



SHEFFIELD CITY COUNCIL Independent Cabinet Member Decision

Report of: Executive Director, Place

Date: 14 November 2013

Subject: Hillsborough Permit Parking Review
Traffic Regulation Order - Consultation Results.

Author of Report: Andrew Marwood, 2736170

Summary:

To report representations received following the advertisement of a Traffic Regulation Order (TRO), proposing waiting restriction adjustments for streets inside and outside the Hillsborough Permit Parking Scheme. The report sets out the Council's responses and recommendations.

Reasons for Recommendations:

The recommendations reflect the views of local people on changes inside and outside the Permit Parking Scheme, as requested by residents. They are an attempt to provide a suitable balance of parking restrictions in the Hillsborough area.

Recommendations:

- 7.1 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984 for the small scale changes inside and outside the scheme with the exception of Burrowlee Road.
 - 7.2 Not to progress with any proposed extensions to the existing permit scheme.
 - 7.3 Inform those who made representations accordingly.
 - 7.4 Introduce the proposed parking restrictions.
-

Background Papers: NONE

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Matthew Bullock 28/10/13
Legal Implications
Cleared by: Deborah Eaton 25/10/13
Equality of Opportunity Implications
Cleared by: Ian Oldershaw 23/10/2013
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
Hillsborough
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Culture, Economy and Sustainability
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

HILLSBOROUGH PERMIT PARKING SCHEME REVIEW:
REPRESENTATIONS MADE BY RESIDENTS / BUSINESSES IN RESPONSE
TO THE TRAFFIC REGULATION ORDER CONSULTATION.

1.0 SUMMARY

1.1 This report discusses the representations made by residents / businesses in response to the changes proposed to the Hillsborough Permit Parking Scheme and surrounding streets as advertised in a Traffic Regulation Order (TRO) in August / September 2013. The report sets out the Council's responses and recommendations.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 The Hillsborough Permit Parking Scheme was implemented in February 2012 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, providing improved short term parking for local businesses.

2.2 Making further improvements by advertising changes that were suggested by residents and businesses in the review consultation contributes to the 'working better together' value of the Council plan 'Standing up for Sheffield'. Officers have developed proposals in response to customer comments about parking conditions in the area.

2.3 As well as responding to the requests and views of residents inside the scheme, it is also anticipated that reducing the amount of inconsiderate parking at junctions outside the scheme area will improve road safety, thus helping to create '*safe and secure communities*'.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1
- Further reduce the impact of long stay commuter parking in Hillsborough.
 - Improve road safety by removing inconsiderate parking on junctions and footways.
 - Better manage parking practices and competing demands.

4.0 REPORT

Introduction

- 4.1 The Hillsborough Permit Parking Scheme was developed following requests from the local area over a number of years to tackle long stay commuter parking. It was introduced in February 2012, covering an area around the main shopping centre.
- 4.2 Now that the parking changes have been in place for over 12 months, a review has been carried out to ascertain how the scheme is working and if any changes can be made to make it work better.
- 4.3 In December 2012 local people were consulted to ascertain how they felt the scheme was working and if they thought any changes could be made. One of the consultation questions asked whether residents living outside the current scheme boundary thought their street would benefit from permit parking restrictions similar to those already in Hillsborough.
- 4.4 The results of the consultation were presented to the February 2013 meeting of the Council's Cabinet Highways Committee. At this meeting recommendations were approved to investigate small scale changes both inside and outside the current scheme, undertake further survey work in streets adjacent to current scheme as well as advertise any proposed changes.

Survey Results

- 4.5 To gain further understanding of parking practices in streets outside the current permit parking scheme, and to help with making a decision on which streets may benefit from being included, parking surveys were undertaken on three separate days in late February / early March. The following streets were surveyed:

- Minto Road
- Leader Road (including Leader Court)
- Clarence Road
- Beechwood Road
- Thoresby Road
- Taplin Road
- Hunter Road.

These streets and the current Hillsborough Permit Parking Scheme can be seen in Appendix 'A'.

- 4.6 The results indicated that on Minto Road, Leader Road (including Leader Court) and Clarence Road there were problems with long stay commuter parking during the day. As a majority of respondents in the review had indicated permit type restrictions would be welcomed, further proposals were advertised by TRO.

- 4.7 On Hunter Road, Beechwood Road, Thoresby Road and parts of Taplin Road the surveys showed that parking problems tended to be mainly on an evening / night where there were too many resident owned vehicles for the spaces available. The timing and cause of the problems on these streets wouldn't be something that a permit scheme could address. On these streets residents were also less supportive of a permit scheme and on that basis officers decided not to progress with any further consultation.
- 4.8 The report presented to the Cabinet Highways Committee in February also indicated that further investigation and consultation would take place with residents of Parkside Road and Winster Road regarding issues with parking to visit Hillsborough Park. The consultation with residents of these streets took place in March. Of the responses received it was found that a majority of respondents on both streets felt their street would benefit from some form of permit parking restrictions. Residents were given further opportunity to comment on proposals through the TRO consultation.

TRO Consultation (August / September 2013)

- 4.9 A total of 9 letters with plans detailing the proposed localised changes (see Appendix 'B') were delivered to approximately 1500 properties in the Hillsborough area. The TRO was advertised on street for a period of 4 weeks and detailed in the Sheffield Star.
- 4.10 A mixture of views was obtained regarding the proposed changes. 25 letters, 2 petitions and approximately 100 e-mails as well as a number of calls were received. Officers acknowledged each correspondent either by letter or e-mail often giving full responses to each query ensuring residents had as much information as possible to make an informed decision on whether or not to support the proposals for their area.

Changes Proposed for the Existing Permit Scheme

- 4.11 Overall the proposed changes to the existing scheme were supported by people responding to the consultation with the exception of changes planned for Burrowlee Road. It is therefore recommended that the TRO be made to help make the existing parking scheme work better. The changes can be seen in Appendix 'B' (TM-BN854-P1, TM-BN854-P2, TM-BN854-P3, TM-BN854-P6 and TM-BN854-P8).
- 4.12 Four objections were received regarding the proposal to change two bays on Burrowlee Road from 'Permit Holders Only' to '2 hours Limited Waiting with Exemption for Permit Holders'. The main reasons for objecting included; the reduction of parking availability for residents, spaces being taken by sandwich shop users rather than visitors (*'they have their own car park to the rear which the Council should encourage customers to use'*) and potential problems on match days (spaces being taken by fans on a Saturday for two hours). Based on the comments received it seems the change on Burrowlee Road may not assist residents and may also disrupt the balance of parking on a street where space is at a premium. Therefore it is recommended not to implement this proposal.

Small Scale Changes Proposed for Outside the Permit Scheme Area

- 4.13 During the review a number of residents / businesses outside the current scheme area indicated that they didn't feel permit type restrictions were necessary but instead suggested small scale changes to help improve parking and safety. A number of the requests required a TRO and these were advertised in August 2013.

Dixon Road Area

- 4.14 From the 31 responses received during the review consultation in the Dixon Road area, 6 mentioned problems associated with parking at junctions (especially on a match days). Following the requests, double yellow lines were advertised at a number of junctions throughout the Dixon Road area as detailed in TM-BN854-P5. The majority of respondents to the TRO were in favour of these proposals. 8 e-mails / letters of support and 4 objecting to the waiting restrictions were received.
- 4.15 The main objection to the proposals was over the loss of parking. Officers realise that parking is at a premium in this area and in response to this officers have worked with residents to reduce some lengths of double yellow lines to 5 metres. Based on the requests and support received it is recommended that the restrictions are implemented to better manage parking practices in the area and address road safety issues.

Kirkstone Road Area

- 4.16 Requests for double yellow lines were received during the review to solve parking problems at the junction of Kirkstone Road and Walkley Lane and at the end of Kirkstone Road to address problems associated with vehicles getting stuck and not being able to turn around. Double yellow lines were advertised as detailed in Appendix 'B' (TM-BN854-P9). During the TRO consultation a total of 5 objections were received in relation to these proposals.
- 4.17 Objectors to the proposals were again concerned that the changes would reduce the number of spaces for residents to park. In response to this officers have tried to keep the double yellow lines to a minimum and consider the proposals necessary to improve visibility and road safety. On that basis it is recommended that the traffic management reasons outweigh the objections and the TRO order is made as advertised in TM-BN854-P9.

Dykes Hall Road / Leader Road Area

- 4.18 Double yellow lines were advertised for the junction of Dykes Hall Lane / Leader Road and Kendal Road. A total of 2 e-mails / letters of support were received indicating that the proposals would improve visibility / road safety at this location. It is therefore recommended that the TRO is made for these changes as shown in TM-BN854-P7.

Proposed Extension to the Permit parking Scheme

4.19 The TRO consultation which provided residents of Minto Road, Leader Road, Clarence Road, Parkside Road and Winstler Road with further details about a potential permit scheme was met with strong objection. The developed proposals can be seen in TM-BN854-P4, TM-BN854-P6 and TM854-P7 in Appendix 'B'

4.20 A summary of the responses can be seen below:

Minto Road / Leader Road Area – TM-BN854-P7

- 14 objections received
- 1 email / letter of support
- 1 Petition objecting to the proposals received (including 28 signatures)

Main reasons for objection included:

- 'Cost – feel it is unfair to ask residents to pay'
- 'Access – No issues with bin collections or access for collection vans'
- Number of spaces – scheme will mean a reduced number of spaces - not enough for residents'
- 'Scheme will make parking situation worse'
- 'I pay enough tax already to drive and park on the roads'
- 'Scheme will lead to anger, arguments and disputes between residents'.

Clarence Road Area – TM-BN854-P6

- 6 objections received
- 2 emails / letters of support
- 1 Petition received (including 22 signatures)

Main reasons for objection included:

- 'If the scheme goes ahead on one section it will push the problem to the rest of the street'
- 'Is this simply a money making scheme'
- 'Don't agree there should be a charge'
- 'Just another tax'
- 'Against paying to park in a residential area'
- 'As far as I know there are no parking problems – the scheme would create problems'
- 'Against rise in costs for permits'
- 'Scheme would de-value properties'

Parkside Road / Winster Road – TM-BN854-P4

- 26 objections received
- 2 e-mails / letters of support

Main reasons for objection included:

- ‘Don’t believe there are any daytime parking problems’.
- ‘Don’t agree there should be a fee to park’
- ‘Only match days are a problem’
- ‘Single and Double yellow lines will reduce the amount of parking’
- ‘Why are residents being asked to pay for a situation caused directly by the Council’
- ‘Scheme will only cause more anxiety and stress for residents’
- ‘Just a sneaky tax on residents’

4.21 After considering all the objections received, officers recommend that the extension to the permit scheme area is not progressed and that residents / businesses are notified of this decision. It is also proposed not to undertake any further consultation regarding the parking situation on these streets for at least the next three years. The proposed resurfacing of the majority of streets in this area is planned to take place in 2017 and officers recommend that this may be the best time to revisit any parking problems.

Other Consultees

4.22 The emergency services and South Yorkshire Passenger Transport Executive were consulted on the proposals in August 2013. No objections were received.

Summary

4.23 The review concentrated on three main areas:

1. Streets inside the current Hillsborough scheme.
2. Streets outside the current scheme where small scale changes had been requested.
3. Five streets adjacent to the current scheme where survey data and resident feedback had indicated support for an extension to the scheme.

4.24 On the whole residents / businesses supported the small scale changes to streets inside and outside the current scheme with the exception of Burrowlee Road.

4.25 The proposal to extend the scheme to five streets including Minto Road, Leader Road (including Leader Court), Clarence Road, Winster Road and Parkside Road (including Barker’s Place) was met with significant objection, including two petitions. Officers have been unable to resolve the objections and it is recommended that no further extensions to the Hillsborough Permit Parking Scheme are progressed.

Relevant Implications

Finance

- 4.26 The review is currently fully funded through the South Yorkshire Local Transport Plan. A sum of £45,000 has been allocated to this work to cover the consultations, legal advert and implementation of any further measures considered necessary to improve the current scheme or surrounding area.

Equality

- 4.27 An Equality Impact Assessment has been conducted and concludes that the proposals are fundamentally equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, some aspects will be positive, e.g. for the young, elderly, disabled and carers - as they improve access. No negative equality impacts have been identified.

Legal Implications

- 4.28 The Council has the power to make a TRO under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic. Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. These requirements have been complied with. There is no requirement for public consultation. However the Council should consider and respond to any public objections received.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Officers have considered the content of each individual comment received. Requests to alter the proposals have been investigated and where feasible adjustments have been made. In particular some sections of double yellow lines have been reduced so that a balance between road safety benefits and parking demands can be achieved.
- 5.2 From the survey data provided in February and March it is clear that some of the streets adjacent to the existing scheme still suffer from long stay parking problems with few spaces turning over to assist residents and local businesses. Based on these results and comments received during the review officers could have implemented an extension to the permit scheme. It has however always been the intention of the Council to implement a permit parking scheme in Hillsborough where a majority of residents responding to the consultation have been in favour of such measures. On that basis it is considered that implementing measures would go against the wishes of many residents who expressed their opposition to the changes.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The recommendations reflect the views of local people on changes inside and outside the Permit Parking Scheme, as requested by residents. They are an attempt to provide a suitable balance of parking restrictions in the Hillsborough area. The changes would conclude the review process.
- 6.2 Officers have worked with residents / businesses of the area through two consultations to develop the final scheme proposals.
- 6.3 Having considered the comments made through the review and TRO consultation and made adjustments in line with resident suggestions it is considered that the reasons set out in this report for making parts of the TRO outweigh any unresolved objections.

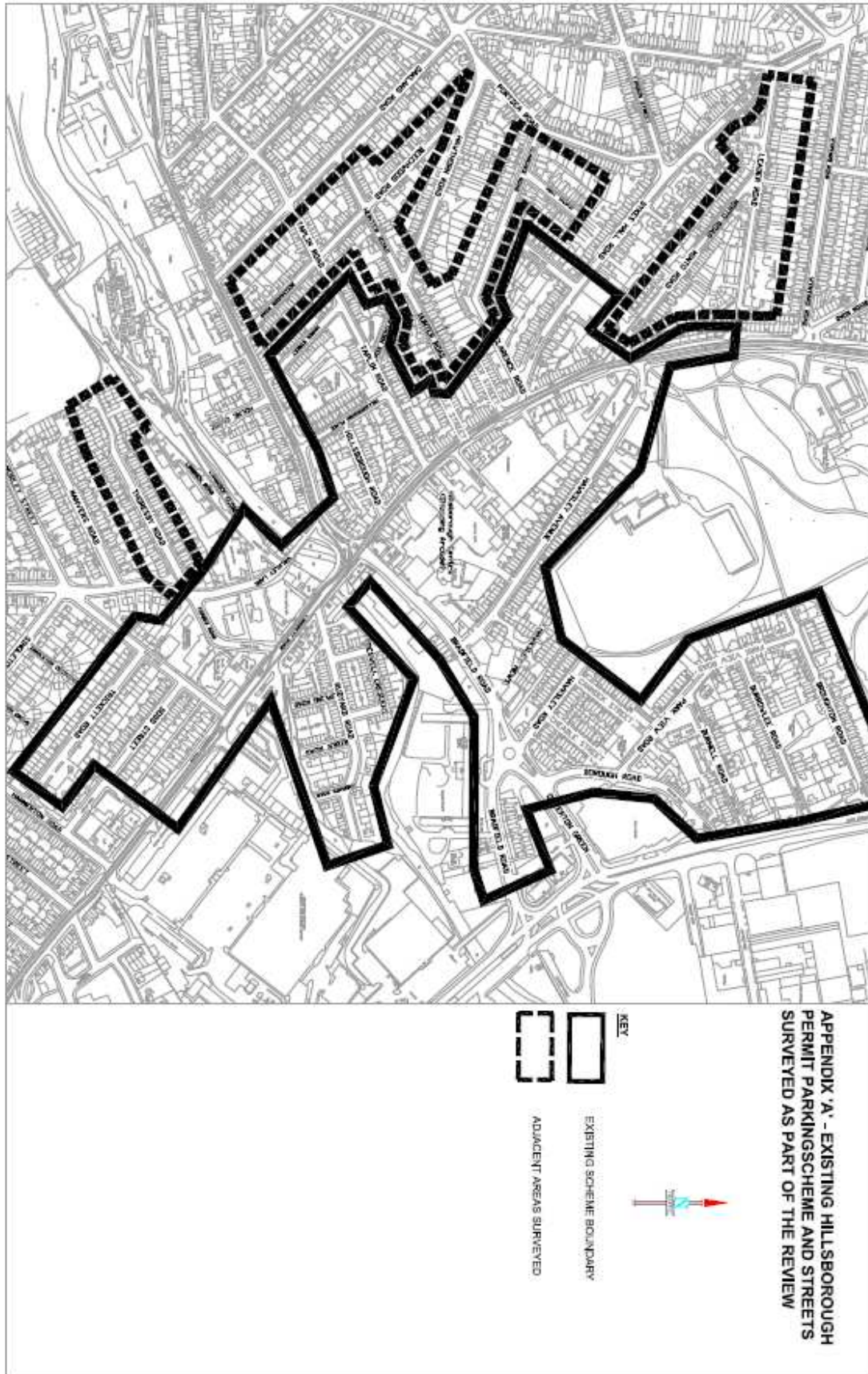
7.0 RECOMMENDATIONS

- 7.1 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984 for the small scale changes inside and outside the scheme with the exception of Burrowlee Road.
- 7.2 Not to progress with any proposed extensions to the existing permit scheme.
- 7.2 Inform those who made representations accordingly.
- 7.3 Introduce the proposed parking restrictions.

Simon Green
Executive Director, Place

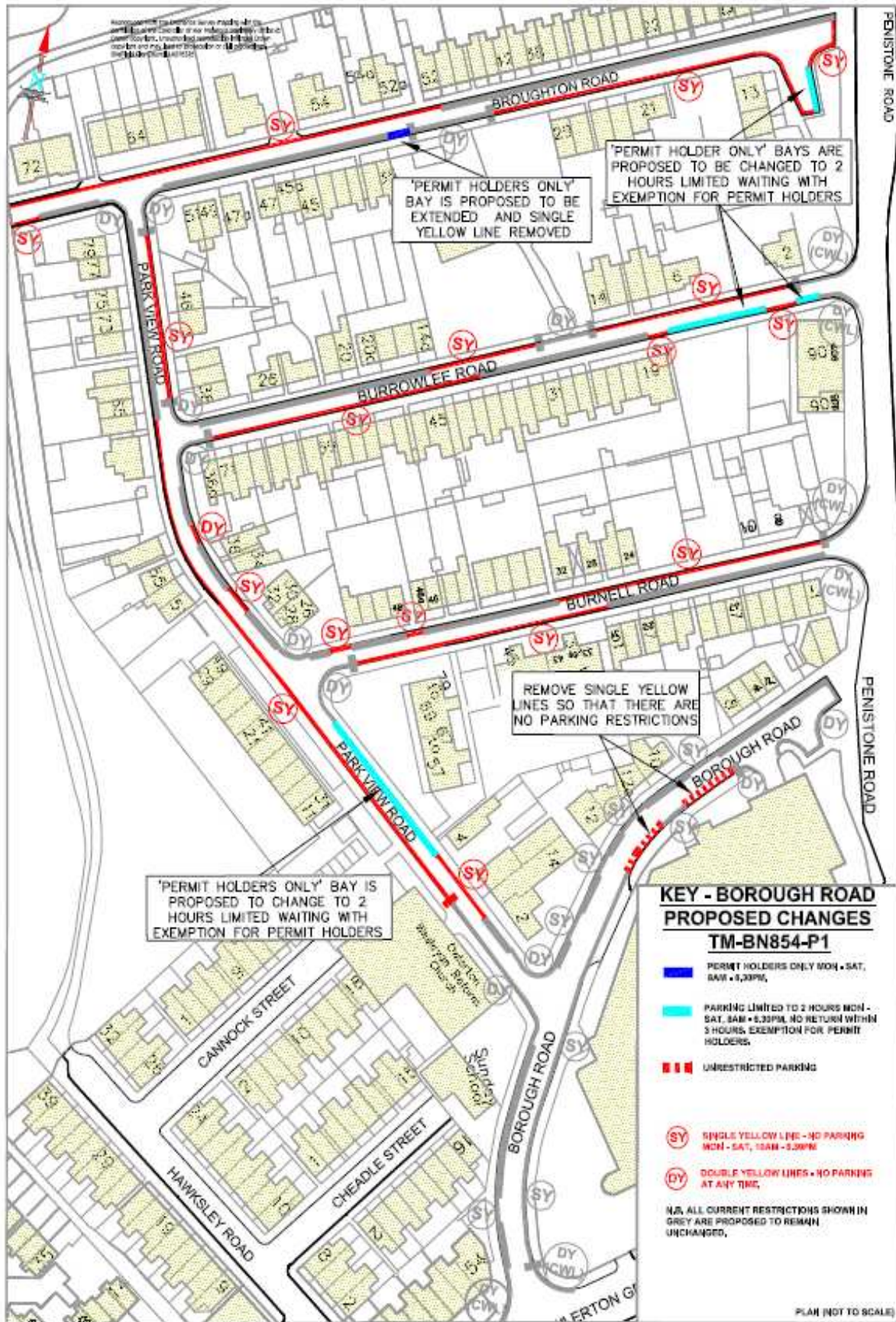
18 October 2013

APPENDIX 'A' – Existing Hillsborough Permit Parking Area and Streets Surveyed in the Review

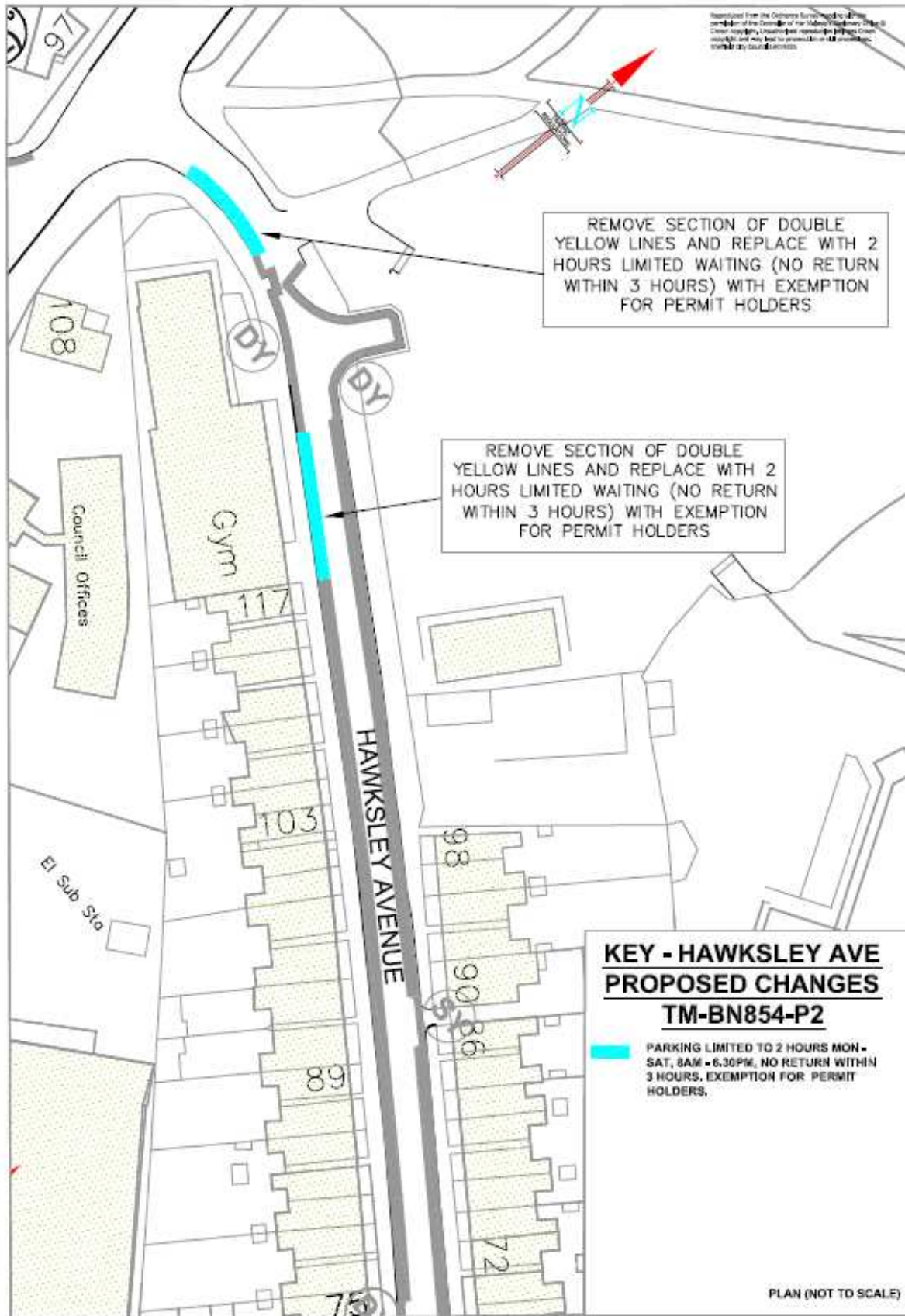


APPENDIX 'B' – TRAFFIC REGULATION ORDER PLANS

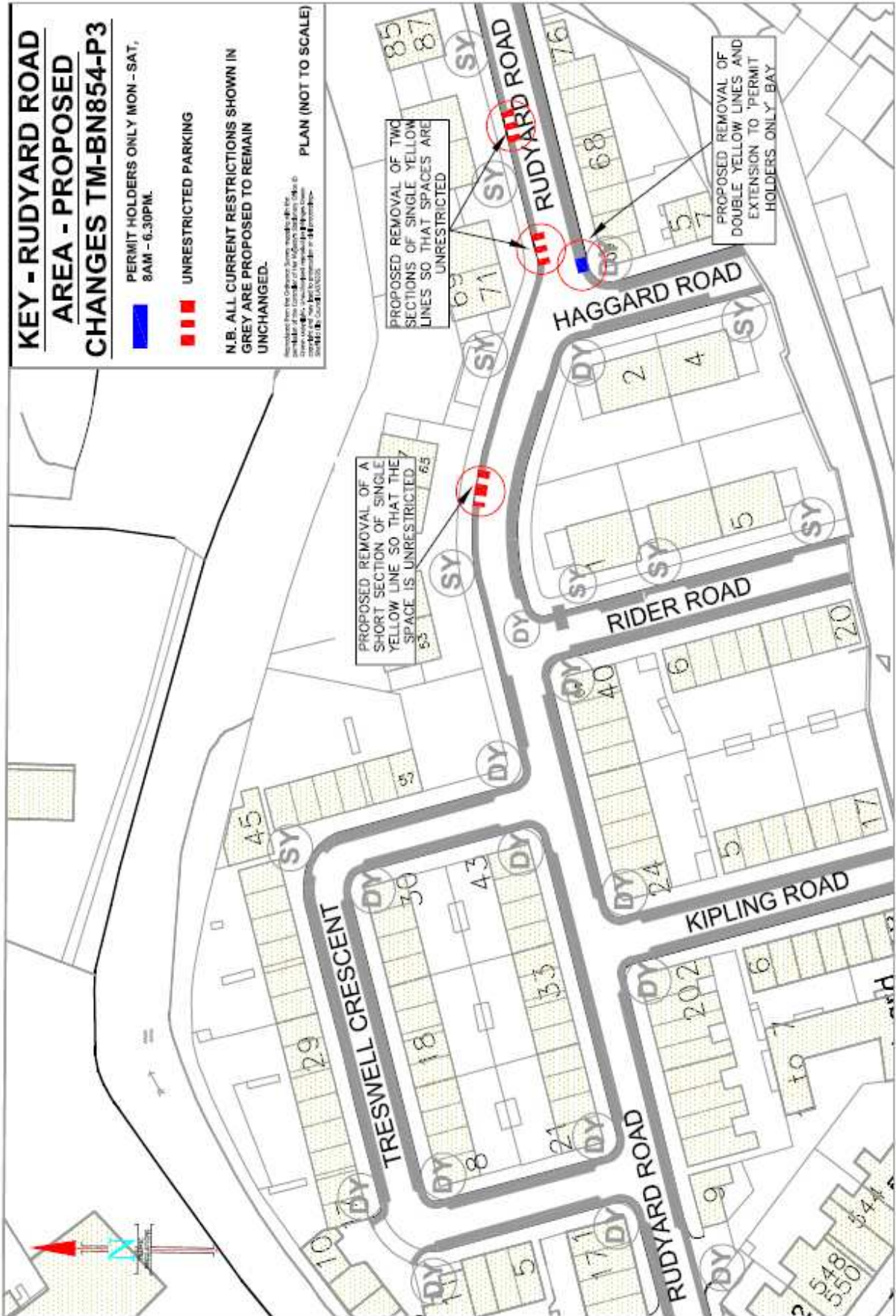
TM-BN854-P1 – BOROUGH ROAD AREA PLAN



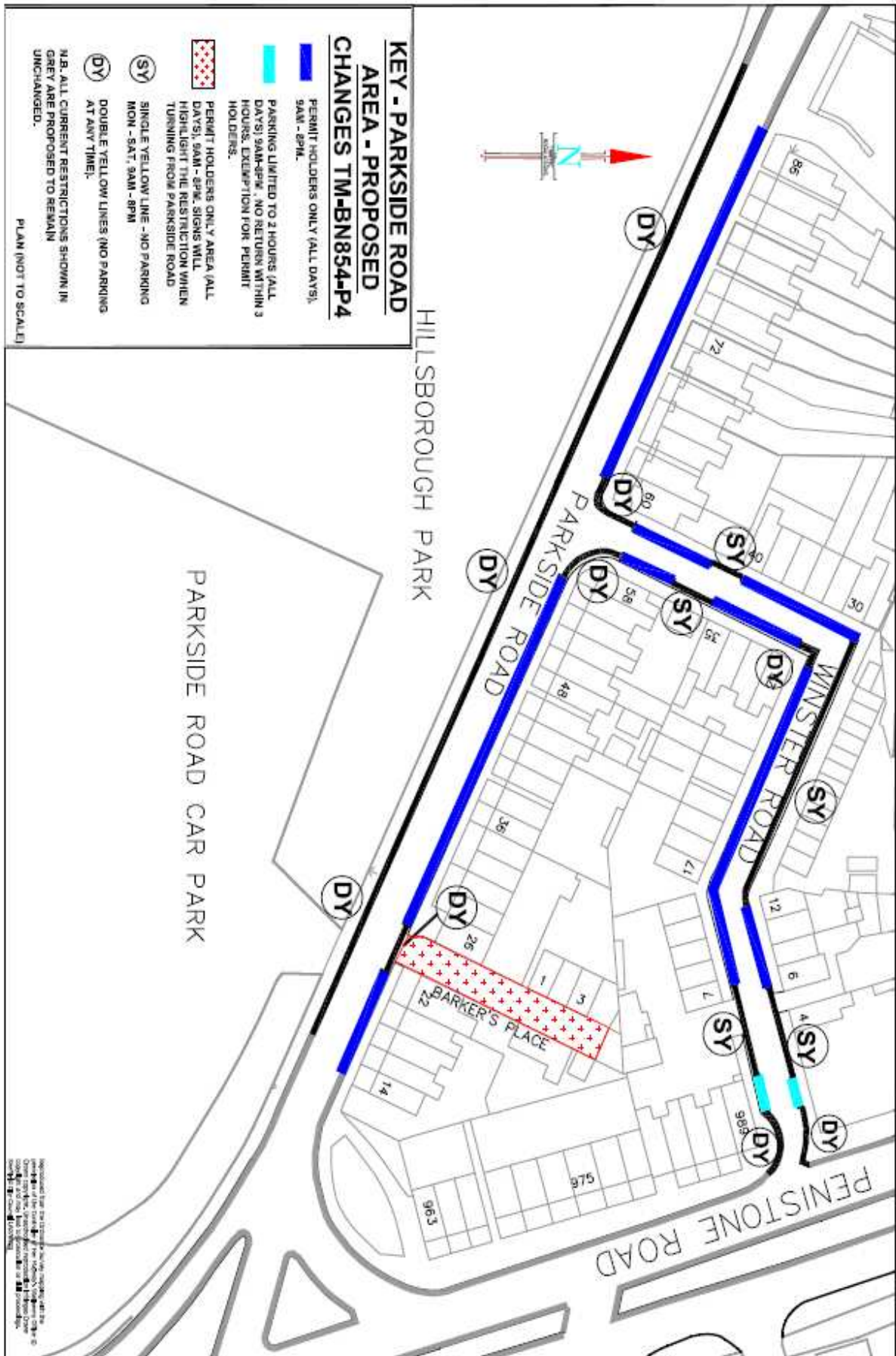
TM-BN854-P2 – HAWKSLEY AVENUE AREA PLAN



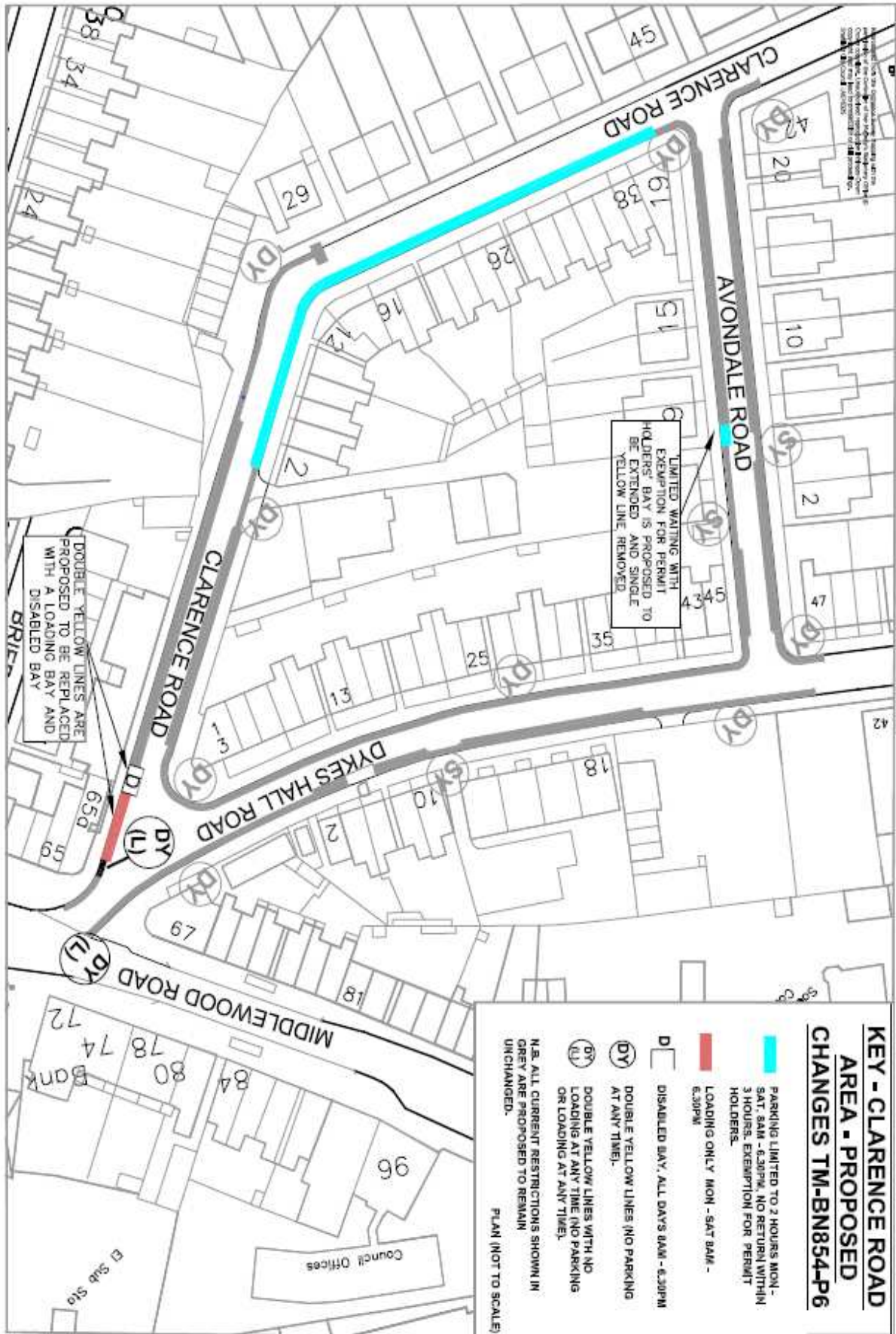
TM-BN854-P3 – RUDYARD ROAD AREA PLAN



TM-BN854-P4 – PARKSIDE ROAD AREA PLAN










TM-BN854-P6 – CLARENCE ROAD AREA PLAN



TM-BN854-P7 – MINTO / LEADER ROAD AREA PLAN

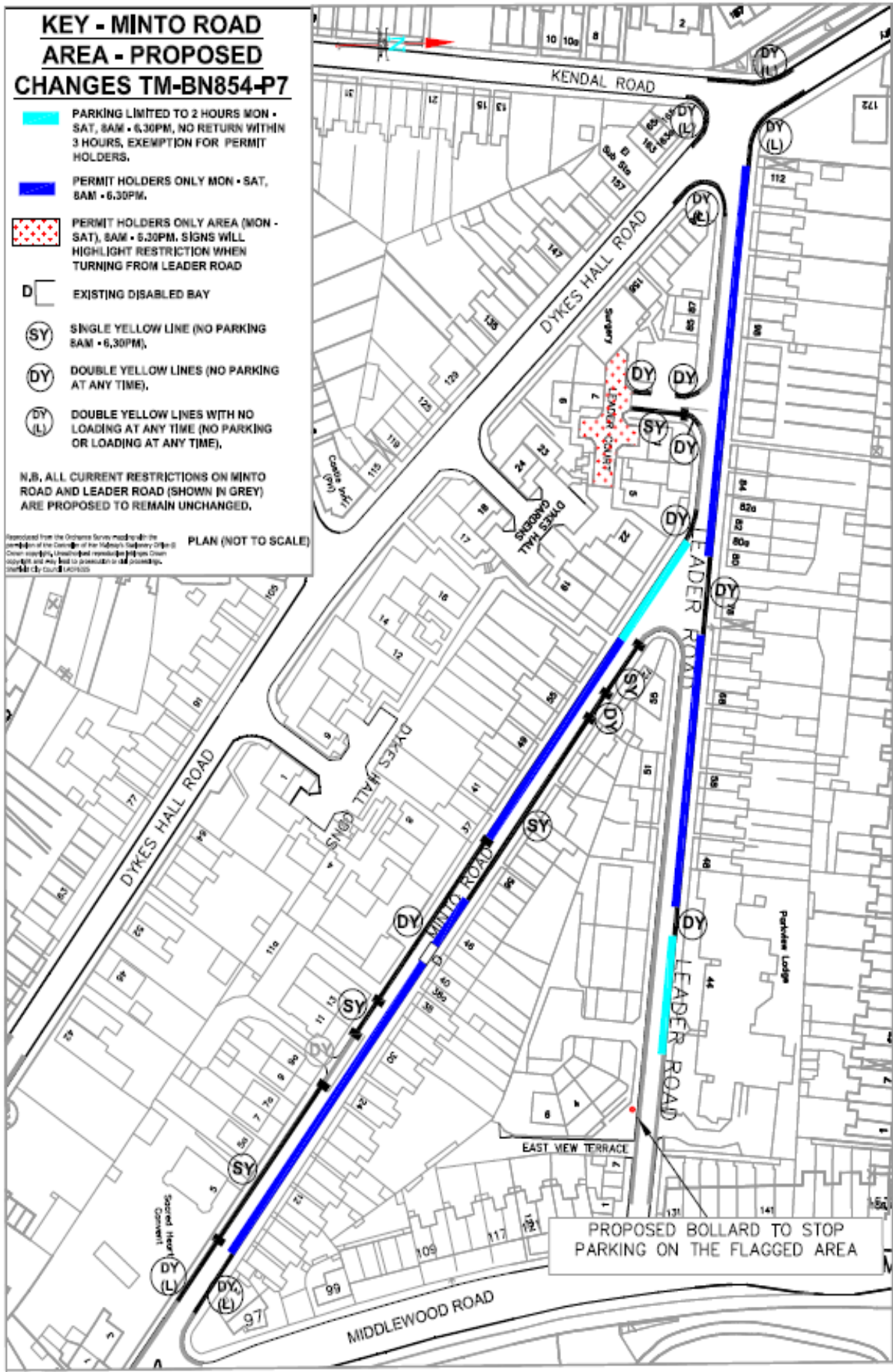
**KEY - MINTO ROAD
AREA - PROPOSED
CHANGES TM-BN854-P7**

-  PARKING LIMITED TO 2 HOURS MON - SAT, 8AM - 6.30PM, NO RETURN WITHIN 3 HOURS, EXEMPTION FOR PERMIT HOLDERS.
-  PERMIT HOLDERS ONLY MON - SAT, 8AM - 6.30PM.
-  PERMIT HOLDERS ONLY AREA (MON - SAT), 8AM - 6.30PM. SIGNS WILL HIGHLIGHT RESTRICTION WHEN TURNING FROM LEADER ROAD
-  EXISTING DISABLED BAY
-  SINGLE YELLOW LINE (NO PARKING 8AM - 6.30PM),
-  DOUBLE YELLOW LINES (NO PARKING AT ANY TIME),
-  DOUBLE YELLOW LINES WITH NO LOADING AT ANY TIME (NO PARKING OR LOADING AT ANY TIME),

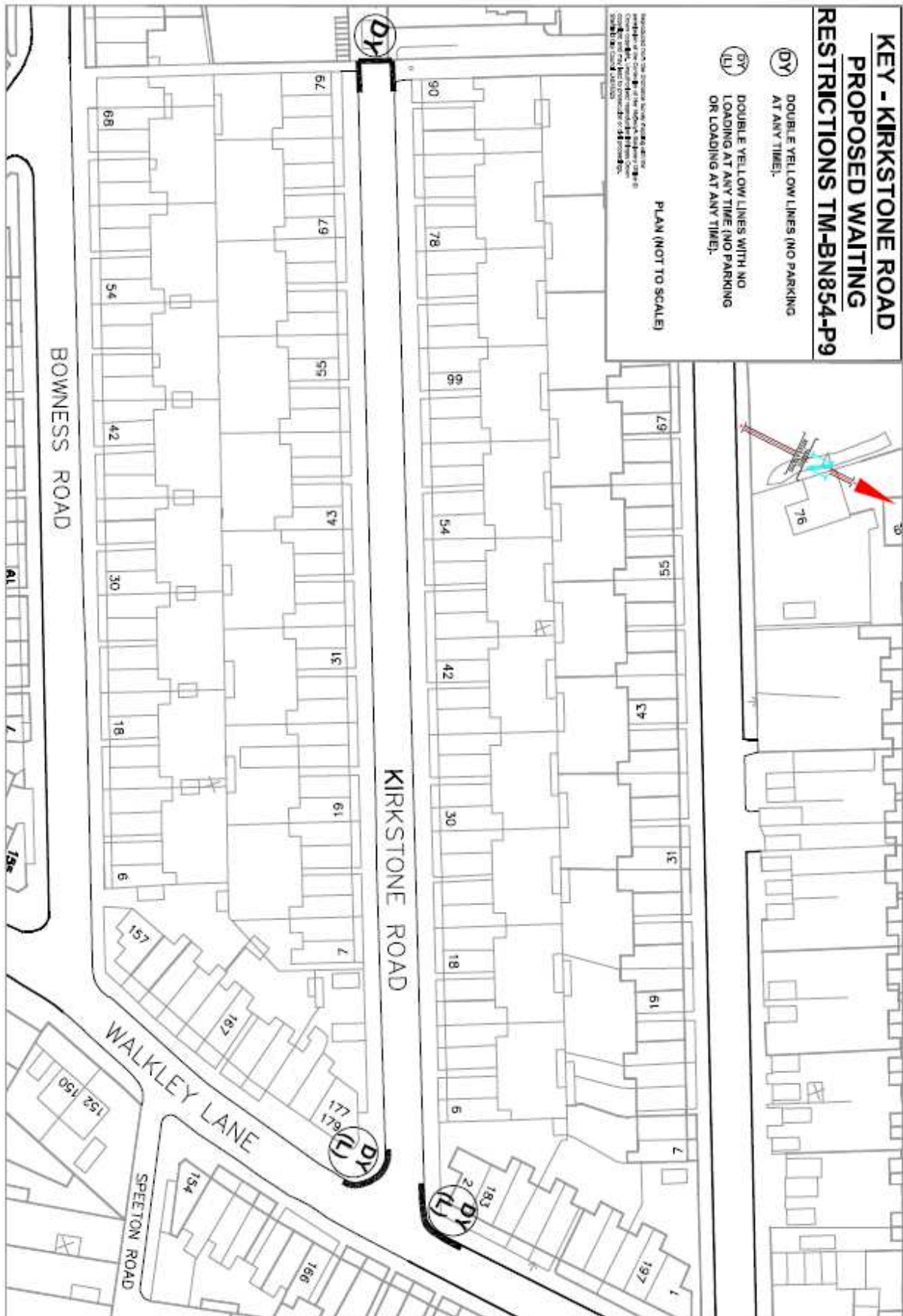
N.B. ALL CURRENT RESTRICTIONS ON MINTO ROAD AND LEADER ROAD (SHOWN IN GREY) ARE PROPOSED TO REMAIN UNCHANGED.

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PLAN (NOT TO SCALE)



TM-BN854-P9 – KIRKSTONE ROAD AREA PLAN



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