



SHEFFIELD CITY COUNCIL Cabinet Highways Committee Report

Report of: Executive Director, Place

Date: 13 DECEMBER 2012

Subject: Upperthorpe & Netherthorpe Permit Parking Scheme

Author of Report: Cate Jockel

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

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

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

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

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

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

Background Papers: report to Committee on 12th July 2012

Category of Report: OPEN

Statutory and Council Policy Checklist

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

UPPERTHORPE AND NETHERTHORPE PERMIT PARKING SCHEME

1. SUMMARY

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

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

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

3. OUTCOME AND SUSTAINABILITY

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

4. REPORT

Permit Parking Background

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

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

Upperthorpe and Netherthorpe Project Development

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

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

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

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

Summary

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

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

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

Relevant Implications

- 4.12 **Financial:** the development and implementation of the Scheme is funded in 2012/13 through the South Yorkshire Local Transport Plan to a budget estimate of £95,000 (a CAF variation reducing this to £75,000 is currently progressing). A more detailed cost will be provided by Amey once the extent of work on-street is approved by Committee and this will be reflected in a subsequent CAF variation.
- 4.13 **Equalities:** Fundamentally this proposal is equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, the access and safety improvements proposed should particularly benefit the most vulnerable members of society including the young, the elderly, the disabled and carers. No negative equality impacts have been identified.
- 4.14 **Legal:** The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all road users. In reaching decisions of this nature Members must clearly take into account any road safety issues that may arise and follow the relevant legislation and guidance. Providing that it does so, it is acting lawfully, as it is doing in this case.
- 4.15 A legal agreement was to be drawn up and agreed between the City Council and Sheffield Homes before the scheme was implemented on-street, setting out the roles and responsibilities of each party in relation to Sheffield Homes' parking areas that are included within this Scheme. This is no longer required at this stage.

5. ALTERNATIVE OPTIONS CONSIDERED

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

6. REASONS FOR RECOMMENDATIONS

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

7. RECOMMENDATIONS

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

Simon Green
Executive Director, Place

13 December 2012



SHEFFIELD CITY COUNCIL Cabinet Highways Report

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Report of: EXECUTIVE DIRECTOR, PLACE

Date: 12 July 2012

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

Author of Report: Nel Corker, Traffic Regulations

Summary:

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

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

Reasons for Recommendations:

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

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

Recommendations:

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

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

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

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

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

Background Papers: N/A

Category of Report: OPEN

Statutory and Council Policy Checklist

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

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

1.0 SUMMARY

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

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

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

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

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

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

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

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

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

Scheme Consultation (Traffic Regulation Order)

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

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

Consultation Responses

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

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

Table 1: Consultation Results Summary

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

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

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

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

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

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

Recommendations:

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

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

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

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

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

Recommendations:

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

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

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

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

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

Recommendations:

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

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

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

4.18 Recommendations:

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

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

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

Recommendations:

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

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

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

Recommendations:

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

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

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

Other Issues

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

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

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

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

Petitions

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

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

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

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

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

Relevant Implications

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

5.0 ALTERNATIVE OPTIONS CONSIDERED

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

6.0 REASONS FOR RECOMMENDATIONS

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

7.0 RECOMMENDATIONS

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

UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME

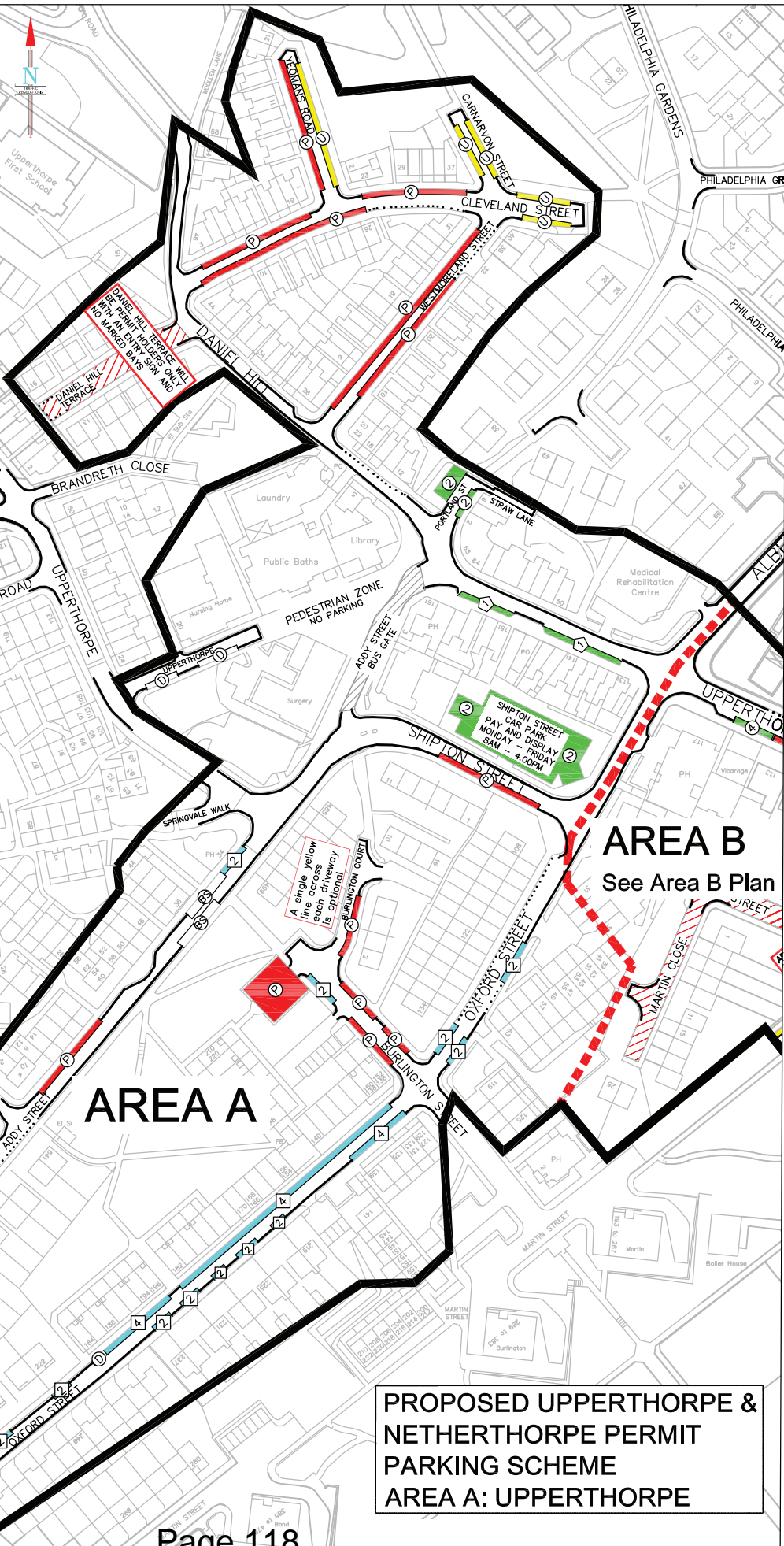
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

PLAN KEY

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

NOTES:-

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

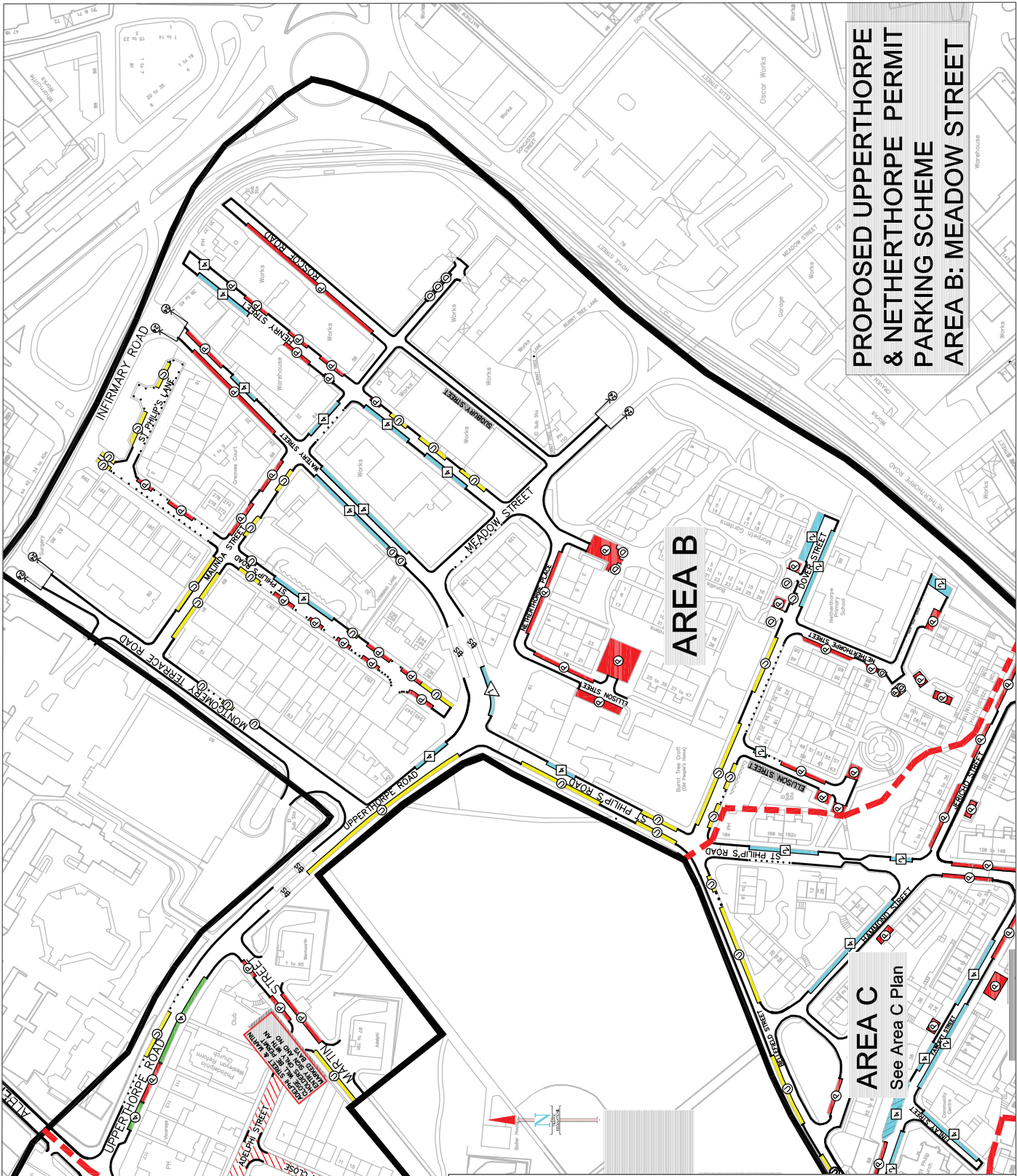


AREA A

AREA B
See Area B Plan

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

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



AREA B

AREA C
See Area C Plan

AREA A
See Area A Plan

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

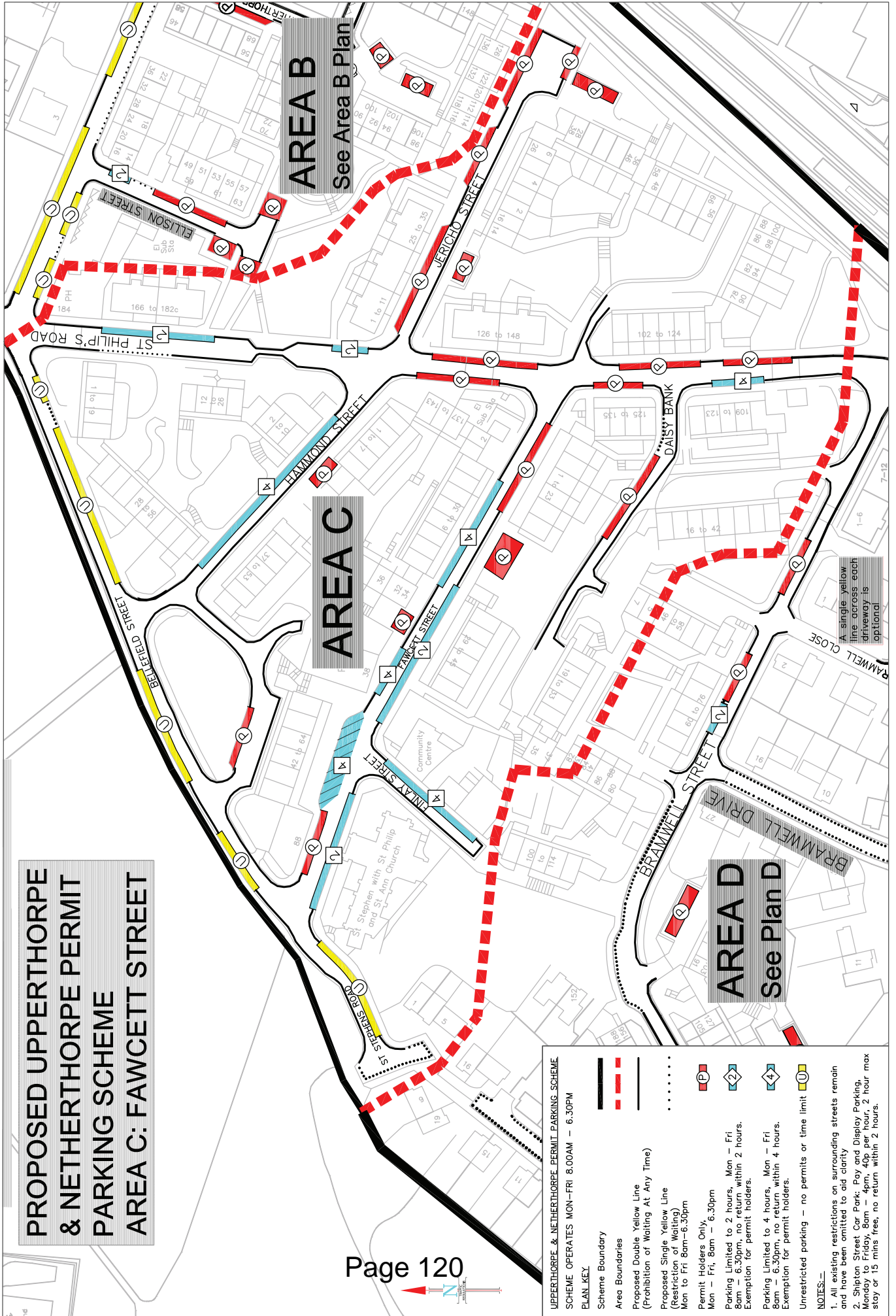
PLAN KEY

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

NOTES:-

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

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



AREA B
See Area B Plan

AREA C

AREA D
See Plan D

A single yellow line across each driveway is optional

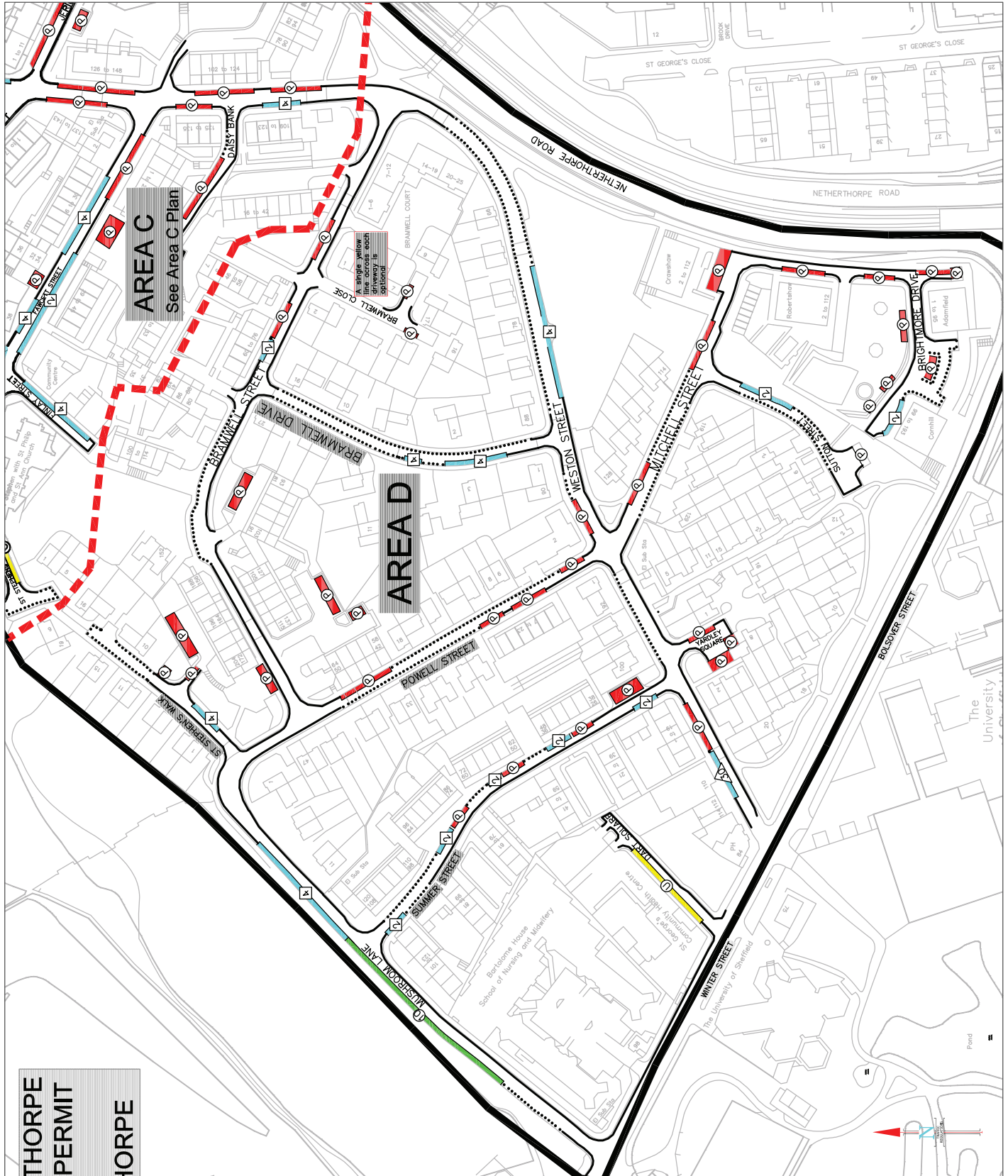
UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

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

NOTES:-

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

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



AREA C
See Area C Plan

AREA D

single yellow line
proposed
driveway is
optional

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

PLAN KEY

- Scheme Boundary
- Area Boundaries
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am-6.30pm
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Parking Limited to 30 minutes, Mon - Fri 8am - 6.30pm, no return within 30 minutes.
- Parking Limited to 2 hours, Mon - Fri 8am - 6.30pm, no return within 2 hours.
- Exemption for permit holders, Mon - Fri 8am - 6.30pm, no return within 4 hours.
- Pay & Display Parking, Mon - Fri 8.30am - 6.30pm, no return within 4 hours, £1.50 - £3.00, 10 mins or 15 minutes free, no return within 4 hours.
- Unrestricted parking - no permits or time limit

NOTES:-

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

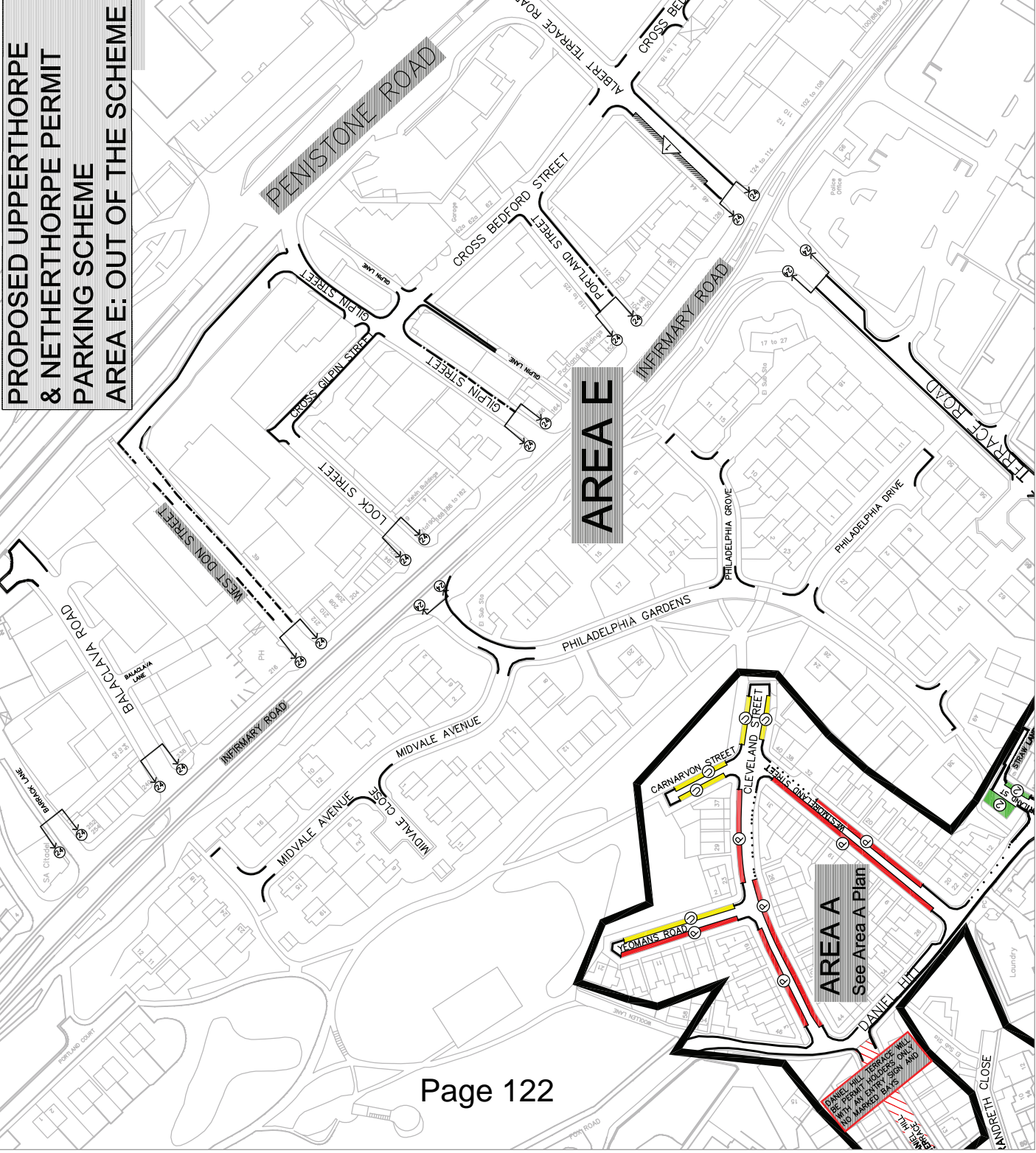
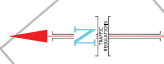
**PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME
PARKING SCHEME
AREA E: OUT OF THE SCHEME**

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

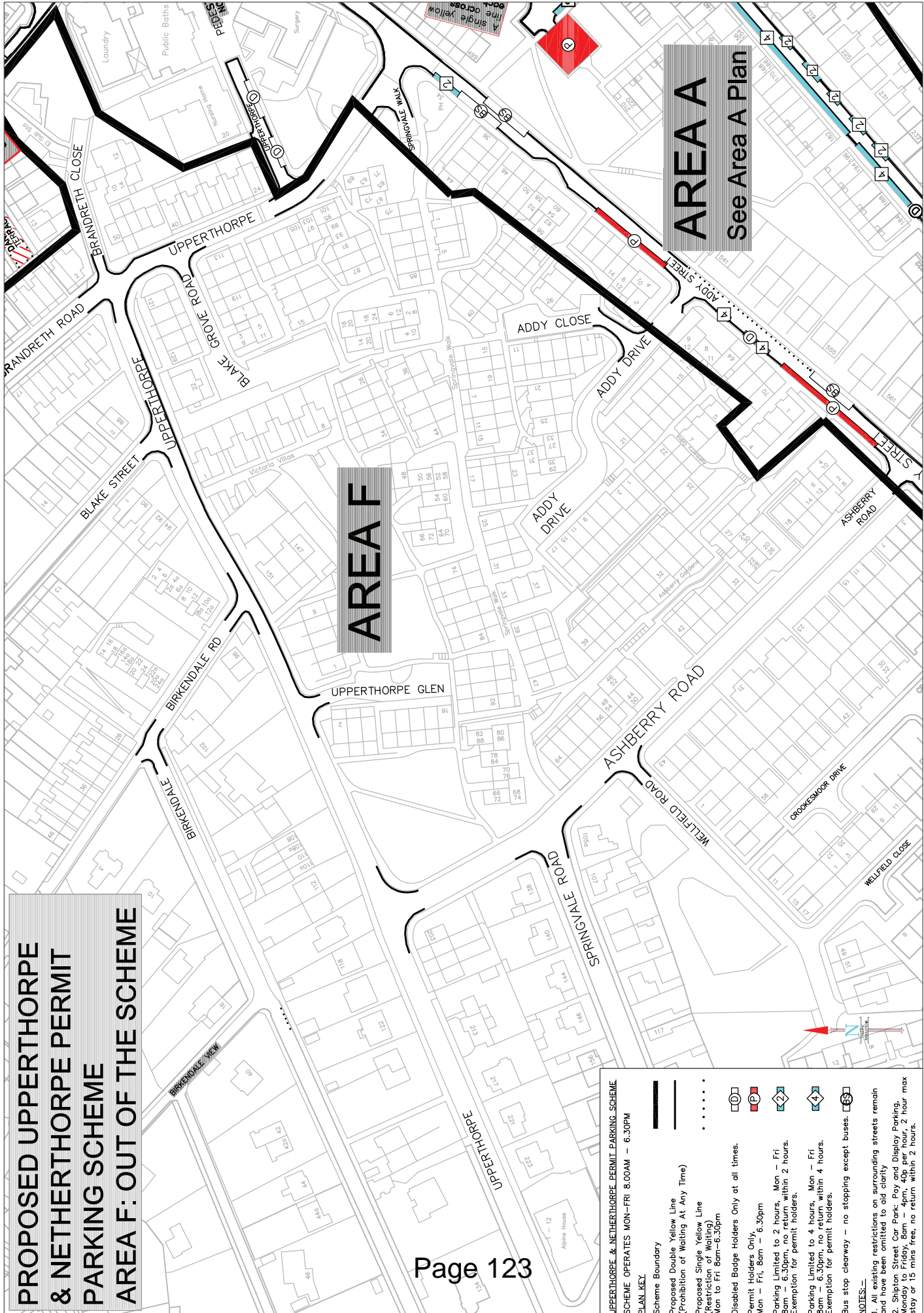
PLAN KEY

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

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



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



AREA F

AREA A
See Area A Plan

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

PLAN KEY

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

NOTES:-

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

APPENDIX B – RESPONSES FROM THE TRO CONSULTATION BY AREA

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

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

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

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

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

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

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

<p>provided? Otherwise scheme is detrimental to school (Concerns about number of permits they could have, concerns regarding costs, request for a single yellow line in front of the sports hall with parking on the other side, 'School Keep Clear' marking request for it to be moved and another placed where the main entrance is?, enforcement of the scheme picking up/dropping off at inappropriate places, School Travel Work, Dover Street signs state residents permit holders only)</p>		<p>school requirements of parking (having no off street parking of its own). Officers from the Travel Plan Team have dealt with other schools with no on site parking (and businesses as well) in permit parking schemes, they look at current parking standards (planning policy), and determine how many parking spaces would be built if the school was built today. The current parking standard for schools ranges from 1 space for 1 staff member to 1 space per 6 staff members. Permits are then allocated on the difference between what you currently have (0) and what parking spaces you would have if built today. Typically it starts with a more generous ratio and over time reduce the permit allocation, the Council do take into account other factors including operational need, other transport options, where staff live, amount of unrestricted parking in the area. If the number of permits allocated turns out to be significant we may look to allocate some to specific roads - typically within a 5-10 min walk of the school</p> <p>In the interim, if the scheme is approved, it is proposed that some bays within the scheme boundary will be included in the Traffic Regulation Order (TRO) but not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further. In this area it is proposed not to mark the bays opposite the school back entrance and on the cul-de-sac end of Netherthorpe Street.</p> <p>The request for a single yellow line in front of the Sports Hall on Dover Road has been investigated. The request was to help with the transfer of children to the sports hall, but since the 2nd consultation the double yellow lines have been increased at the junction between Netherthorpe Street and Dover Street to provide a greater area with no parking to facilitate safer crossing to the sports hall so the request to change the parking in this area is not necessary. However, the situation could be monitored and if this remains a cause of concern the changes could be implemented.</p> <p>The request for the 'School Keep Clear' marking to be removed on Netherthorpe Street and another placed where the main entrance has been considered by the Road Safety Team but is not recommended as the current</p>
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<p>main entrance is opposite parking lay-bys. Provision of a school keep clear marking may give the impression that crossing the road at any point covered by the marking is encouraged. From a Road Safety point of view this is viewed as unsound in that there is a potential to lead pedestrians to cross into areas where drivers may be manoeuvring in the parking area. Risk is also increased as the pedestrian may be led to crossing the carriageway at its widest point. Therefore the existing double yellow lines, outside the school, are thought to be the most appropriate enforceable marking. The pedestrian build out is an ideal place to cross the road as the carriageway width is narrower for 5 metres and since the 2nd consultation the double yellow lines at the junction of Netherthorpe Street and Dover Road were extended to accommodate a safer area for children to cross going to/from school and to the sports hall. Since the 2nd consultation further 2 hour limited waiting (except for permit holders) parking bays have been implemented on Dover Street to accommodate any school related parking in a safer location where currently many all day commuters park so is unavailable at school times.</p>	<p>In regard to the Schools concern regarding the enforcement of the scheme at school picking up/dropping off times and the parking in inappropriate places, this can be dealt with by active enforcement of the restrictions by the Councils Civil Enforcement Officers and by education, in the form of work with the school on their School Travel Plan to educate parents and children about the issues relating to parking inappropriately and encourage better behaviour. This is also backed up by the proposal to introduce short 2 hour limited waiting (except for permit holders) parking bays on Dover Street which provides more parking spaces close by the school that parents can use. Any issues raised through the School Travel Plan could be included in the 6 month review of the scheme.</p>

Area C: Comments made	No. of times comment made in Area	% of Areas Comments	Officers Response
<p>Fawcett Street/Finley Street: Will make it harder for me to take my children to Bethany School/have to pay to park to take children to school/can't park for long enough to do duties at the school/change the restrictions on Finlay Street/infringe on the running of the school/infringe on running of church/I have had no problem with parking</p>	13	65	<p>Many comments from parents/carers associated with the School along with School Staff and Church staff were received. Parking spaces close to the school/church were proposed as limited waiting for either 2 or 4 hours which are free of charge. However comments indicate that the time limit would be too restrictive for the school and the church it is therefore proposed to (i) Change Finlay Street 4hr limited waiting bay and double yellow lines to unrestricted parking (except at the junction with Fawcett Street where the double yellow lines will remain) and (ii) Change 2hr limited waiting bays on Fawcett Street outside the church and east of Finley Street to a 4hr limited waiting bays.</p>
<p>More unrestricted parking needed for the facilities on Fawcett Street/Finlay Street</p>	10	50	<p>See comment above</p>
<p>Scheme not needed/no problem on my road (Fawcett Streetx2, Jericho St x1)</p>	3	15	<p>Observations and resident consultations indicate that there are parking problems in this area which need to be addressed. The local TARA supported the scheme in this area. The scheme also supports the local transport plan strategy to create a peripheral parking zone. Therefore the scheme will remain with some changes to provide a wider range of parking types to meet all needs.</p>
<p>General question: How will the scheme work for me?</p>	2	10	<p>These comments were directly responded to and relate to the general terms and conditions of the scheme that required further explanation</p>
<p>General Questions: What are</p>	2	10	<p>The scheme is being proposed as two previous consultations in the area have</p>

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

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

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

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

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

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

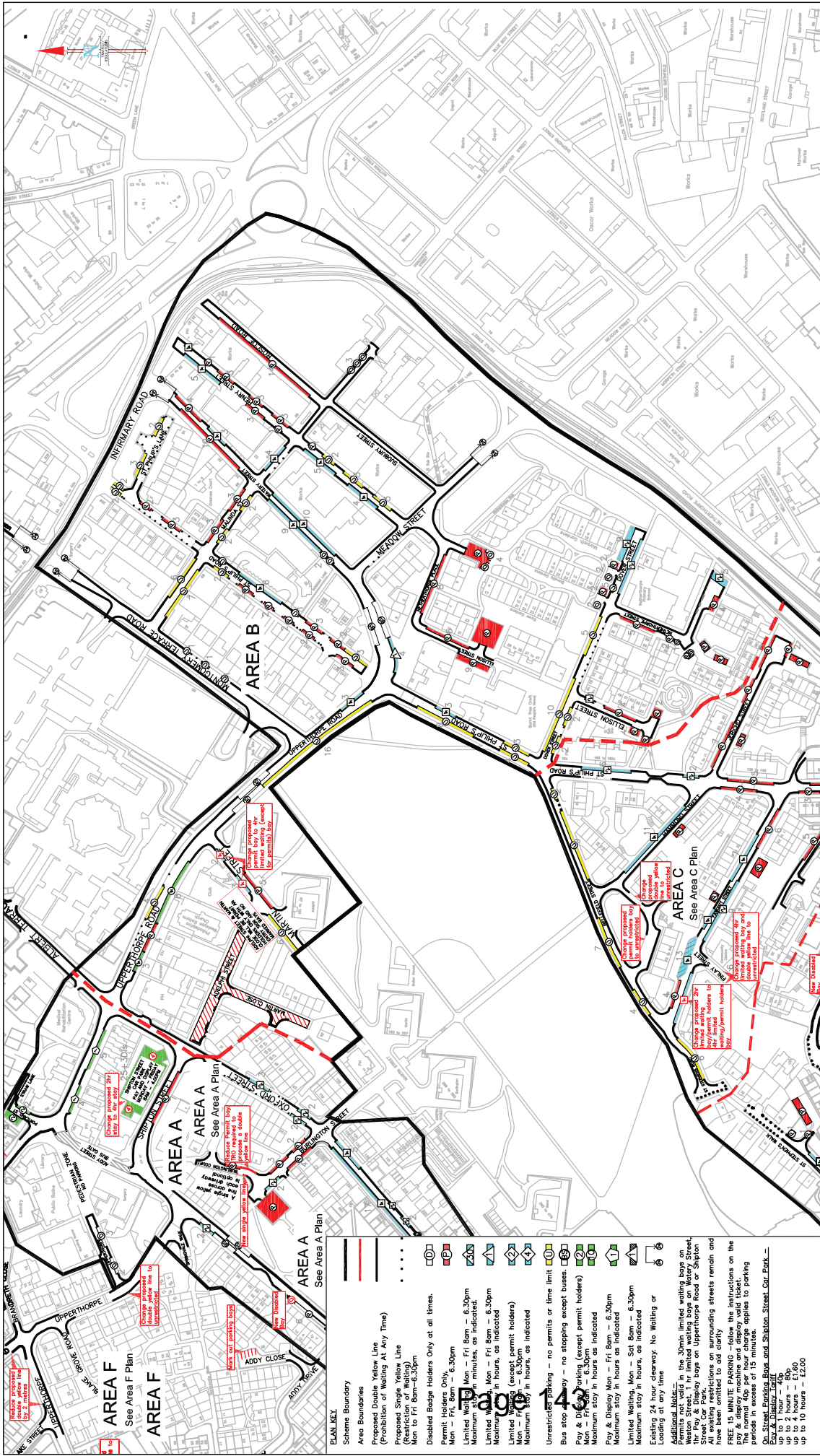
All Areas: Comments made concerning all areas	No. of times comment made	% of Areas Comments	Officers Response
Commuter objection	5	62.5	Objection noted. There is a mix of parking within the scheme to meet differing parking needs
General Questions: What are the benefits of the scheme? What does it resolve?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

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

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

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

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



DEVELOPMENT SERVICES
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 Development Services

A Service Area of the Directorate of Place
 Sheffield City Council

TRAFFIC REGULATIONS

Client: SHEFFIELD CITY COUNCIL

Scheme: UPPERTHORPE PERMIT PARKING SCHEME

Drawing Title: AREA B - MEADOW STREET Area B

Client: SHEFFIELD CITY COUNCIL

Scheme: UPPERTHORPE PERMIT PARKING SCHEME

Drawing Title: AREA B - MEADOW STREET Area B

Checked: NC
 December 2011

Drawing No. TR / BN680/B1

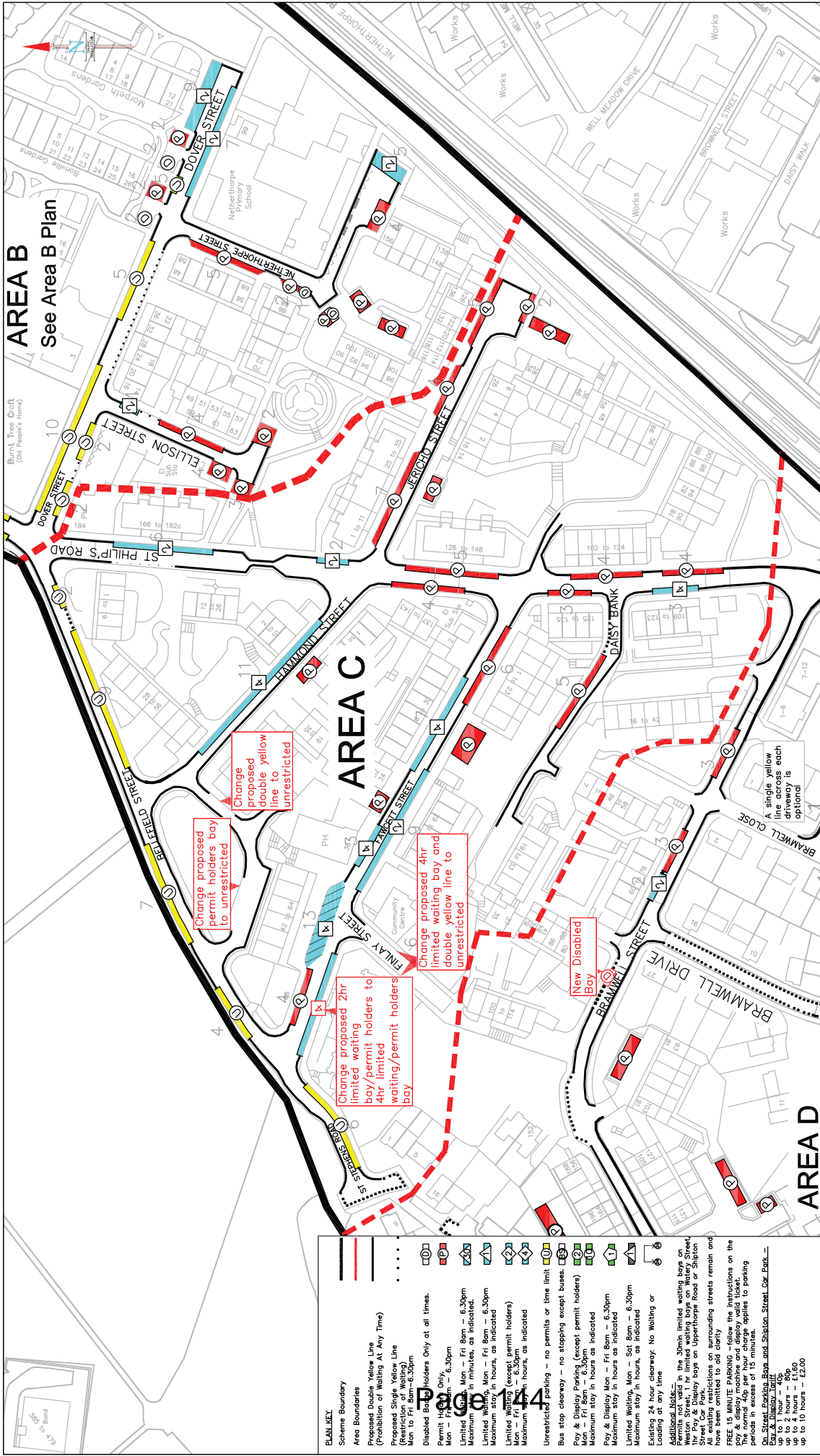
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Date December 2010

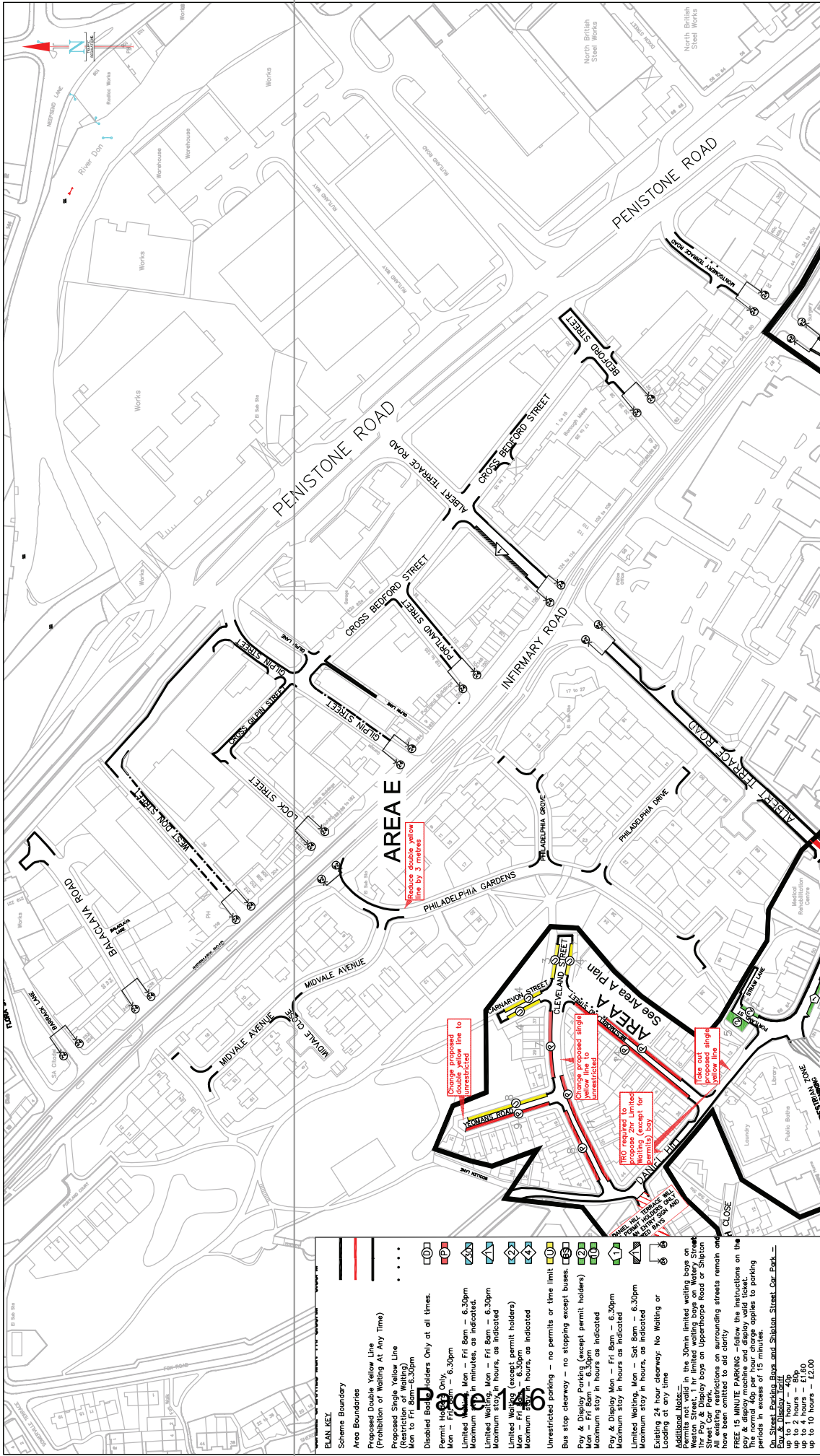
PLAN KEY

- Scheme Boundary
- Area Boundaries
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting)
- Mon to Fri 8am-6:30pm
- Disabled Badge Holders Only at all times
- Permit Holders Only
- Mon - Fri, 8am - 6:30pm
- Limited Waiting Mon - Fri 8am - 6:30pm
 Maximum stay in hours as indicated.
- Limited Waiting Mon - Fri 8am - 6:30pm
 Maximum stay in hours, as indicated
- Limited Waiting (except permit holders) Mon - Fri 8am - 6:30pm
 Maximum stay in hours, as indicated
- Unrestricted parking - no permits or time limit
- Bus stop zone - no stopping except buses.
- Pay & Display parking (except permit holders) Mon - Fri 8am - 6:30pm
 Maximum stay in hours as indicated
- Pay & Display Mon - Fri 8am - 6:30pm
 Maximum stay in hours as indicated
- Limited Waiting, Mon - Sat 8am - 6:30pm
 Maximum stay in hours, as indicated
- 24 hr one-way. No Waiting or Loading at any time.
- Additional notes:
 Permits not valid in the 30min limited waiting zone on Meadow Street, Upperthorpe Road or Upperthorpe Road & 54pm Street Car Park.
 The 15 min limited waiting zone on Meadow Street, Upperthorpe Road & 54pm Street Car Park have been omitted to aid clarity.
FREE 15 MINUTE PARKING - follow the instructions on the pay & display machine and display valid ticket.
 The 15 minute parking permit applies to parking periods in excess of 15 minutes.
 On Street Parking Bays and Substation Street Car Park -
 Pay & Display -
 up to 2 hours - £1.60
 up to 4 hours - £1.60
 up to 10 hours - £2.00



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

- EXPLAN KEY**
- Scheme Boundary
 - Area Boundaries
 - Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
 - Proposed Single Yellow Line (Restriction of Waiting Mon to Fri 8am-6.30pm)
 - Permit Holders Only at all times.
 - Permit Holders Only, Mon - Fri 8am - 6.30pm
 - Limited Waiting, Mon - Fri 8am - 6.30pm Maximum 15 minutes, as indicated.
 - Limited Waiting, Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated
 - Limited Waiting (except permit holders) Mon - Fri 8am - 6.30pm Maximum 15 minutes, as indicated
 - Unrestricted parking - no permits or time limit
 - Bus stop clearway - no stopping except buses
 - Pay & Display Parking (except permit holders) Mon - Fri 8am - 6.30pm Indicated
 - Pay & Display Meter, Mon - Fri 8am - 6.30pm Maximum stay in hours as indicated
 - Limited Waiting, Mon - Sat 8am - 6.30pm Maximum stay in hours, as indicated
 - Loading at any time
 - Existing 24 hour clearway: No Waiting or Loading at any time
- Additional Notes:**
 Permits not valid in the 30min limited waiting bays on Upperthorpe Road and Shanton Street Car Park.
 Pay & Display bays on Upperthorpe Road and Shanton Street Car Park. Restrictions on surrounding streets remain and have been omitted to add clarity.
FREE 15 MINUTE PARKING - follow the instructions on the pay & display machine and display valid ticket.
 On Street Parking Bays and Station Street Car Park - Pay & Display Meter up to 4 hours - £1.60 up to 10 hours - £2.00

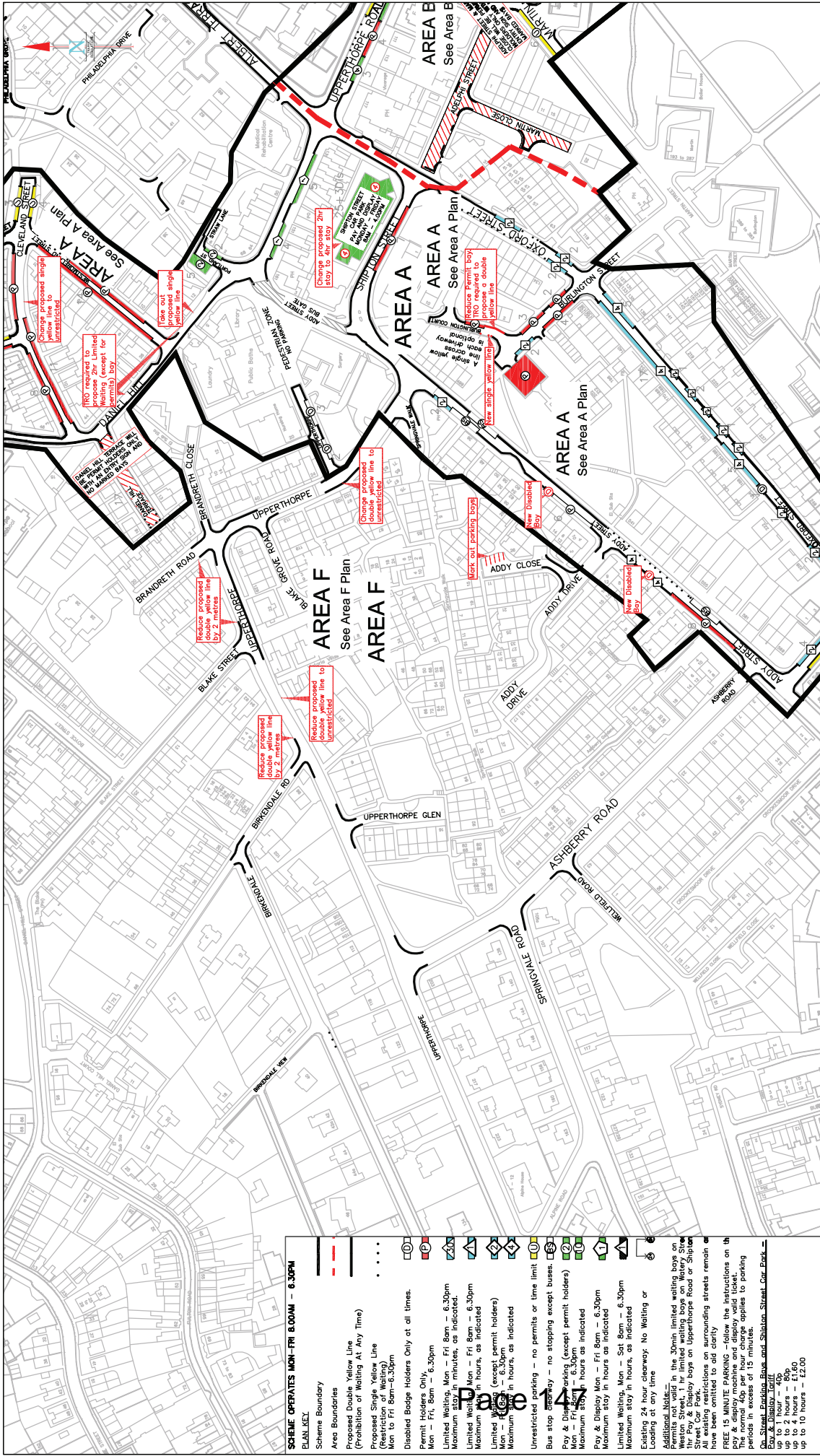


		TRAFFIC REGULATIONS	
Drawing No. TR / BN680/E1		Scale 1 / 2000	
Client SHEFFIELD CITY COUNCIL		Scheme UPPERTHORPE PERMIT PARKING SCHEME	
Drawing Title AREA E - OUT OF SCHEME Previously Areas 1 & 2		Drawing No. A3	
Date December 2011		Scale 1 / 2000	
Client SHEFFIELD CITY COUNCIL		Scheme UPPERTHORPE PERMIT PARKING SCHEME	
Drawing Title AREA E - OUT OF SCHEME Previously Areas 1 & 2		Drawing No. A3	
Date December 2011		Scale 1 / 2000	
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DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB E-mail Traffic.Reg@Sheffield.gov.uk Director: L.Sturch M.R.T.P.I. Development Services		A Service Area of the Directorate of Place Sheffield City Council	
CAD FILE NAME: G:\DEL\DS\Traff-Regs\SCHEME FILES\PERMIT PARKING ZONES\Uppertorpe\AutoCAD			

BLANK KEY

	Scheme Boundary
	Area Boundaries
	Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
	Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am-6.30pm
	Disabled Badger Holders Only at all times.
	Permit Holder Only Mon - Fri 8am - 6.30pm
	Limited Waiting Mon - Fri 8am - 6.30pm Maximum stay in minutes, as indicated.
	Limited Waiting Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated
	Limited Waiting (except permit holders) Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated
	Unrestricted parking - no permits or time limit
	Bus stop clearway - no stopping except buses
	Pay & Display Parking (except permit holders) Mon - Fri 8am - 6.30pm Maximum stay in hours as indicated
	Pay & Display Mon - Fri 8am - 6.30pm Maximum stay in hours as indicated
	Limited Waiting, Mon - Sat 8am - 6.30pm Maximum stay in hours, as indicated
	Existing 24 hour clearway. No Waiting or Loading at any time

Additional Notes:
 1. In the 30m limited waiting zone on West Street, 1 hr limited waiting zone on Watery Street, 1 hr limited waiting zone on Upperthorpe Road or Shipton Street.
 2. All existing restrictions on surrounding streets remain on foot.
 3. FREE 15 MINUTE PARKING - follow the instructions on the signs.
 4. The normal 40p per hour charge applies to parking periods in excess of 15 minutes.
 5. On Street Parking Bays and Station Street Car Park - up to 1 hour - 40p up to 2 hours - 80p up to 3 hours - 120p up to 4 hours - 160p up to 10 hours - £2.00



<p>DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB</p> <p>E-mail: Traffic.Reg@Sheffield.gov.uk Director: L.Sturch M.R.T.P.I. Development Services</p> <p>A Service Area of the Directorate of Place Sheffield City Council</p>	<p>Client: SHEFFIELD CITY COUNCIL</p> <p>Scheme: Upperthorpe Permit Parking Scheme</p> <p>Drawing Title: AREA F - OUT OF THE SCHEME Previously areas 2 and 3</p>	<p>Drawing No. TR / BN680/F1</p> <p>Scale: 1 / 2000</p> <p>Date: December 2010</p>	<p>TRAFFIC REGULATIONS</p> <p>0 50 Millimetres</p>
	<p>Do not scale from this drawing</p> <p>Any errors/omissions to be reported immediately</p> <p>If in doubt, ask</p> <p>This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2010</p>	<p>DRAWN: NC</p> <p>CHECKED: NC</p> <p>December 2011</p>	<p>Sheffield City Council Logo</p>

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