



## SHEFFIELD CITY COUNCIL Cabinet Highways Report

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**Report of:** Executive Director, Place

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**Date:** 14<sup>th</sup> February 2013

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**Subject:** Hillsborough Permit Parking Scheme Review

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**Author of Report:** Andrew Marwood (Scheme Design Group), tel 2736170

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**Summary:**

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

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

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**Reasons for Recommendations:**

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

**Recommendations:**

To approve;

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

**Background Papers:** YES

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**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

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

## **HILLSBOROUGH PERMIT PARKING: OUTCOME OF THE SCHEME REVIEW CONSULTATION**

### **1.0 SUMMARY**

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

1.2 It is recommended that approval is given to:

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

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

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

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

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

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

### 3.0 OUTCOME & SUSTAINABILITY

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

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

### 4.0 REPORT

#### Background

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

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

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

#### Scope

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

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

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



**Consultation Detail**

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

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

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

**Consultation Results – Properties Inside Current Scheme Boundary**

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

Table 1.1 – Answers to Section 2 (part a)

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

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

Table 1.2 – Answers to Section 2 (part b)

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

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

Table 1.3 – Answers to Section 2 (part c)

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

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

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

Table 1.4 – Answers to Section 2 (part d)

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

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

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

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

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

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

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

**Consultation Results – Properties outside the Current Scheme Boundary**

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

Table 2.1 – Answers to Section 2 (part a)

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

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

Table 2.2 – Answers to Section 2 (part b)

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

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

Table 2.3 – Answers to Section 2 (part c)

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

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

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

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

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

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

## **5.0 RELEVANT IMPLICATIONS**

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



## **6.0 ALTERNATIVE OPTIONS CONSIDERED**

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

## **6.0 REASONS FOR RECOMMENDATIONS**

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

## **7.0 RECOMMENDATIONS**

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

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

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

Simon Green  
Executive Director

14 February 2013



## APPENDIX 'E'

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

### Inside current scheme boundary

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

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

### **Outside current scheme boundary**

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

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

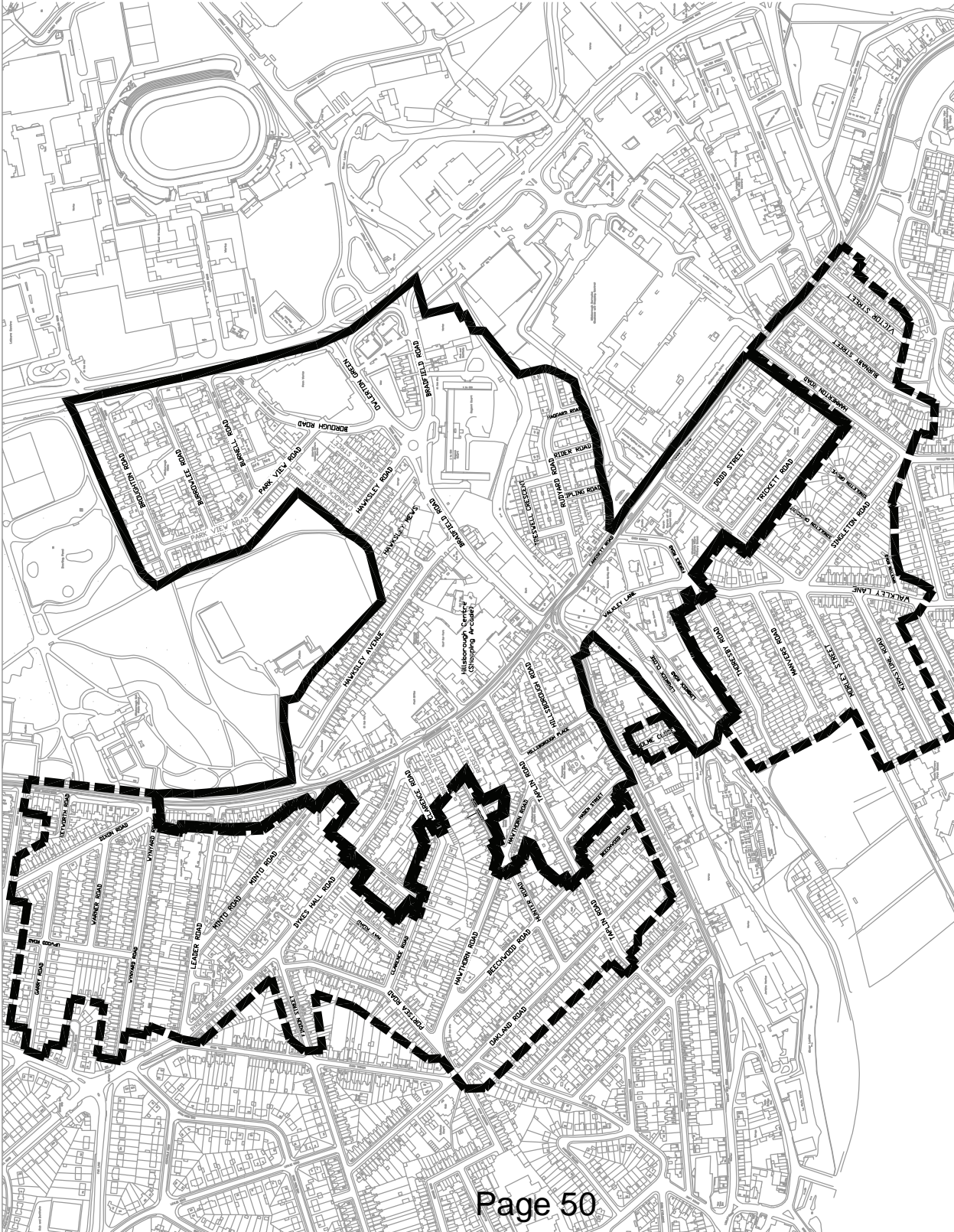
# APPENDIX 'A'



**KEY**

EXISTING SCHEME BOUNDARY

ADJACENT AREA TO BE CONSULTED



<p><b>DEVELOPMENT SERVICES</b>  <b>TRANSPORT &amp; HIGHWAYS DIVISION</b>  <b>TRAFFIC SECTION</b>                  SHEFFIELD 99 208                  TEL: 0114 272 4507/5. Fax: 0114 272 6162                  Email: <a href="mailto:shs@sheffield.gov.uk">shs@sheffield.gov.uk</a>                  Director: L. Stuch M.B.E., F.I.C.                  Development Services</p>		<p><b>Client</b>                  SHEFFIELD CITY COUNCIL</p> <p><b>Scheme</b>                  BN854 - HILLSBOROUGH PERMIT SCHEME REVIEW</p> <p><b>Drawing Title</b>                  CONSULTATION AREAS</p>		<p><b>Drawing No.</b>                  TM-BN854/AREA REV A</p> <p><b>Scale</b>                  NTS</p> <p><b>Date</b>                  NOV 2012</p>	
<p><b>Rev</b>                  A</p> <p><b>Date</b>                  16.11.12</p> <p><b>Content</b>                  REVISED AREA OUTSIDE THE CURRENT SCHEME</p>		<p><b>Signed</b>                  ATM</p>		<p><b>Scale</b>                  NTS</p> <p><b>Date</b>                  NOV 2012</p>	
<p><b>Drawn</b>                  ATM</p> <p><b>Checked</b>                  CI</p>		<p><b>Client</b>                  SHEFFIELD CITY COUNCIL</p>		<p><b>Scale</b>                  NTS</p>	
<p><b>Drawn</b>                  ATM</p>		<p><b>Signed</b>                  ATM</p>		<p><b>Scale</b>                  NTS</p>	
<p><b>Drawn</b>                  ATM</p>		<p><b>Signed</b>                  ATM</p>		<p><b>Scale</b>                  NTS</p>	
<p><b>Drawn</b>                  ATM</p>		<p><b>Signed</b>                  ATM</p>		<p><b>Scale</b>                  NTS</p>	



**APPENDIX 'B'**

**SECTION 3 – COMMENTS**

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



DP13416

**PLEASE RESPOND BY 21st DECEMBER 2012.**

**HILLSBOROUGH PERMIT PARKING SCHEME REVIEW**

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

On your road:  
 YES  NO  DON'T KNOW  
In the overall area:  
 YES  NO  DON'T KNOW

**SECTION 1 – ABOUT YOU**

Name .....

Street Name and Number .....

Are you: Resident / Business (delete as appropriate)

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

**SECTION 2 – THE SCHEME**

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

Taking the above into account, do you think there is a suitable balance of parking restrictions on your street and overall in Hillsborough?  
On your road  
 YES  NO  DON'T KNOW  
In the overall area  
 YES  NO  DON'T KNOW





## Hillsborough Permit Parking Scheme Review



### Why are we writing to you....

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

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



### Things to think about....



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

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



### Please let us know what you think....

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

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

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

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

### The Story So Far ...

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

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

**HILLSBOROUGH PERMIT PARKING SCHEME REVIEW**

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

**SECTION 1 – ABOUT YOU**

Name .....

Street Name and House Number .....

Are you: Resident / Business (delete as appropriate)

**SECTION 2 – THE SCHEME**

Do you think there are problems parking on your street?  YES  NO

What times do you think there are problems? (Tick all that apply)

DAYTIME  EVENING  SATURDAY  SUNDAY  ONLY ON MATCH DAYS

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

YES  NO  DON'T KNOW

**APPENDIX 'C'**

**SECTION 3 – COMMENTS**

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

[Empty text box for comments]

**PLEASE RESPOND BY 21st DECEMBER 2012.**



DP13416







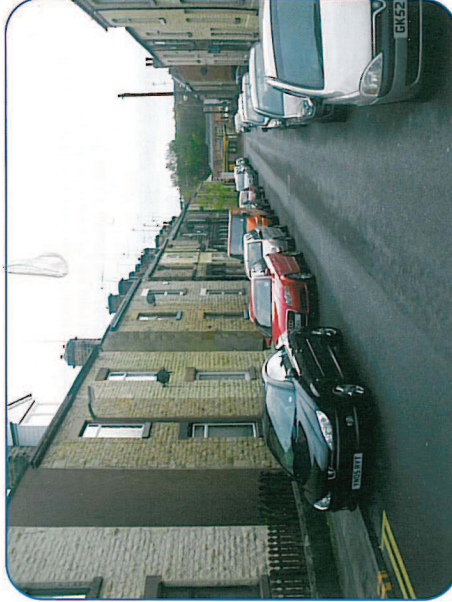
## Hillsborough Permit Parking Scheme Review

### Why are we writing to you....

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

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

### Things to think about....



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

Please use section 3 to comment on:

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

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

### Please let us know what you think....

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

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

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

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



### The Story So Far...

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

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

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

# APPENDIX 'D'

## Hillsborough Permit Parking Scheme

### Review Questionnaire Responses - Properties Inside Current Scheme Boundary

Of respondents:-

Above 66% of respondents answered with this response

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

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

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



# APPENDIX 'F'

## Hillsborough Permit Parking Scheme

### Review Questionnaire Responses - Properties Outside Current Scheme

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

Of respondents:-

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

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

# APPENDIX 'G'

## Hillsborough Permit Parking Scheme

### Review Questionnaire Responses - Properties Outside Current Scheme

Questionnaires delivered Nov 2009

Of respondents:-

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

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

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