

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

Your view

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

(Required)

Please select only one item

- Yes
- No/object

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

(Required)

Please select only one item

- Yes
- No
- Don't know

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

Equalities

29 What is your age range?

Please select only one item

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

30 Sex

Please select only one item

- Female
- Male
- Other (please state below)

If you chose other, please state here

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

Please select only one item

- Yes
- No

Reason for not supporting

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

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

This page is intentionally left blank