

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
?	I wish to state my strong objection to splitting the scheme into smaller schemes. The existing arrangements work satisfactorily on the whole as it is and restructuring the areas will penalise local residents. I get the impression that this is a way to recoup the reduction of the permit costs. I have children to pick up from one zone and live in another.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones.	?
Botanical Road	I am very concerned about the scheme being broken down into such small areas. It would reduce flexibility for all of us when we are finding it increasingly difficult to park. I welcome the planned extra residents parking bays but am concerned that its not enough. Could you add another just above the entrance to Wilson Road. Also in Bristol Road you are planning to reduce the yellow lines by 11.5m. Can this be made into residents bays?	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. Bays will remain as proposed in order to provide a balance for all users. Yellow lines have been removed at the request of residents. We will provide an extra bay where requested and this requires a TRO change	BOTANICAL
Botanical Road	Happy with the proposals. The single yellow line outside his house is a great improvement. If he had a choice he would prefer a double yellow line but is quite happy to accept a single yellow line if this is not possible.	The single yellow line is in place to stop traffic from blocking off the road during the day and to allow parking for residents in the evening. It is very narrow and we have wanted to provide enough evening parking as possible. If there are any issues of obstruction then this can be referred to the police	BOTANICAL
Dover Road	At every point we find ourselves opposed to the changes. We very strongly object to the shortening of the double yellow lines on many corners. The presence of an extra car next to a corner would seriously decrease visibility for both pedestrians and drivers. For this reason we have already requested that the yellow lines on Ecclesall Road at the western corner of Dover Road be extended. At present if a large vehicle is parked there, it is impossible for a vehicle wanting to turn out of Dover Road to see. In particular the yellow lines at the corner of Dover road and Wigful Road should not be shortened. There are no effective curb stones at this location so often cars reverse on the footpath. They have caused damage to the paths and is dangerous to pedestrians. We dislike the splitting of the scheme into smaller zones because this would reduce the area in which we can park without paying a further charge.	Double Yellow lines are to remain as proposed at the junction of Dover Road/Ecclesall Road as the existing 10 metres is considered adequate. Proposals are to remain at the junction of Dover Road/Wigful Road after requests from users in the area to provide more parking spaces. As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones.	BOTANICAL
Dover Road	Leaflet was well laid out and clear. Good idea to reduce some of the yellow lines. They were not needed. Good idea to allow visitor permits to be exchanged from vehicles. Good idea to provide taxi ranks on Ecclesall Road. BAD IDEA: splitting Sharrow Vale into smaller schemes. I do not see any advantage in doing this. The flexibility is reduced for residents. If u need different parking restrictions in different areas, just do this. There is no reason to over complicate things by making smaller sub schemes.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones.	BOTANICAL
Dover Road	The yellow lines at the bottom of the west side of Dover Road should be extended. Currently, cars and vans parked in the bottom part of the bay constitute an obstruction to traffic trying to turn left into Dover Road coming from Hunters Bar. Establishing taxi ranks in the 2 places suggested will intensify the deterioration of Ecclesall Road as a residential area. People unfamiliar with the area may only know Ecclesall Road as an area full of bars and restaurants. One of the taxi ranks proposed is almost opposite an old peoples home.	Double Yellow lines are to remain as proposed at the junction of Dover Road/Ecclesall Road as the existing 10 metres is considered adequate. Taxis are dealt with in more detail within the main body of the report, but the City Council needs to balance the conflicting requirements of all highway users, including those of taxis and their customers in an area where road space is at a premium. As a taxi licensing authority, it could be difficult to enforce illegal ranking without providing sufficient legal ranks. It is still planned to progress with both ranks in the area as they are both designed to cater for the evening economy. The Almshouses are set back from the road and the rank will only get used if there is demand in the area. It is therefore planned to monitor the ranks usage over the first year of operation.	BOTANICAL
Dover Road	We welcome the reduction in price and the opportunity to obtain additional permits. We request that the pay and display parking opposite our drive to be modified to allow us to reverse out of our drive when cars are parked in the surrounding bays. We are concerned that the proposals to reduce the length of double yellow lines and increase the number of bays will make it difficult for cars to manoeuvre in the narrow streets and the areas currently not used for parking are good for passing places and turning space.	More spaces are being introduced following requests from the users in the area to provide more parking. It is envisaged that the road is not a busy through route and therefore adequate space is provided for passing vehicles. It is recommended that the resident should be reversing off the highway and pulling forward onto the highway in their manoeuver	BOTANICAL
Wadbrough Road	Welcomes new evening times till 20.30. Does not welcome the smaller area the area will cover as he likes to park on Sharrow Vale Road and he cannot do this now. Can I buy visitor permits for the Stalker Lees area? The 3 pay and display bays are confusing to the public. The marking that splits the bays gets parked on and makes it confusing where the regulations change.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. We have proposed to implement a single yellow line between the two types of bays in order to 'break them up' and therefore making it clearer for the user.	BOTANICAL

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Wadbrough Road	I am pleased to see the proposed extension of permit-only times to 20.30 mon-sat although the issue will remain of arriving home after 20.30 before the restaurants have closed. My only other comment is that it is useful to be able to take advantage of being able to park on Sharrow Vale Road and pop into the shops so the proposed split into smaller areas would stop me being able to do this. I have also occasionally had to park on the other side of Ecclesall Road to Wadbrough so as your leaflet admits, there would be less opportunity for alternative parking spots for me.	It is envisaged that the extension of the scheme times will help the issues raised here. As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones.	BOTANICAL
Wadbrough Road	We agree with the extension to 8.30pm but don't agree with the proposed splitting of the scheme into smaller areas.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones.	BOTANICAL
Wigfull Road	I object very strongly to the proposed loss of 2 free parking spaces next to 21 and 23 Wigfull Road. I am severely disabled and have a team of around 30 carers who cover my needs throughout the week. I ask them to use my drive when its free but some of them have been given tickets as there have been no places to park nearby. There are also a number of elderly people on here who receive public service and would also benefit from the free parking spaces.	The proposed permit only bay has been provided following requests from users in the area. The bays can still be used by visitors and the resident at this property can apply for visitor passes available for £2.50 for a book of 25 daily permits. They are transferrable between vehicles so they are flexible to suit peoples needs The carers themselves may also be eligible for permits and can find out by contacting Travel Plans, Sheffield City Council, Development Services, Howden House, Union Street, Sheffield S1 2SH. There are also unrestricted parking spaces on Dover Street that anyone can use.	BOTANICAL
Wigfull Road	I have been very happy with the way the scheme has been working. My concerns regarding the changes are as follows: I feel that any reduction in the extent of double yellows on the corners of the roads in this area would be very detrimental to the access of large vehicles. Before they were introduced drivers had problems negotiating the narrow spaces between cars parked on both sides of the narrow hilly roads. People in the area have large 4x4 cars and often don't park up to the kerb. I live on the corner and have been the witness to many incidents where I have been worried about the safety of my car. Since the double yellow lines were introduced, my worries have disappeared. I have spoken to the refuse people and their plea is to leave the no parking areas as they are. The proposed 3m reduction on Wigfull Road is grossly excessive. Additional bays are not required. My second comment is about the fragmentation of the area covered by the original scheme. This will surely be expensive and time consuming to implement and very complicated to enforce. It would also reduce parking availability for residents. During the snow, the roads were inaccessible to residents so it was a relief knowing we could park on roads nearby. We cannot do this under the proposed scheme. My final comment is that the lowering of the permit prices may result in less enforcement. You get what you pay for.	Any reduction in Double Yellow lines and therefore the provision of more parking spaces has been introduced following requests from the users in the area to provide more parking. It is envisaged that the road is not a busy through route and therefore adequate space is provided for passing vehicles. As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones.	BOTANICAL
Wilson Road	Would like a few extra metres of double yellow line where there is a proposed 2m extension opposite drive. Orientation of drive makes it difficult to access. Church was given priority for parking. Overall scheme is excellent	We are keen to keep the three car spaces in the area.	BOTANICAL
Wilson Road	Yellow line to be extended on Wilson Road by 2m, in effect removing 1 parking space, if this is for access purposes it seems reasonable. Parking is a real problem on Wilson Road. People who use the church park in the permit bays. How about making the road permit only. Have 5 month old baby and have to park streets away. How about more traffic wardens?	The extension of the yellow line is necessary to aid visibility and access to the road for both pedestrians and traffic. Following requests from users in the area it is important to obtain a balance of parking needs in the area. Further enforcement can be obtained by calling 0114 2736255 if people are abusing the bays.	BOTANICAL
?	Has concerns about the taxi rank operating hours outside the Porterbrook pub and Felicinis. The establishments are generally required to close at 23.30. In light of this it seems unnecessary and in conflict with planning permission to have the taxi ranks operate until 3am. This goes against the objectives to create a quieter environment in the area. The one near the pub is also near a nursing home. Something perhaps to consider.	Taxis are dealt with in more detail within the main body of the report, but it is clear that the objectors believe that taxis will rank until 3.00am. However, the taxis will only use a rank when there is demand. If the venue adjacent to the rank closes at 11pm, then the rank will be unused shortly after this time.	ECCLESALL ROAD

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
?	I would like to object to the changes for Ecclesall Road around Collegiate Crescent. My first objection is to the changes to the parking. The parking bays that are intended to be taken away are important for the surrounding businesses and the loss of them will mean that customers to my salon, Sweeney 4 will find other shops that are more convenient to park outside of. Secondly extending the taxi operating hours to start at 6.30 means that Sweeney, which is open until 8pm will lose business as will uncle Sam's and other businesses that open while late. without these spaces the businesses will close. please leave the taxi times as they are and reconsider taking away the parking bays.	Taxis are dealt with in more detail within the main body of the report, but the City Council needs to balance the conflicting requirements of all highway users, including those of taxis and their customers in an area where road space is at a premium. Concerns are noted and as such it is still planned to progress with the rank outside the Nursery Tavern, but not outside Sweeney 4. However, there is still a need to extend the bus stop clearway into the parking bay (removing one space) so that two buses can use this stop at the same time which will help improve traffic movements around the Collegiate Crescent junction. These changes will reduce the number of parking spaces in this area by one instead of two.	ECCLESALL ROAD
?	Generally we have always been supportive of the new scheme. It works well. The new scheme however includes a taxi rank outside the George Coffined Almshouses. This inclusion is of concern and is likely to increase the number of taxis in the area and it goes against the grain of it being a residential area. We object to any taxi rank being included in the scheme	Taxis are dealt with in more detail within the main body of the report, but the City Council needs to balance the conflicting requirements of all highway users, including those of taxis and their customers in an area where road space is at a premium. As a taxi licensing authority, it could be difficult to enforce illegal ranking without providing sufficient legal ranks. It is still planned to progress with the rank in front of the Almshouses as it is an area designed to cater for the evening economy. The Almshouses are set back from the road and the rank will only get used if there is demand in the area. It is therefore planned to monitor the ranks usage over the first year of operation.	ECCLESALL ROAD
Ecclesall Road	The leaflet seems ok but I don't think there is a need for more taxi ranks along Ecclesall Road and cutting down the parking.	Taxis are dealt with in more detail within the main body of the report, but the City Council needs to balance the conflicting requirements of all highway users, including those of taxis and their customers in an area where road space is at a premium. Please see relevant plans	ECCLESALL ROAD
Ecclesall Road	There is a proposal for a new taxi rank in operation until 3am outside 281-291 Ecclesall road. I live in a flat above these properties and am opposed to this. A new taxi rank will attract drunks and noise until the early hours. The rank should be located in the area of the Varsity. Those premises have offices above them, not flats so no one will be disturbed by the noise. The other ranks are in front of Champs, Nursery Tavern and the Pomona so the Varsity would be the perfect place for this one.	Taxis are dealt with in more detail within the main body of the report, but the City Council needs to balance the conflicting requirements of all highway users, including those of taxis and their customers in an area where road space is at a premium. However, this suggestion is sensible, so the proposed rank outside 281-291 will remain as parking	ECCLESALL ROAD
Ecclesall Road	I park on Guest Road. I do understand the problems that residents have in the surrounding streets when non-residents park on them. If I was pushed to say if I agreed with the scheme I would say no for the simple reason it will push people to live outside of the area. Hopefully you will think of a better solution rather than make the whole area permit parking only.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road. It is suggested that Hardwick Crescent and Psalter Lane be omitted from any future schemes following requests from residents.	ECCLESALL ROAD
?	Annoyed by changes to times of operation. I am quite happy with the times as they are. Leave the times as they are. At the moment I only have to put up with 1 day when I cannot park. If it becomes Mon-Fri only, weekend traffic will park up and make it hard for residents to park outside their homes.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from residents.	ENDCLIFFE
?	I would like to express my concerns over the parking changes that will result in the restrictions applying up until 20:30. My concern is that this will restrict family members visiting and will struggle to park near the house. Although permits are available to allow guests to park, it will become increasingly expensive and time consuming. I would appreciate restrictions ending at 18:30	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from residents.	ENDCLIFFE
?	I understand that the already eccentric parking scheme operating on Endcliffe Vale Avenue is to be extended to 8.30pm. I am writing to register my objection to the existing scheme and the proposed change. I already have a yellow line across my drive (which I object to) I propose a residents only scheme be introduced.	Single yellow line is to remain in place on Endcliffe Vale Avenue regarding a number of complaints from surrounding residents. Generally it is not feasible to allow on street parking without causing obstruction on this road due to the road width. The yellow lines are also needed to create a turning head for this cul-de-sac. One section of line is to be removed following a request from a resident. Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from residents	ENDCLIFFE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Brocco Bank	I need to find a space on Rossington Road or Newington Road. 2 aspects of the proposal concerns me. The proposed extension of the restriction to 20:30 would be of benefit. The restriction of Saturdays would be difficult. Pressure on parking in this area is at its highest on Saturdays, especially when the weather is good or there is an event on at the park. Also my wife is a midwife and taking Saturdays out of the scheme will make parking difficult for her on one of her working days.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from residents.	ENDCLIFFE
Brocco Bank	The proposed changes will cause me inconvenience. I currently park on Endcliffe Rise Road. Under the new proposals I would not be able to park in the Endcliffe Area as I do not reside in this area. Basically doesn't want the scheme splitting into zones as they will have to pay additional fees for visitors etc.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones.	ENDCLIFFE
Brocco Bank	I wish to object to one of the proposed changes in the Sharrow Vale Parking Scheme. I would like the Endcliffe zone to remain Monday - Saturday. The area is very close to Hunters Bar and the Ecclesall Shops, Endcliffe Park and Botanical Gardens. Before the scheme started, the lower part of this area was filled by shoppers. Even now it gets filled on Sundays. I also want to know why this change has been proposed? It doesn't seem to have the support from the consultations. Councillors should give a great deal of weight to any objections at this time. I would also like to say that having a taxi rank near Hunters Bar is a bad idea. The restaurants have restricted opening hours so what is the justification in having a taxi rank until 3am? I see no reason to encourage a concentration of taxis during the evening in front of an elderly persons house.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from the residents. Taxis are dealt with in more detail within the main body of the report, but the City Council needs to balance the conflicting requirements of all highway users, including those of taxis and their customers in an area where road space is at a premium. As a taxi licensing authority, it could be difficult to enforce illegal ranking without providing sufficient legal ranks. It is still planned to progress with the rank in front of the Almshouses as it is an area designed to cater for the evening economy. The Almshouses are set back from the road and the rank will only get used if there is demand in the area. It is therefore planned to monitor the ranks usage over the first year of operation	ENDCLIFFE
Brocco Bank	We would like to object to the following proposals set out in your recent review of the parking scheme. Suspension of the scheme on Saturday, location of taxi rank adjacent to Almshouses on Ecclesall road. The application of smaller zones for which parking permits are valid is likely to make the problems worse for residents who are already finding it hard to park outside their house. There has been an increasing problem of people parking on the single yellow lines in the evening across vehicular accesses. This may need reviewing and the lines upgrading to doubles. The extension of the scheme to 8.30 is welcomed.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from the residents. Taxis are dealt with in more detail within the main body of the report, but the City Council needs to balance the conflicting requirements of all highway users, including those of taxis and their customers in an area where road space is at a premium. As a taxi licensing authority, it could be difficult to enforce illegal ranking without providing sufficient legal ranks. It is still planned to progress with the rank in front of the Almshouses as it is an area designed to cater for the evening economy. The Almshouses are set back from the road and the rank will only get used if there is demand in the area. It is therefore planned to monitor the ranks usage over the first year of operation. As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. Current single yellow lines allow people to park after the restrictions end i.e. 6:30pm. If vehicles are obstructing driveways then this can be referred to the police.	ENDCLIFFE
Brocco Bank	I can never park outside my own house. I rely on the unrestricted spaces at the bottom of Rossington or Newington Road. These are often filled by the same cars, presumably residents without permits. May I suggest that these be altered to permit holders only spaces and those without are limited to 2 hours.	We try to provide a mixture of bays in these schemes, including some unrestricted areas.	ENDCLIFFE
Brocco Bank	On Saturday rather than the complete removal of the restrictions around Brocco Bank could it be permit holders or 4 hours instead. Given the shrinking of the zones and the loss of opportunities to find spaces, could you consider reducing the overall number of permits in use?	As a result of the number of people who have objected to the loss of Saturday restrictions within the Endcliffe zone, this proposal has been dropped. Having a larger number of smaller zones will enable a reduction in the number of permits per household to be considered on a more localised basis. However, this would not be done without further consultation.	ENDCLIFFE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Brocco Bank	I object to the proposals of a single yellow line for the whole of Botanical Road from its junction with Wigfull Road to Brocco Bank. The residents of 1 to 5 Brocco Bank have very restricted on and off-street parking opportunities. If these proposals are enacted we will be effectively marooned. Surely the correct decision would be to put four or five resident permit parking bays in this part of the road? I hope that common sense will prevail and my suggestion is adopted.	This section of Botanical Road is too narrow to provide formal permit bays. There have been a mix of responses to the proposals on this road. It is proposed to provide single yellow lines on the west side of Botanical Road from Wilson Road to the boundary of No. 51 following support from residents in the review questionnaire. Some unrestricted parking will be provided from the boundary of No. 51 to the proposed double yellow lines at the turning head following requests from residents in the TRO consultation. Residents should be aware that anyone can park in unrestricted areas and they are free. May be possible to look at this again in the future following any further observations from residents after the proposals have gone in. Two resident only parking signs could be introduced on Botanical Road junction with Wilson Road which would mean that anyone beyond this point would require a permit to park. These signs would require approval from the DfT. This would require advertising under a ETRO as in other schemes.	ENDCLIFFE
Endcliffe Area	IF IT AIN'T BROKE, DON'T FIX IT. The permit scheme does not need the reduced zones and the time changes are not needed either. My parking problems were alleviated by the introduction of the permit scheme. I can almost always park close to my house now. I would prefer the Monday - Saturday restriction to stay.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from the residents	ENDCLIFFE
Endcliffe Glen Road	I would like to submit objections to the proposal of increasing the hours to 8.30pm but agree with the change to Monday - Friday. We object to changing the format to smaller zones and we feel this will be restrictive.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from the residents	ENDCLIFFE
Endcliffe Glen Road	I object to your proposals for changes to the scheme. The school has no parking facilities on site. The teachers have to park close to the school to carry their resources. When the scheme was first introduced the school was allowed to purchase a number of business permits. This was significantly decreased to 10. Your new proposals to include the Hunter House area will have a major impact on staff at the school. My 2nd objection relates to the proposals to split the existing scheme into several smaller schemes. This will reduce the opportunity to find alternative parking spaces. I urge you to not split the scheme and to not introduce permits into the Hunters Bar (Hunter House) area	Surveys undertaken have shown that the number of permits that the school has been using has always been less than the number of permits that they have, but the reduced allocation this year was also on the basis that this would be reviewed again should the Hunter House Road area opt to be within the wider scheme. I know that the school is keen to be a good neighbour within the community and has worked with us to try to encourage staff to park throughout the parking scheme area rather than concentrating on specific roads.	ENDCLIFFE
Endcliffe Rise Road	I think the proposals complicate an already complex scheme. In trying to please everyone you will end up pleasing no one. The removal of the sat restriction is welcomed. I would strongly question the proposals to extend the scheme to 8.30 on weekdays. This would be a great inconvenience to us.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from residents.	ENDCLIFFE
Endcliffe Vale Avenue	In the case of Endcliffe Vale Avenue there are 3 changes proposed. The scheme is to be divided into several smaller schemes. This is ok if the nature of the smaller schemes is homogeneous. This is not the case in the proposed Endcliffe scheme zone. Allowing parking on a Saturday on our road will prove too tempting for shoppers. Parking should be kept clear for refuse vehicles and services. I am opposed to changing the scheme operating times. Sub-divide if you wish but do not allocate streets inappropriately. I very much welcome the proposed double yellow lines at the junction. This should have been done sooner. Removing the single yellow lines across the entrance to number 1. Currently there is no line across the entrance to number 2 so allowing parking outside number 1 will also cause access problems for the refuse vehicle. I am not sure the occupants want this line removing. I would like the single yellow line to be maintained.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm. Single yellow line is to remain in place on Endcliffe Vale Avenue regarding a number of complaints from surrounding residents. Generally it is not feasible to allow on street parking without causing obstruction on this road due to the road width. The yellow lines are also needed to create a turning head for this cul-de-sac. One section of line is to be removed following a request from a resident.	ENDCLIFFE
Endcliffe Vale Avenue	We are opposed to the granting of ANY parking bays on Endcliffe Vale Avenue on the grounds that the road is too narrow. At present we have a single yellow line and any relaxing of the Saturday restriction would attract shoppers. The double yellows should be taken up to the entrances of number 1 and 2 where they should meet the single yellow line round the whole of the avenue. We have been informed that if the single yellow line is incomplete, like it is at the moment, parking persecutions are not lawful. We never understood why there is no line across number 2. All residents have ample parking for 2 cars. We would like one of your officers to try and get out of Endcliffe Glen Road onto Endcliffe Vale Road when cars are parked each side. The yellow lines do not extend further enough.	Single yellow line is to remain in place on Endcliffe Vale Avenue regarding a number of complaints from surrounding residents. Generally it is not feasible to allow on street parking without causing obstruction on this road due to the road width. The yellow lines are also needed to create a turning head for this cul-de-sac. One section of line is to be removed following a request from a resident. The single yellow has not been fully completed, I will arrange for this work to be carried out and an end marking will be in place.	ENDCLIFFE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Endcliffe Vale Avenue	I would like you to look back to the original reason that residents on Endcliffe Vale Ave agreed that yellow lines were essential on that road. It is much narrower than most roads and access is needed for service vehicles and refuse collections. If cars park at the bottom of the road then access to the road is made very difficult. Each house has a good drive. Changes for this road should not be accepted.	Single yellow line is to remain in place on Endcliffe Vale Avenue regarding a number of complaints from surrounding residents. Generally it is not feasible to allow on street parking without causing obstruction on this road due to the road width. The yellow lines are also needed to create a turning head for this cul-de-sac. One section of line is to be removed following a request from a resident.	ENDCLIFFE
Endcliffe Vale Avenue	My first objection is that for no apparent reason, the newly designated Endcliffe area now has restricted parking to 20.30. the residents are not affected by the pubs and restaurants in the area. Endcliffe vale Avenue does not have parking facilities for visitors. I would ask that the council make spaces preferably by making the whole cul-de-sac into a residents only zone.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm. Single yellow line is to remain in place on Endcliffe Vale Avenue regarding a number of complaints from surrounding residents. Generally it is not feasible to allow on street parking without causing obstruction on this road due to the road width. The yellow lines are also needed to create a turning head for this cul-de-sac. One section of line is to be removed following a request from a resident.	ENDCLIFFE
Endcliffe Vale Avenue	We oppose the proposals whereby the scheme operates to 20.30. We can not see the reasoning behind it. Currently the scheme ends at 18.30 and we cannot see that this causes any problems. We have visitors in the early evenings so this will inconvenience us.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from residents	ENDCLIFFE
Endcliffe Vale Road	Enquiring about any changes to her road. She has big parking problems caused by Botanical Gardens. If the proposals go through without similar proposals on their road, it will make the problems far worse. If the proposals go through, can you please include our road?	Additional bays are being provided in the Broomhill Permit Parking Scheme. Implementation has been delayed by the university development.	ENDCLIFFE
Everton Road	The scheme has worked well in our area and I am unsure of the rationale for the proposed changes. Saturday parking restrictions should be retained. Their removal will result in very increased parking by those visiting the local shops. Increasing the time until 20.30 will inconvenience visitors at a time when residents can park without a problem. The proposed taxi rank outside the elderly residence at the hunters bar end of Ecclesall road is misplaced. the disturbance caused has the probability of causing increased night time nuisance.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from residents. Taxis are dealt with in more detail within the main body of the report, but the City Council needs to balance the conflicting requirements of all highway users, including those of taxis and their customers in an area where road space is at a premium. As a taxi licensing authority, it could be difficult to enforce illegal ranking without providing sufficient legal ranks. It is still planned to progress with the rank in front of the Almshouses as it is an area designed to cater for the evening economy. The Almshouses are set back from the road and the rank will only get used if there is demand in the area. It is therefore planned to monitor the ranks usage over the first year of operation	ENDCLIFFE
Everton Road	We note some positive aspects of the changes such as improved hours during the week (until 20:30). We also support the extension of the bays at the end of Everton road. Removing the sat restriction will be detrimental. People who work in local shops park on sat for significant periods of time. We area also unhappy about the breaking down of the area into smaller zones. We do not feel that 2 permits per household is sustainable. If every house had 2 permits then there would be more cars than spaces.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm. As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. As a result of the number of people who have objected to the loss of Saturday restrictions within the Endcliffe zone, this proposal has been dropped. Having a larger number of smaller zones will enable a reduction in the number of permits per household to be considered on a more localised basis. However, this would not be done without further consultation.	ENDCLIFFE
Everton Road	Objects to splitting scheme into smaller schemes. Limits my ability to find alternative parking in the Sharrow Vale area. I also object to the loss of free parking spaces at the western end of Everton Road and turning them into restricted parking without replacing those free spaces somewhere else.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. The bays at the west end of Everton Road have been extended to provide more parking spaces for permit holders, as requested by residents. Unrestricted parking is available at the east side of Everton Road and on the adjoining roads, Rossington, Newington and Wiseton.	ENDCLIFFE
Everton Road	I would like to say I am unhappy about the scheme being split into smaller areas as smaller zones would restrict the opportunities to find alternative parking places in this busy area. In general I have found there are few areas of free parking in my area and would be happy for more rather than less	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. Unrestricted parking is available at the east side of Everton Road and on the adjoining roads, Rossington, Newington and Wiseton. We aim to provide a balance of parking for all users	ENDCLIFFE
Everton Road	Objects to the extension of operating times to 20:30.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from residents	ENDCLIFFE
Everton Road	I am writing to say that I would prefer the parking restriction time to remain at 6.30 and not change to 8.30pm.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following request from residents	ENDCLIFFE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Everton Road	I write not only for myself but for several of my neighbours who are concerned about the proposed extension of bays up to the end of the road by the park boundary wall at the top of Everton road. Since the scheme came in we have had parking problems and I have phoned and written requesting double yellow lines are put against the boundary wall. Even without extending the bays it is difficult for those who are parked at the present. If you do extend the bays, can we please have double yellow lines against the boundary wall. A diagram show the effects of parking if it was not lined. cars will block in the cars parked in bays.	Permit bays are to be extended - a double yellow line will be provided between the 2 permit bays across the boundary wall.	ENDCLIFFE
Everton Road	I have previously had correspondence about the issue relating to the dead end outside our house. I agree that the bay should be extended on the opposite side to our house as it is often the case that the bay is blocked by non-permit holders parking at the end. we have asked for a yellow line to be placed at the end on our side as we need to get wheelie bins out and need access to back garden with my scooter. I agree with extending the time to 8.30. I strongly disagree with the proposals to have no parking restrictions on a Saturday as I thought the scheme was to protect residents from the draw of non residents to Ecclesall road.	Permit bays are to be extended - a double yellow line will be provided between the 2 permit bays across the boundary wall. With respect to the access problem with the scooter in and out of the back gate. Thr proposals should encourage motorists to park on the carriageway rather than the pavement and therefore enable you to get in and out of the gate with your scooter. This can be revisited in the future if the resident feels the new bays are making no difference. Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm.	ENDCLIFFE
Newington Road	I have been very happy with the scheme as it is. The change to the regulations number recordings on the visitor permits has been beneficial. I am very concerned about the changed for the Endcliffe scheme. The operating times need to remain at Monday - Saturday-sat 0800 until 1830. To remove Saturday from the scheme will lead to the area being parked up from the shoppers. Why is it necessary to extend the operating hours? To split the area into smaller schemes is a mistake. The original scheme is more flexible for the needs of the individual households.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from residents.	ENDCLIFFE
Newington Road	I wish to object to the proposed changes in our area. I wish to object to the proposals to remove Saturdays from the scheme. I believe that this will turn our road into a free car park for Ecclesall road shoppers. Please keep Saturdays.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from residents	ENDCLIFFE
Rossington Road	We oppose the proposal to remove the restriction on Saturdays. There is already great pressure on parking within the scheme. We are concerned that sat is one of the peak days for influx of cars. We believe that removing the sat restriction with cause significant problems.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from residents.	ENDCLIFFE
Rossington Road	I support the extended hours of the scheme to 20.30. I would like Saturday to be included in the scheme.....as it is now. The extension to 20.30 would help residents who work in the evening and then struggle to park on returning home. The omission of Saturday from the scheme would be a problem as many people park up and create more traffic and prevent residents from parking. please ensure Saturday is included.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from residents.	ENDCLIFFE
Rossington Road	I was shocked to see that you propose to stop Saturday parking. This area is always under pressure from shoppers on a Saturday, I am in favour of the extension to 8.30. Some modification is needed but not such a blanket reduction.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from residents.	ENDCLIFFE
Rossington Road	I welcome the fact that the area has been developed into smaller patches to reflect local needs. One glaring mistake that pops out in the Endcliffe part of the scheme is that Saturday is missing. This will cause local residents, myself included real problems. For this area, so near to Ecclesall Road, Endcliffe Park and Botanical Gardens means we do get people visiting the local area on a Saturday. Before the scheme was introduced, it was near impossible to park on a Saturday daytime. Therefore evidence exists when the scheme was first put in place to justify a Saturday parking scheme.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from residents.	ENDCLIFFE
Wiseton Road	we feel that the scheme is working well as it is. Our main concern is the change of time from 6.30 to 8.30. This means that if we ever need a babysitter or friends round for the evening we will have to use the visitor permits to cover the half hour they are here before it comes free. 6.30 finish seems like a more sensible time to finish the charges.	Endcliffe Scheme to remain Mon - Sat 8am - 6:30pm following requests from residents.	ENDCLIFFE
?	I would like to object to the proposed extension of the permit bays at the corner of Fentonville Street and Croydon Street. Before the parking scheme, high sided vehicles parked by my house blocking my view and making my house dark.	More residents bays have been provided by the request of the residents in the area.	GRANGE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
?	I would be very sorry to find myself unable to park for free, on the basis of my permit when I go to the fish and chip shop on Hickmott Road. I suggest that if the scheme is divided into small zones, with variable times and days of operation, permits should be valid throughout the whole area. I would also like to suggest that the parking is reduced by one car length at the bottom of Mackenzie street, where it meets Washington road on the left hand side driving down Mackenzie street toward Washington road. Mackenzie street narrows dramatically as it nears this junction making it difficult for cars travelling in opposite directions to pass each other. Extending the yellow lines here will help the problem.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. On Mackenzie Street it is envisaged that the current length is adequate and that there are sufficient passing places.	GRANGE
?	The proposed changes are an improvement to the existing scheme. I was disappointed to see that it is not proposed to extend the double yellow lines at the corners of Grange Crescent Road and Cemetery Road. I did submit this as a suggestion for improved safety. these have been extended at several sites on Sharrow Lane where visibility of oncoming traffic is easier to see at the present time than the above site. the road ends so it is hard to see oncoming vehicles. There have recently been 4 or 5 accidents on Cemetery road as well as two on the side road. I urge you to extend the double yellow lines in view of the above reasons	The junction is currently protected by 11 metres of double yellow line in either direction. This is considered adequate	GRANGE
?	We are really concerned about the proposed 82m of unrestricted parking spaces on Cemetery road below 223. Where does the evidence come from that we should go backwards and contradict the earlier consultation. This can only be aimed at supporting businesses rather than residents. Where are we supposed to park now and what on earth are we paying for?	It is proposed that the unrestricted parking be turned into 10 hr bays. Please refer to the main report	GRANGE
?	I am writing to voice my approval for the proposed changes at the top of Cemetery Road (extension of bays) ever since the scheme came into force we have written about the inadequate number of bays. The "free" spaces thee have simply been an extension of the garage forecourt. I am looking forward to formal approval for the extension of the bays.	Support noted	GRANGE
?	I would like to object to the changes of current parking restrictions on Cemetery Road. The parking provision at present is a huge improvement on the previous deregulated system that existed on our street. Cemetery Road was historically parked solidly from 8am to 6pm with norwich union staff which meant that during the day, you could never return to park on Cemetery road. This problems has now been removed. Residents can now park within a reasonable distance from their homes. If a section is reopened to Norwich Union staff it will simply fill up from 8 am until 6pm and this will push 15 to 20 residents to having to park a distance from their homes. I could understand if it was linked to a commercial loss to the traders yet their are no commercial premises on cemetery road. I feel very strongly that the current situation should remain and any alteration will have a detrimental effect on the residents.	It is proposed that the unrestricted parking be turned into 10 hr bays. Please refer to the main report	GRANGE
Cemetery Road	Writing to put forward the strongest possible objection. It will have a crippling effect on business. We rely on the few bays for staff and customer parking, also operational parking and vehicle drop off. Please reconsider taking away these few free bays.	The additional residents permit bays have been requested by the residents in the area. The garage can make use of the bays with business permits and visitor permits.	GRANGE
Cemetery Road	My garage exits onto Pearl Street. It is difficult to see how the parking scheme has made improvements. The only problems we had was when Sheffield United were at home. This hasn't been addressed by the scheme. The restrictions on the far side of Pearl Street has caused residents to park on the Cemetery Road side without needing a permit. I see that you are planning to place a yellow line outside my garage. My garage is too small to fit a car in so I use it for storage so if you place a yellow line outside it, your proposal would restrict my parking. I would be happy to see the parking scheme scrapped on pearl street. do not restrict parking further.	It is proposed to remvoe this section of single yellow line. The removal of this line allows the resident to park across their drive however it does mean that anyone could park here. If someone does park there and therefore is causing an obstruction then this is a police matter.	GRANGE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Cemetery Road	I wish to express my strong opposition to aspects of these proposals. There is a proposal to reduce 4hr shared use bay and leave 82m unrestricted spaces. This will be a return to the dark days for us before the scheme was introduced. It will be difficult for residents on this stretch to park outside their houses during the day. As a resident in a property on this section I was very happy to pay for the privilege to park. I was shocked when the rates were unnecessarily reduced. If some concession to the commuter parking lobby must be made then why not allow commuters to park all day in the shared bays. In conclusion I would say that these proposals would be a severe retrograde step in the evolution of a scheme which has provided a great improvement of amenity to the properties on this section of Cemetery Road.	It is proposed that the unrestricted parking be turned into 10 hr bays. Please refer to the main report.	GRANGE
Cemetery Road	My Neighbours and I are dismayed to see that the new recommendations for the parking scheme on Cemetery Road include the loss of the residents parking bays outside the houses just below Pearl Street to Montague Street. One of the central reasons that we were in favour of the scheme was that the scheme would alleviate the problems we had by the staff of norwich union parking. It was impossible for me to go out and come back and find a space. Since the permits this has improved greatly. I have spoken to neighbours and they may contact you separately. We all feel that losing the residents space means that we will not be getting benefit from paying the permit fee. There are parking facilities at the businesses and as we are all happy with the current situation, we can only feel it is too much of a coincidence that the stretch being designated for the loss of a bay is the nearest one to Norwich union. we do not feel that businesses should take precedence over residents as the street is our only parking facility. In addition we also get the football parking which adds to our feeling that there should be more residents only bays. I hope you will reconsider the recommendations.	It is proposed that the unrestricted parking be turned into 10 hr bays. Please refer to the main report.	GRANGE
Langdon Street	I would like to point out some of the faults that affect the residents of Langdon Street, Fentonville Street and the roads connecting them. The bay between the disabled bay and no 20 langdon street is often used by the residents and visitors of numbers 20-32 and 11-25. 166-176 Sharrow Lane who have double yellow lines outside their homes. the residents of Washington Road regularly have to park there because they cannot get in the shared permit / pay and display bay. the same applies to a bay between fentonville and langdon and although it is 2 hour limited stay, no ticket machine is present and wardens do not come round. although you arereducing the double yellow lines at the junction with Fentonville St with Stemp and Croydon St for some reason you are not doing the same at the junctions with Langdon Street. The biggest worry is the removal of double yellow lines on Sharrow Lane opposite Langdon Street. besides being very dangerous, it also seems unnecessary as the houses that back onto that stretch of road already have unrestricted parking and can park on sharrow lane in the bay that is rarely used. if it goes ahead, it will make that stretch of road single file. the real danger is in the evenings when cars are parked both sides between fentonville and langdon Street. anyone wishing to turn right from langdon street will not be able to see vehicles coming towards them and if the pull out into the middle of the road, they will not be able to get to the other side of Sharrow Lane because of the parked cars on the other side.	A variety of bays are provided for all users. The removal of restrictions have been done due to requests from residents. We have tried to reduce double yellow lines and extend the bays where possible in this area. The single yellow line has been provided to give resident's spaces to park near their homes in the evening as well as accommodating the restaurants in the area.	GRANGE
Langdon Street	I have noticed a change to the scheme which I must register my most emphatic protest. Before the introduction of the scheme I could not park anywhere near my house when there was a match at Bramall Lane. It was a great relief when the scheme was introduced. Now you are going to take the Saturday restrictions away.	We have received only one comment regarding the omission of Saturdays in the Grange scheme. We propose to monitor the area and would welcome feedback from local residents once the season begins in August 2010.	GRANGE
Langdon Street	I object to splitting the scheme into smaller zones. Keep it as it currently is as one large zone	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones.	GRANGE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Thornsett court	Overall the scheme looks to be very good but I have some suggestions for improvements/ additions. Sharrow lane outside thornsett court flats. The double yellow line should be extended by 2m each side of the entrance. During the week when the unrestricted spaces are occupied, it is difficult to see into the line of traffic. . Psalter Lane west of Kenwood Bank. I would suggest the extension of double yellow lines on the westbound carriageway up to a point where the parking bays begin on the eastbound side. currently there is an accident potential caused by a pinch point. and the narrowing of the road. . adding the yellow lines will allow the free flow of traffic rather than having to wait and pull around parked cars. sharrow lane between priory Road and Smeaton Street. i would suggest that changing the current double yellows to single yellows is rethought (29m near medical centre) this move will encourage people to park there and cause congestion. changing permit bays in the adjacent areas to limited waiting shared bays should provide alternatives.	A variety of bays are provided for all users. The removal of restrictions have been done due to requests from residents. We have tried to reduce double yellow lines and extend the bays where possible in this area. The single yellow line has been provided to give resident's spaces to park near their homes in the evening as well as accommodating the restaurants in the area. The double yellow line has been extended at the request of the resident	GRANGE
?	The scheme has already been considered by the residents in the recent past and we agreed it would not be of any benefit to the area. The introduction of many yellow lines on the junctions will make it harder, not easier to park.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road. It is suggested that Hardwick Crescent and Psalter Lane be omitted from any future schemes following requests from residents. It is suggested that Cowlshaw Road, Junction Road, Osberton Road and Sandbeck Place become part of the Porterbrook Scheme. This could be reviewed if the house to house vote mentioned above shows the need for a Hunter House scheme.	HUNTER HOUSE
?	I am concerned that placing parking permits in the hunters bar area may have an impact on our ability to park along Osborne Road. Many of the houses are terraced and multi occupancy.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road. It is suggested that Hardwick Crescent and Psalter Lane be omitted from any future schemes following requests from residents. It is suggested that Cowlshaw Road, Junction Road, Osberton Road and Sandbeck Place become part of the Porterbrook Scheme. This could be reviewed if the house to house vote mentioned above shows the need for a Hunter House scheme.	HUNTER HOUSE
?	I am a teacher at hunters bar infant school. I don't understand the rationale behind the proposed parking scheme. Who will it benefit? Friend who live in the area say that the roads are quiet during the hours when parking permits are required. Where am I supposed to park when I go to work? I object to the whole parking scheme.	Surveys undertaken have shown that the number of permits that the school has been using has always been less than the number of permits that they have, but the reduced allocation this year was also on the basis that this would be reviewed again should the Hunter House Road area opt to be within the wider scheme. I know that the school is keen to be a good neighbour within the community and has worked with us to try to encourage staff to park throughout the parking scheme area rather than concentrating on specific roads. A key aim of permit parking schemes is to make it easier for residents to park near their homes and to discourage longer stay commuter parking. The school falls on the boundary of the permit parking scheme, so there is currently the option of using unrestricted parking spaces that are available within a five minute walk. However, it is encouraging that the two Hunters Bar schools has already adopted a travel plan, and are keen for both students and employees to consider how they get to school.	HUNTER HOUSE
Cowlshaw Road	People will not come to the area because people will not come to the area thinking being restricted. This will affect the value of the property where family would not like to live with the restrictions. The community interaction and social life will be affected. The parking plans are unsocial and discriminatory. Apart from putting the economy at a severe disadvantage it will treat its habitants into different compartments and be unequal. I urge sheffield c council not to implement the scheme and all the restrictions should be withdrawn.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Cowlshaw Road, Junction Road, Osberton Road and Sandbeck Place become part of the Porterbrook Scheme. This could be reviewed if the house to house vote proposed shows the need for a Hunter House scheme.	HUNTER HOUSE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Cowlshaw Road	We are part of the Sharrow Vale Parking Scheme. There are double yellows outside our house so we park on Osberton Place. This has worked well over the last 18 months. Under the new proposals we would become part of the hunter house/ hunters bar area. We would then become an extremely small and limited parking zone. The proposed scheme is not restricted to permit holders on Saturday. Because of our proximity to the shops, it will be difficult for residents to park on a Saturday. The nearest alternative parking streets to Osberton Place under the current proposals will be Penrhyn Road or Hardwick Crescent. They are separated by a busy main road and are some distance away. In the leaflet you say that the main disadvantages to different parking schemes is that it will be hard to find alternative parking. You give no advantages.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Cowlshaw Road, Junction Road, Osberton Road and Sandbeck Place become part of the Porterbrook Scheme. This could be reviewed if the house to house vote proposed shows the need for a Hunter House scheme.	HUNTER HOUSE
Fulmer Road	Strong objection to the scheme being extended. Has never had any problems parking on their road or the surrounding roads. The scheme is not necessary here. Permits are low at the moment but there is no guarantee that this will not rise in the future. Why should I pay to park when I can park everyday with no problem. My area was not included as it was deemed there was no problem with parking. Nothing has changed since then. Wants us to give all the residents a questionnaire so they can all have a chance to have their opinion. I do not want to pay anything for day time parking when there is not a present problem.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Fulmer Road	I welcome the proposed restrictions at the junction with Pinner Road as an improvement for road safety, but wonder why the restrictions are not proposed at the end of the cul-de-sac as a turning area. I consider the inclusion of Fulmer Road into the scheme to be totally unnecessary as the only parking problems occur out of the operating times. If the scheme is adopted onto here, I feel that residents should be able to use their permits throughout the Sharrow Vale scheme. There needs to be some enforcement in relation to parking at junctions, please remove Fulmer road from your proposals.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road. As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. there is parking on existing double yellow and single yellow lines then further enforcement can be requested from our Parking Services team. While further investigations are carried out, it is not proposed to continue with any new single/double yellow lines	HUNTER HOUSE
Fulmer Road	I have rarely been unable to park outside my own house. On the rare occasion I have not been able to find a space, it has been after 9pm. I have spoken to my neighbours and I cant find anyone who thinks the scheme is necessary. I assume the restrictions are to stop commuters using the area to park. If commuters use my road, there are very few of them. People using the roads to shop do not cause a problem either. If I experienced parking problems I would welcome the scheme but I do not. Nothing has changed since the original proposal in 2007.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Fulmer Road	I wish to register my objection to the proposal to make this area into a permit parking scheme as it is only evenings when parking is a problem. What about workmen's vans when they are updating property. I can only see problems, no benefits.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road. Trade and visitor permits are available for tradesman working in the area.	HUNTER HOUSE
Fulmer Road	I would like to register my objection to the proposals for the Hunters Bar permit scheme. My main observation is that the proposals will immediately reduce the overall parking capacity of the area through the introduction of 24hr parking restrictions. I ask if you have undertaken a survey of vehicles that currently actively park in the area. I suggest this survey will most of these vehicles will be eligible for residents permits. Do not reduce capacity by bringing in 24hr restrictions or increase capacity by banning trailers/ motor homes, restrict households to no more than 2 vehicles, encourage residents to drive smaller vehicle, ban long term parking.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Fulmer Road	I am not in agreement with the proposed parking scheme in my area and do not feel that permit parking would be beneficial to those who live in the area. After speaking to people already in a permit zone, I see no benefits to residents of an area and see it as an unwanted expense. I do not feel the leaflet gives enough incentive to express our views. I feel a local vote or questionnaire would have been better.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Fulmer Road	I would like to register my agreement with the proposed scheme in the hunters bar area. I have always experienced parking problems. I feel that the scheme will allow residents to park on their road at key times of the day. I also feel that drivers will be more mindful about where they park i.e. blocking wheelchair access etc.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Fulmer Road	We strongly object to the proposed changes in the Hunters Bar area for the same reasons we objected to the original scheme. It offers no benefit whatsoever to us as we work full time and the scheme will only be policed during the day time when we are at work and when the road is empty anyway. The scheme will only benefit the council who will generate income from it. The scheme will only result in losing parking spaces as the road will be remarked at junctions. We cannot afford to lose parking spaces. There is no provision for visitors and workmen under the proposed scheme for Fulmer Road. It is ridiculous to expect delivery men and elderly visitors to park near Sharrow Vale Centre and walk up the steep hill. While we accept that some people on Pinner road and at the bottom of Hunters Bar experience some problems due to the proximity to the shops, we do not have this problem. We have 1 car and work full time. It is unfair to expect us to pay to park on our road when there is no guarantee of us getting a space on our road or the surrounding streets. Our road is in a terrible state and in some places the old cobbles are visible.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road. While further investigations are carried out, it is not proposed to continue with any new single/double yellow lines	HUNTER HOUSE
Guest Road	Doesn't think there is a parking problem. Doesn't want the scheme. Think introducing some double yellows are a good idea at the junctions, although it reduces the capacity for parking. I can always find a space when I come home from work. The main problem is careless and considerate parking. marking individual bays could possibly solve this problem. Why is the very bottom of guest road excluded from the scheme?	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road. If any obstruction of accesses is caused by the inconsiderate parking mentioned in this response then this can be referred to the police. While further investigations are carried out, it is not proposed to continue with any new single/double yellow lines	HUNTER HOUSE
Guest Road	I would like to express my full support for the introduction of this parking scheme into the Hunters Bar area. We are suffering from displaced parking. When you take up the issue of permits, I hope you will consider the possible number of parking spaces available which will be reduced by your introduction of double yellows. I would prefer the scheme to operate Monday - Saturday-sat 08:00 to 20:30	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road. While further investigations are carried out, it is not proposed to continue with any new single/double yellow lines	HUNTER HOUSE
Hardwick Crescent	At the moment Hardwick Crescent is not in the scheme and the problems are in the evening and at weekend not during the day. This is due to there are very few houses with off road parking and many households with more than 1 car. Permits would not help this. I wish to support the prohibition of waiting around the dead end of Hardwick Crescent in front of numbers 17 and 34 and the entrance to Psalter Court. This would give a safe turning area with only the loss of 1 parking space	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Hardwick Crescent and Psalter Lane be omitted from any future schemes following requests from residents. Residents should be aware that displacement parking may occur. We wish to still implement the double yellow lines to create a turning head following support from residents.	HUNTER HOUSE
Hardwick Crescent	The proposed scheme will not in any way improve parking availability on Hardwick Crescent, and will expose visitors to the potential hazard of fines. The scheme will not prevent Sharrow Vale residents parking on Hardwick Crescent. Any difficulties on this road are in the evening. The times proposed could restrict thousands of tourists that could flood into the area. Installing the scheme on Hardwick will bring no benefits. .	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Hardwick Crescent and Psalter Lane be omitted from any future schemes following requests from residents. Residents should be aware that displacement parking may occur. We wish to still implement the double yellow lines to create a turning head following support from residents.	HUNTER HOUSE
Hardwick Crescent	I am writing to object to the proposals. I can see no need for a parking scheme to be introduced on our road. We do not have problems with parking during the day. The only time the road gets overflowed is outside the permit parking times. I object to having to pay for a large amount of visitor permits. I ask that you reconsider and exclude our road from this.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Hardwick Crescent and Psalter Lane be omitted from any future schemes following requests from residents. Residents should be aware that displacement parking may occur. We wish to still implement the double yellow lines to create a turning head following support from residents.	HUNTER HOUSE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Hardwick Crescent	I do not recognise the need for or any benefit from the extension of this scheme to Hardwick Crescent. At the times proposed there are no problems what so ever with parking on this road. It is my wish that Hardwick be excluded from this scheme.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Hardwick Crescent and Psalter Lane be omitted from any future schemes following requests from residents. Residents should be aware that displacement parking may occur. We wish to still implement the double yellow lines to create a turning head following support from residents.	HUNTER HOUSE
Hardwick Crescent	I wish to object to your proposals on the following grounds. There is no hint of a daytime problem with parking on Hardwick Crescent. I have never been unable to park during week days. Many residents cars are absent during the day and having to purchase a permit would have little benefit. the councils concern that parking problems will occur on Hardwick Crescent after the introduction of permits for nearby roads may well be unfounded. a fairer course of action would be to continue to leave Hardwick Crescent put of the scheme and if parking problems escalated, the decision could be reviewed.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Hardwick Crescent and Psalter Lane be omitted from any future schemes following requests from residents. Residents should be aware that displacement parking may occur. We wish to still implement the double yellow lines to create a turning head following support from residents.	HUNTER HOUSE
Hardwick Crescent	I am writing to express my objection to the introduction of the scheme on my road. The main problems occur at night not in the day so introducing the scheme will not improve this.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Hardwick Crescent and Psalter Lane be omitted from any future schemes following requests from residents. Residents should be aware that displacement parking may occur. We wish to still implement the double yellow lines to create a turning head following support from residents.	HUNTER HOUSE
Hardwick Crescent	I strongly object to Hardwick Crescent being included in the scheme. It is an unfair, unequal tax that is not spread evenly across the uk	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Hardwick Crescent and Psalter Lane be omitted from any future schemes following requests from residents. Residents should be aware that displacement parking may occur. We wish to still implement the double yellow lines to create a turning head following support from residents.	HUNTER HOUSE
Hardwick Crescent	I am writing to convey my objections to the proposed parking scheme. I am a full time mum and therefore at home during the day. From my point of view the scheme is not necessary. The problems on here occur late in the evening. I am unhappy about paying for a permit which would solve a problem that does not exist. please exclude Hardwick Crescent from the scheme.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Hardwick Crescent and Psalter Lane be omitted from any future schemes following requests from residents. Residents should be aware that displacement parking may occur. We wish to still implement the double yellow lines to create a turning head following support from residents.	HUNTER HOUSE
Hunter Hill Road	The scheme for this area was rejected 3 years ago. We have no problem parking on this road and feel this is being imposed on us. We do not want it and feel this is the verdict of the residents. I do understand that things change as time goes by but I have never had any problems parking on this road. Most of the time the road is empty. It fills up in the evening and at weekends.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Stretton Road.	HUNTER HOUSE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Hunter Hill Road	I objected to the original scheme. There are still no issues with parking on Hunter Hill Road during the day, however there are parking problems in the evening. I have the following comments regarding the proposals. The scheme is referred to a permit holder scheme not a residents parking scheme which implies that non-residents are able to obtain permits. Are the council intending to mark out permit bays on the roads? Some of the roads are not wide enough to allow this without kerb parking and I assume this will still be accepted practice or a number of spaces will be lost. Marking out bays encourages people to park better and not take up more than one car space. The proposed hours of operation fall outside the main parking congestion times which is early evening from 1830 to 2100 when there is potentially a cross over between residents returning home. If the council are confident that a problem exists in this area, the permit hours should be extended to 2030 and include Saturdays. I agree with the areas around junctions being marked to stop dangerous parking however, by having 10m marked, you lose a lot of space, a reduced length of double yellows could be used. Will the council use this as an opportunity to make the road surfaces better? Are the reductions in costs of permits a temporary measure? The leaflet doesn't say when representations need to be made by or when the scheme will be implemented? Can you please advise of this? I don't think a daytime scheme is required in this area. I will only support the scheme if shared properties are restricted in the number of permits they can have.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road. While further investigations are carried out, it is not proposed to continue with any new single/double yellow lines	HUNTER HOUSE
Hunter Hill Road	Objects in strongest possible terms to including the Hunters Bar area in the permit scheme. There is not and never will be a parking problem as there are no shops in the area. The scheme is being forced, the scheme was rejected back in 2007. Isolating for those on a low income. Public transport is not usable due to journey times.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Hunter Hill Road	I am opposed to the parking scheme you have put forward. The scheme is ridiculous and the times will apply when most people are out and there is not a parking problem. People don't park properly and take up two spaces and on the pavement. The only way to solve this is to widen the roads and putting in parking boxes. This should be paid for out of the road maintenance budget, not the residents' pockets. If we are charged, we should get our own numbered parking bay.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Hunter Hill Road	I would like to object to the proposed changes in the Hunters Bar area. Specifically on Hunter Hill Road and Roach Road. I thought a scheme like this was to reduce congestion yet the times of operation are when the roads are quiet. I have one car and only struggle when I come home after 8pm. I feel that paying to park would only be beneficial if there was a problem in the first instance. The proposal would stop parking on Roach Road between Hunter Hill and Hunter House Road. The access to our house is via back gate on Roach Road and we would not be able to park at our gate.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Hunter Hill Road	We were asked if we wanted the scheme 3 years ago and the answer was no. We have no parking problem. Many cars have now gone off the road as the arts college has closed. I'm not bothered about the fee, but there is no problem so why make one? From 8am to 5pm the roads are almost empty.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Hunter Hill Road	I would like to register my objection against the current Sharrow Vale parking scheme proposed for the Hunters Bar area. The part of Roach Road that joins Hunter House to Hunter Hill is marked up as restricted waiting. This is the area where we currently park our car as this is the back entrance to our house. Since we have moved into the house we have only had problems with parking in the evening. The restricted hours are when people have left for work	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Hunter House Road	Approve of the 15min trial and lower cost of permits. Object to the implementation of the permit scheme across the Hunter House area as the parking problem is at night, not during the day. I would propose free parking for an hour around this area using a disk timer. This could also extend down Sharrow where it would stop commuter parking. My main concern is the restriction of parking on my road. There are already too many cars parking badly. If you feel permits will help this, I would be in favour, but without evidence, I believe the scheme will just extend the problems.	Please see the main report regarding the 15min free trial and the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Hunter House Road	I do not wish for the scheme to be implemented at all. I cannot see it solving any of the parking issues as there are not any (pictures supplied) as you can see there are no parking problems in the proposed 830-1800 restriction window. There is also a total absence of shops in the area. If the council ignores my request to abandon the proposals, it should be free to residents and visitors. Shoppers do not park here. In places such as south sea I can see a need for a scheme but there are few holiday makers in the Hunters Bar area. I have also sought advice from an estate agent who says my property with be devalued.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Hunter House Road	I would like to object to the proposed restricted parking scheme. I have had no difficulty in finding a space. I strongly object to the physical intrusion of pay and display machines, street signs and road markings. The character and charm of the street is worth conserving. The road simply does not need this scheme.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	
Hunter House Road	I strongly object to the inclusion of Hunter House Road in the scheme. When the scheme was first introduced, I and other people on surrounding streets objected on the grounds that there were not parking problems on our roads during the day. The parking problem is at night when sometimes I have to park a few streets away. I enclose pictures taken at 14:30 on wed 16th Dec. This shows Penrhyn Road, Roach Road and Hunter House Road. All the roads have plenty of free spaces. Despite my scepticism the council listened to use and omitted us from the scheme. Why now when nothing has changed from this position 2 years ago, are you considering imposing the scheme that will cost the council and residents money. We do not want it. I would be more than happy to buy a permit if you could guarantee me a space outside my house at night. This is not the case	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Hunter House Road	Myself and other residents in this area have submitted evidence to support a permit scheme as an urgent move to make life less stressful. I am writing to ask why it has taken so long. Plans have been drawn up. We would like to know why this has not been carried through as a matter of urgency. We have lost 3 neighbours as they have moved house due to the horrendous parking situation. I am staggered by the inconsiderate and aggressive way in which people park. There are no passing places on Hunter House Road and people use it as a short cut. Residents have to double park to unload their cars. People park from further outside the city and use it as free all day parking and catch the bus. the schools in the area cause additional problems as staff use these roads to park their cars all day. There are elderly people who need carers and these cannot park, when my mother comes to visit she cannot park. I work from home and when i visit people then return home, i cannot find anywhere to park so this is impacting on my work life. At one point the refuse lorry could not access the road and access for emergency vehicles is comprimised. cars park on the road sometimes for several weeks without being moved. life on our road has become stressful to say the least. The inclusion of hunter house road in the scheme will alleviate many of our problems.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road. If any obstruction of accesses is caused by the inconsiderate parking mentioned in this reponse then this can be refered to the police.	HUNTER HOUSE
Hunter House Road	Parking on my street has become a nightmare so I fully understand the need for a parking scheme. However the problems occur after 5pm. When I come home from work I have to park a considerable distance from home. I would suggest that the timing of the scheme be reviewed.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Hunter House Road	When the scheme was first proposed 2 years ago we objected as there was no parking problem. I don't think the scheme has a big impact on our road except maybe at the bottom of the hill where workers park. The main concern is being able to park in the evening. Returning home at 8pm means that most of the time you have to park on a different road away from you house. the proposals will not help this. I do not think that people will be put off buying permits so I feel it is needed that the number of permits per household needs to be restricted.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Hunter House Road	The residents were suffering from congestion when the art college was open but now it has closed there are no parking issues so why is there a need to charge residents for parking outside their homes.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Hunter House Road	I would like to reconfirm my opposition to the Sharrow Vale parking scheme and also to the Hunters Bar scheme and the proposed changes. I have been opposed to these schemes from the outset as I believed it would not help the parking in the hunter house area and would impose restrictions where there wasn't a problem. the cost is trivial but the process to park is not. I would object even if it was free. In the Hunter House area, parking is generally not a problem during the day but is a problem in the evening. parking is busy due to residents, not commuters. driving in the area is more difficult as people park on the corners and the roads become one way. I would prefer no changes to be made and the scheme to be removed altogether. If the hunter house area is to be included, it needs to be part of the charrowvale scheme. an isolated scheme would have no benefit. I am fiercely against the extension to the sharrowvale scheme to 20:30. This area provides as overspill for hunter house road in the evening and there is usually no parking problems there.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Hunter House Road	I would like to object to the proposed introduction of the permit scheme for Sharrow Vale. My understanding is that this is to aid parking on the road and permits will initially be limited to 2 per household. My road is made up of terraced housing which do not have big enough frontages to accommodate 2 cars so if all houses take up 2 permits, this will have no benefit. surely houses should be limited to 1 permit with the 2nd costing alot more. the problem with parking is in an evening and is only in the university term time. Introducing a scheme that does not cover this time of day is not value for money and does not solve the evening problem. Our road does not need protecting from shoppers or commuters. Only residents park here. I admit the area has inconsiderate road users. You can see that cars park at junctions and sometimes totally on the pavement. on roach road there are some properties with unused accesses. It would be a shame to lose this as a parking space. If the scheme was introduced I would want the area on roach road leading to Hunter House Road to be changed to permit only. If other roads in the vicinity are permit parking then hunter house must be too.	Further investigation into Hunter House Scheme. Possible house by house vote.	HUNTER HOUSE
Junction Road	The lady and her neighbours have unrestricted spaces outside their house. There is not much unrestricted in the area so this will be parked up all the time. Can we change this to a permit bay? She will find it impossible to park and has young kids.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Cowlshaw Road, Junction Road, Osberton Road and Sandbeck Place become part of the Porterbrook Scheme. A variety of bays have been suggested in order to provide a balance for the many users in the area. The road is consider too narrow to mark out formal bays	HUNTER HOUSE
Junction Road	We support the introduction of the scheme to Hunters Bar. We object to the proposed bus stop in front of our house on junction road which is unnecessary and reduces parking available for residents as the bus only comes once an hour and rarely stops. When it does it usually stops in the road which is sufficient. This activity doesn't merit an official stop. We also object to the proposed bus stop and extra section of double yellow lines on the junction of Junction Road and Cowlshaw Road which will decrease parking available for junction road above Penrhyn road junction to around 8 cars only. This will clearly not serve the 21 houses from 1-41 junction road, the four houses opposite and any additional permits issued i.e. to the office opposite our house. Please could the additional double yellow section be re-considered and changed to permit holders only or could the 'unrestricted' section on Junction road be made permit holders only? Also, as junction road falls on the border of the scheme it will be more difficult to find alternative parking near our house if the scheme applies only to each designated section. Could we use the spaces on Sharrow Vale as well?	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Cowlshaw Road, Junction Road, Osberton Road and Sandbeck Place become part of the Porterbrook Scheme. The changing of the unrestricted area of parking to permit holder only bays on Junction Road would require a change in the Traffic Regulation Order which may be possible depending on the outcome of the consultation within the Hunter House area. However, the comment about loss of parking associated with the bus stop clearway is noted and as such the feasibility of looking into an alternative way of providing a level access boarding point at this stop whilst maintain as much parking as possible will be investigated. Finally, feedback from consultation has told us that the lack of flexibility regarding permit usage in the 'home' zone only is not welcomed, as such, it is proposed that permits will be valid in 'home' and adjacent zones.	HUNTER HOUSE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Junction Road	Website different to leaflet. Web version doesn't have any red on. Which is correct one? I will never or have ever agreed to this parking scheme. I was told that people in my area didn't want the scheme so what has happened to now make us be included. 15mins free on sharrowvale road is a waste of time. You wont have time do to any shopping in this time. If the council can guarantee me a parking space outside my house then I will opt in, but I know this is not possible.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Cowlshaw Road, Junction Road, Osberton Road and Sandbeck Place become part of the Porterbrook Scheme. This could be reviewed if the house to house vote proposed shows the need for a Hunter House scheme. Please see the main report regarding the 15min free trial	HUNTER HOUSE
Junction Road	We have lived here since 1974 and have always been able to park near our home except for during the school run. Now the parking on Sharrow Vale Road is permit only, many more cars park on here. We could consider it a relief considering the new situation if we were to have permit parking. It would also be useful idea to allow parking on Junction Road in the places which are permissible.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Cowlshaw Road, Junction Road, Osberton Road and Sandbeck Place become part of the Porterbrook Scheme. This could be reviewed if the house to house vote proposed shows the need for a Hunter House scheme.	HUNTER HOUSE
Junction Road	I think the scheme is a good idea and I welcome it. I frequently have problems parking near my house. The parking outside properties on junction road and others in the area are used by shoppers. My concerns with the scheme are: it is only intended to run Monday - Friday 8am - 630pm. one of the busiest days for parking on our road is Saturday. if sharrowvale centre scheme includes Saturday, this will push shoppers from those areas to junction road. My principle concern is that there is no parking bay outside my property. It is proposed that there is a section of double yellow line that runs from Osberton Place. I would therefore strongly oppose the scheme unless the parking bays are extended to incorporate the road outside numbers 9 to 13 Junction Road. I would also oppose double yellow lines being placed outside these properties.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Cowlshaw Road, Junction Road, Osberton Road and Sandbeck Place become part of the Porterbrook Scheme. This could be reviewed if the house to house vote proposed shows the need for a Hunter House scheme. The width of this road is too narrow to accommodate parking on both sides. The nature of the bend also makes it difficult for traffic to pass if cars park on both sides. Parking has been allowed on the other side of the road as there are residential properties.	HUNTER HOUSE
Penrhyn Road	Fantastic. At last. Sick of area being used as free car park. Can I also suggest that you implement an access restriction for residents only from 07:30 to 9.30am. Cannot access Psalter lane sometimes. You will face a problem with garages on Penrhyn Road. Some houses have converted their basements into garages but are unused as vehicle access but will still insist that their access is kept clear. This will take away a lot of parking spaces from the area.	Support noted. If the scheme is to be introduced then the suggested yellow line will be removed from the proposals at the request of the resident. The removal of this line allows the resident to park across their drive however it does mean that anyone could park here. If someone does park there and therefore is causing an obstruction then this is a police matter.	HUNTER HOUSE
Penrhyn Road	I feel that the areas set out in the proposals are too large. The Guest Road/ Penrhyn Road junction upwards are not affected by the Sharrow Vale shopping arrangements. The parking problem (which is minor) is due to multi-occupancy households. The school times do not affect the busy residential times as a large number of the residents use cars to get to 9-5 style work. The current proposals will negatively impact on the quality of life in the area.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Stretton Road.	HUNTER HOUSE
Penrhyn Road	Fully supporting the Hunters Bar area to be included in the area. My only reservation relates to the hours when the scheme is available. I would prefer for it to operate Monday - Saturday-sat 08.00 to 20.30	Support noted. Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Stretton Road.	HUNTER HOUSE
Penrhyn Road	The problem with parking in the area is when people return home from work in the evening. This is mainly due to the dance school attendees take up most of Stretton Road. Since this road will be unrestricted, the problem will get worse. I find myself having to park on Osborne road. I have noticed that the unrestricted parking is where there are no houses but there are 2 whose front doors are on stretton road: these are mine and another. Why cant Stretton Road be limited to permit parking only? The extra yellow lines on corners will reduce parking spaces further and will increase accidents due to visibility being improved. I am not in favour of the extension to the scheme.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Stretton Road. While further investigations are carried out, it is not proposed to continue with any new single/double yellow lines	HUNTER HOUSE
Penrhyn Road	It would appear that some areas are not covered by permit parking. I feel that if you intend to bring the scheme in, all the areas should be covered by permit parking as most of the houses have at least 1 car and several of them have 2. I have observed that since the Sharrow Vale area has been restricted, we are getting more and more day time parking making it difficult to park near your property. The main problem is the evening therefore the 18.30 limit is useless. Can you clarify the parking in front of garages (most not used as garages) would be restricted.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Stretton Road.	HUNTER HOUSE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Penrhyn Road	I would like to register my full support in principle to Hunters bar being included in the permit scheme area. My only reservation relates to the hours when the scheme is to be available. I would prefer to operate Monday - Saturday-sat and from 08:00 to 20:30 as is the proposed case from Endcliffe, Botanical and Sharrowvale centre areas.	Support Noted. Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Penrhyn Road	Having read the document several times I am still none the wiser as to how the scheme will operate or the effect it will have on my street. I cannot see how the red on the plan relates to other shaded symbols in the box below. Many of the local houses are multiple occupancy with up to 5 residents and many have cars which leads to a parking problem. students often leave their cars on the same bit of road for days unlike residents who go to work so free up spaces. Demand on parking means that cars often park in a bizarre position especially on corners. This leads to obstruction for large vehicles or emergency vehicles. If you can let me know how the scheme will impact on my road I would be grateful.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road. While further investigations are carried out, it is not proposed to continue with any new single/double yellow lines	HUNTER HOUSE
Penrhyn Road	This is a letter of objection to the proposed parking restrictions in the Hunters Bar area. I live at the top end of Penrhyn Rd near Roach Road and have never had any problems parking my car. If restrictions were to be put in place I would suggest that the sections closest to Junction Road be the ones where they are implemented.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Penrhyn Road	I am writing to object in the strongest possible terms to proposals to introduce restricted parking in the Sharrow Vale Road area. It is acknowledged that parking is busy in that area, the inconvenience of parking will not be as bad as the inconvenience of living in a restricted parking area. I also object to paying to park outside my own house. Parking has eased since the closure of the University campus so it is ludicrous that the council are considering these measures now. the introduction of a partial scheme would have the result of squeezing non-permit holders into an even smaller area and causing congestion. We do not want it so do not do it.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Penrhyn Road	I do not wish the scheme to go ahead as I do not have trouble parking on my road. I do not wish to pay to park outside my house.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Penrhyn Road	I would like to express my real concern over these plans. I work from home and see the pattern of traffic during the day. Guest/ Junction/ Penrhyn Road all get clogged with parents but this does not cause residents problems. There are no problems with shoppers in the Penrhyn/ guest area at all. I would support a system of suggested parking areas at a set time or for elderly/ disabled and the use of keep clear signage. Having lived in controlled areas before and I feel it is detrimental to life and would like to see clear evidence of why they should be enforced in these areas. I think if the system is introduced, it should be times to shopping/ school times only. I think residents should be able to have many guest permits for short term visitors.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Penrhyn Road	I would like to lodge my opposition to the changes proposed as the problem is only acute during University term time. Requires more detail about the changes	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Pinner Road	Scheme is completely unnecessary. We have no problems parking at all. I previously lived within a permit scheme and it was more hassle than its worth. Objects to them being introduced to the scheme.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Pinner Road	I don't believe any restrictions/ permits are necessary as parking here is not a problem	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Pinner Road	Supports the scheme	Support noted	HUNTER HOUSE
Pinner Road	Supports the scheme	Support noted	HUNTER HOUSE
Pinner Road	I strongly oppose your proposed parking restrictions for the estate. I feel it is not necessary and will be more of a burden to residents than a help. Please do not bring in your proposals.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Pinner Road	I fully support the introduction of permits. While the most problematic time is the evenings, I believe the introduction of permits will discourage residents from multi-occupancy houses from having so many cars and thus will reduce the number of vehicles in the area. At present with there being many cars trying to park, residents are parking illegally on corners making it unsafe for drivers and pedestrians.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road. If any obstruction of accesses is caused by the inconsiderate parking mentioned in this reponse then this can be refered to the police.	HUNTER HOUSE
Pinner Road	I am interested in the proposed permit parking scheme and would like to apply	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Pinner Road	Formal letter of objection. Doesn't feel there is a problem on that road. I suggest that few residents of Pinner Road actually what the scheme to be adopted. Virtually no houses on here have garages so the only parking available is on the highway.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Psalter Lane	I am very much opposed to this idea and will not be bullied into this scheme by a council that has no intention of doing anything other than steamrolling its residents into acceptance.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Hardwick Crescent and Psalter Lane be omitted from any future shcemes following requests from residents. Residents should be aware that displacement parking may occur	HUNTER HOUSE
Psalter Lane	As a resident of Psalter Court I wish to object to the proposed restrictions at 172-176 Psalter Lane as there seems to be no valid reason for them. Valuable long used parking space will be lost to the poorly served Psalter court complex which already suffers competition for this due to the pub. You have not given an explanation for the proposals but have summarised that there could be a traffic hazard or Occupiers have requested them. There cannot be a hazard as this would have been rectified by the authorities years ago. May I request that free 4 hour parking be allowed at numbers 172, 174 and 176 Psalter Lane. or at least that permit holders may park there.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Hardwick Crescent and Psalter Lane be omitted from any future shcemes following requests from residents. Residents should be aware that displacement parking may occur.	HUNTER HOUSE
Psalter Lane	I support the scheme in principle subject to clarification on a number of points. Is the single yellow line across my drive to remain? Is it possible to make this double? Can you confirm where the ticket machines will be located.	Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Hardwick Crescent and Psalter Lane be omitted from any future shcemes following requests from residents. Please refer to the main report regarding the Hunter House scheme. Residents should be aware that displacement parking may occur	HUNTER HOUSE
Psalter Lane	We wish our objections to the proposed permit parking scheme for Psalter Lane. We strongly feel that there is no problem with parking in this area. We see no advantage, and a potential disbenefit in cost and convenience in several respects were such a scheme to be introduced.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Hardwick Crescent and Psalter Lane be omitted from any future shcemes following requests from residents. Residents should be aware that displacement parking may occur.	HUNTER HOUSE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Psalter Lane	Petition from 10 residents on Psalter lane to stop the council introducing the permit parking scheme. The parking plans are regressive and discriminartory. It will out the economy to a severe disadvantage and will isolate the majority of its residents. A further letter from the lead petitioner i am disappointed that the comments were not taken to the letter for example taking double yellows from Cowlishaw Road. the scheme will restrict freedom of parking cars for residents in the area. This will downgrade the value of property in the area. The community interaction will be afected and the social area will be affected due to the parking restrictions. some are priveleged with drives and those with no drives or space have to pay to park their cars. I urge the council not to impliment these restrictions particularly to these areas namely Sandbeck Place, Osberton Place, Cowlishaw Road, Junction Road, Psalter Lane and Williamson Road because it will damage social life and community interaction.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Hardwick Crescent and Psalter Lane be omitted from any future shcemes following requests from residents. Residents should be aware that displacement parking may occur.	HUNTER HOUSE
Psalter Lane	We wish to oppose the proposed permit parking for Psalter Lane and Roach Road. There are absolutely no parking problems in the area during the day only in the evening so why have restrictive parking in the day?	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Hardwick Crescent and Psalter Lane be omitted from any future shcemes following requests from residents. Residents should be aware that displacement parking may occur.	HUNTER HOUSE
Roach Road	I am wondering what the objectives to the scheme are. Since moving into the property in August parking has never been a problem. I would be happy for the scheme to be introduced if people were parking on the road and then walking to work. The only people that seem to park on Roach Road are residents. In these circumstances I feel it is unfair to make people pay for the right to park on their own road. My other concern is the price of the 2nd and 3rd permits. We live in a multi-occupancy household with 3 cars and I presume the council is going to make concessions for multi occupancy households.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Roach Road	I wish to express my objection to Roach Road being incorporated into the Permit Parking scheme. This scheme has had no noticeable negative effect on Roach Road and it remains very easy to park here during the scheme hours. Parking only becomes problematic in the evenings when the residents have returned. I would like parking on Roach Road to remain free for non residents during the day.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Roach Road	I share a car with my sister who lives on Neill Road. She requires a permit to park outside her house but I do not. If Roach Road becomes permit only, will I need a separate permit to park outside my house or will her permit cover me? If we need 2 permits then I feel we are being penalised for trying to be green and reduce the number of cars on my road. Can you please tell me why a permit scheme is needed in this area as I remember one time that I could not park outside my house.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road. As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones.	HUNTER HOUSE
Roach Road	The problem we have on here is being unable to park in the evenings as there are too many cars belonging to local residents. During the day there is no problem and therefore no need for permits.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Roach Road	I would like to register my objection to the inclusion of Roach Road in the scheme. While the roads around Hunters Bar are generally busy and can be parked up most evenings, I do not consider there to be a problem with non-residents parking on Roach Road and have not noticed an increase in the number of parked cars since the introduction of the scheme. I do not consider there a need to introduce the scheme on Roach Road.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Roach Road	I wish to formally object to the proposed residents parking scheme extending out from the current pointless scheme around Sharrow Vale. The scheme you introduced in 2007 has not worked, is unpopular and has only served to amplify and increase the traffic issues in the area. roach road is an entirely vicinity is an entirely residential area, only the people that park here, live here. The only reason that parking has become more difficult is the introduction of the 2007 scheme. The hours of operation proposed are utterly pointless . The roads are deserted during these hours. How are visitors accommodated? There is no need for a residents parking scheme in this area.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Roach Road	I am writing to say we do not agree with the proposed extension of the scheme to roach road. We only had parking problems in the evening when the scheme would not apply. We urge you to reconsider the proposal.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Roach Road	I am contacting you to express my opposition to the proposed extension to the Sharrow Vale permit parking scheme. I can see no benefit to the residents in the area to this scheme so it begs the questions. What is the objective here? It appears that little thought has been given to it. If it are not broke, do not fix it. It would make life more complicated for residents when I feel that local governments should make life easier. Reducing the space for parking when it is already difficult has the opposite effect. In my view the current scheme is excessive as it is and is affecting most of the businesses that operate here. I feel the scheme should be reduced in its extent.	Please refer to the main report regarding the Hunter House scheme. There is a clear split in the Hunter House scheme and some further investigation is needed. It is suggested that a possible house to vote could provide further information on the inclusion of Fulmer Road, Guest Road, Hunter House Road, Hunter Hill Road, Penryhn Road, Pinner Road, Roach Road and Streton Road.	HUNTER HOUSE
Sandbeck Place	I am writing to object to the proposed changes to the Sharrow Vale Permit Parking scheme. We understand that double yellows will extend across our driveway. We have been told that this was to protect our access and turning area. If the turning area and the area across from our house is kept clear, no one has any difficulty turning around while our vehicle is parked across our driveway. We also object to the restriction of waiting proposed for the full length of the owner occupied detached houses while allowing permit holders parking for the mainly transient multi-occupancy tenants in the terraced houses along the street. We support residents only parking on the whole of the street. We object to any infringement of our right to park outside our house at any time.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Cowlshaw Road, Junction Road, Osberton Road and Sandbeck Place become part of the Porterbrook Scheme. This could be reviewed if the house to house vote proposed shows the need for a Hunter House scheme. The turning head is to remain after requests from the residents. Happy to drop the double yellow line immediately in front of their drive, subject to Cabinet Highways Committee approval. In addition, the single yellow lines in front of their neighbours drives will only be implemented if their neighbours want them, but we will not able to agree to the request that Sandbeck Place should be 'residents only' parking without changing our readvertsing our proposals. Council officers have already spoken to the objectors regarding their objections and have indicated that we would be happy to drop the double yellow line immediately in front of their drive, subject to relevant approvals. In addition, the single yellow lines in front of their neighbours drives will only be implemented if their neighbours want them, but we will not able to agree to the request that Sandbeck Place should be 'residents only' parking without changing or readvertsing our proposals	HUNTER HOUSE
Sandbeck Place	I strongly support the proposed changes that will include our road within the scheme. Very importantly the proposals include double yellows in the turning area. This is urgently required as service and emergency vehicles are unable to turn around. During the summer I paid for an H Marking on the road, can you please confirm your intentions with regards to this marking.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Cowlshaw Road, Junction Road, Osberton Road and Sandbeck Place become part of the Porterbrook Scheme. This could be reviewed if the house to house vote proposed shows the need for a Hunter House scheme. The turning head is to remain after requests from the residents. The H marking will be made into a single yellow line, unless the resident specifies otherwise. Happy to drop the double yellow line immediately in front of their drive, subject to Cabinet Highways Committee approval. In addition, the single yellow lines in front of their neighbours drives will only be implemented if their neighbours want them, but we will not able to agree to the request that Sandbeck Place should be 'residents only' parking without changing our readvertsing our proposals.	HUNTER HOUSE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Sandbeck Place	By not allowing houses on the downward slope of Cowlshaw Road to obtain permits, they park on Sandbeck Place. People from multi-occupancy houses park on here and block accesses etc. We often have problems parking on our drive. We have 3 vehicles. We feel the proposals are of good sense but would like to request specifics relating to our own property. We request no lines, no bays outside our premises. We use the drive to park one car and then the rest outside the house. For my wife's business are we allowed 10mins free pick up time. We realise we will have to keep a vehicle parked there to maintain our space outside our house.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Cowlshaw Road, Junction Road, Osberton Road and Sandbeck Place become part of the Porterbrook Scheme. This could be reviewed if the house to house vote proposed shows the need for a Hunter House scheme.	HUNTER HOUSE
Sandbeck Place	Asked a few questions about the proposed yellow lines and also if she would be allowed a permit. Also mentioned that she would like the scheme in this area extending to later in the evening and at weekends.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Cowlshaw Road, Junction Road, Osberton Road and Sandbeck Place become part of the Porterbrook Scheme. This could be reviewed if the house to house vote proposed shows the need for a Hunter House scheme.	HUNTER HOUSE
Sandbeck Place	As far as I am concerned things are all right as they are and the best thing is to leave things exactly as they are now. I would also like to make the point that the turnaround at the top of our road is extremely useful as a parking place and should be left as it is given the pressure for parking. The possible outcome that worries me most is that I might not ever be able to park on Psalter lane. This would make it very awkward for me if I was unable to park on Sandbeck Place. To sum up I am in favour of the status quo.	Please refer to the main report regarding the Hunter House scheme. Whilst investigations are ongoing in the Hunter House Scheme with other roads, it is suggested that Cowlshaw Road, Junction Road, Osberton Road and Sandbeck Place become part of the Porterbrook Scheme. This could be reviewed if the house to house vote proposed shows the need for a Hunter House scheme. The turning head is to remain after requests from the residents. Happy to drop the double yellow line immediately in front of their drive, subject to Cabinet Highways Committee approval. In addition, the single yellow lines in front of their neighbours drives will only be implemented if their neighbours want them, but we will not be able to agree to the request that Sandbeck Place should be 'residents only' parking without changing our readvertising our proposals.	HUNTER HOUSE
Hobart Street	I would like to register an objection to the splitting up of the scheme into smaller areas. I would come under the Lansdowne scheme . I don't like on the Lansdowne estate and never need to park my car further into the scheme. It is not a useful area for me to come under. There is only one corner shop so why would I need to park anywhere else on this residential estate? We did not need the scheme in the first place, there are the same number of cars on the street now as there were before.....our neighbours. My local shops are the sharrowvale shops and restricting the permit scheme will inconvenience me .	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones.	LANSDOWNE
Sharrow Lane	At the entrance to Wisteria Gardens it is proposed to change the single yellow line to a double. We have not had any problems with vehicles parking here. The problem is when large vehicles park blocking the sight line. Extending the line by a yard in each direction would make a difference.	We have had a request about people blocking this access in the evening. It is a communal car park so we wouldn't want drivers parking across this access at any time.	LANSDOWNE
Sharrow Street	Splitting the scheme into smaller schemes will cause the residents confusion and create unnecessary paperwork and signage. Who are the people that support the hacking up of a perfectly good scheme. Why are you reducing the cost of permits? Why not use the money to police the scheme. Can I suggest more policing in Sharrow and a bus service that is cheaper.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones.	LANSDOWNE
Sharrow Street	Not too sure why the scheme is being broken up into smaller neighbourhoods. If the idea to extend the hours of the restrictions, I would like to propose that Lansdowne are extended to 20.30 as it is an area where restaurant parking and particularly evening match traffic is a problem. I can not imagine the areas proposed to extend have less of a problem in this respect.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. We have received only one comment regarding the extension to to 20:30 in the Lansdowne scheme. We propose to monitor the area and would welcome feedback from local residents once the season begins in August 2010.	LANSDOWNE
Ventnor Place	I object to the proposed restrictions. They would have a damaging effect on our community. A community life depends on the ability to visit each other. Sheffield United fans need somewhere to park. Parking restrictions have a damaging effect on anyone who wants to make a brief visit like builders giving quotes etc. Local trading is important for businesses. Further restrictions will have a damaging effect on shops. Restrictions in this area will only cause parking problems in nearby areas.	The scheme is intended to provide a mix of bays to benefit residents and business in the area	LANSDOWNE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Napier Street	I am writing to say that the changes look like they will marginally improve the parking facilities in a heavily congested area. It would, however be useful if you could mark out 2 car spaces of single yellow lines. When we have weddings or funerals the cars have to double park causing obstruction. I'm not sure if there is room for a narrow lay-by at this location.	Please be advised that loading and unloading can take place on the existing Double Yellow lines in this particular location. Some Double Yellow lines come with a loading restriction.. Check local signage for restrictions.	NAPIER
?	Why are you proposing to extend the double yellow line from Waylands Road round to Psalter lane? This would remove another car parking space from an area where there is clearly a shortage. In other parts of the scheme you say you will reduce the yellow lines.	Double Yellow lines are proposed to improve visibility for cars turning in and out of a junction. The length is considered adequate to support this and there is remaining space for two vehicles. This restriction has been proposed following a request from residents.	PORTERBROOK
Bowood Road	Formally objects to the proposed alterations to the scheme. The scheme works well as it is. Change in zones will prevent people travelling and parking locally. People in the Porterbrook scheme will not be able to visit their local shops.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones.	PORTERBROOK
Clifford Road	My concerns are for my small bed and breakfast and for my guests parking their vehicles on Clifford Road. They would not want to stay at our premises if they couldn't park their vehicles. Is there anything the council does to help small businesses in a such matter? My other concern is having pay and display machines in a conservation area.	Previous consultation has shown that there is no desire to extend the existing permit parking scheme beyond Psalter Lane and into Clifford Road. However, there is potential for displaced parking associated with the changes on Psalter Lane to affect parking availability on Clifford Road. Although it is not expect that this will be significant, it will be monitored during the first few weeks operation of the new restrictions. The Council are mindful of impact on the built environment of pay and display machines in conservation areas and consequently their position is careful considered.	PORTERBROOK
Kenwood Bank	I am in full support of your proposals for Kenwood Bank and would greatly appreciate what you are going to do this would make it much better for the residents	Support noted	PORTERBROOK
Kenwood Road	Although I live on the corner of Kenwood Road and Kenwood Bank I received no details of the changes at all. I am disappointed there are no plans in the proposed changes to alleviate the constant daytime parking problems on our section of Kenwood Road. I wrote when the scheme was first proposed in 2007 requesting consideration for our road and I know other residents have done so as well. You have put 'No Parking' marks around all our drives together with double yellow lines at the road corners. These have certainly helped and we are grateful for them. However the road is constantly congested with the parking on both sides caused by office workers parking there during the day before walking or taking the bus into town or onto Ecclesall Road.	Residents of Kenwood Bank received details of the proposals as they were directly effected by them. Consideration can be given to dealing with the problems on Kenwood Road as a seperate issue.	PORTERBROOK
Psalter Lane	Just enquiring if Psalter lane is proposed to be included. Would support the scheme if so	Support noted. Following objections, Psalter Lane has been redesigned	PORTERBROOK
Psalter Lane	I am very pleased to see the scheme being extended to Psalter Lane. I am upset to see that the permit only bays do not extend to outside my house or to the opposite side of the road. There appears to be very limited spaces for residents generally in the new scheme. There will be lots of competition for the spaces. I am writing to ask that the parking bays be extended to outside my house and also on the opposite side of the road heading towards 60 and 70,	A number of residents have made this point and we will consider additional permit bays. The proposed single yellow is needed to protect the junction and access. Residents can park after the restrictions have ended but it does mean that anyone can park here.Following objections, Psalter Lane has been redesigned	PORTERBROOK
Psalter Lane	I am contacting you to express my disappointment at the proposed changes to the scheme. Since the scheme was introduced, parking has become immeasurably more difficult to park on the part of Psalter Lane where I live. There are more yellow lines so the places where it is possible to park have reduced. Currently there are no residents only bays on this road and people from surrounding roads park here. the changes will make things much worse for me. waiting is restricted along more of psalter lane both on my side and the opposite side of the road. this seems to leave a very small area of unrestricted parking which everyone will be competing for. i would rather have this as a residents only parking bay. although you have introduced a few parking bays on psalter lane, they are on the other side of teh road so i will have to cross a busy road to reach my house. i would also oppose breaking the scheme into smaller schemes as the only advantage i have noticed so far is that my permit will allow me to park in other areas of the scheme.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. Adding more permit only bays will require a TRO change. This request will be looked at again when the area is revisited. Double yellow lines were proposed for improving safety at junctions and protecting accesses: In addition, there is a proposed road safety scheme which would build out kerbs on Psalter Lane to make it easier to cross for elderly people in the area of the proposed lines. Following objections, Psalter Lane has been redesigned	PORTERBROOK
Psalter Lane	I support the introduction of parking bays on the Nether Edge side of Psalter Lane but would like to see bays on the other side also. Displacement from surrounding streets has made it difficult to park on Psalter lane. I do not have a drive so I am disadvantaged in this sense. I therefore request that resident only bays are placed on both sides of Psalter Lane.	A number of residents have made this point and we will consider additional permit bays. Following objections, Psalter Lane has been redesigned	PORTERBROOK

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Psalter Lane	If I have a single yellow line across my drive it will mean I am unable to park across my own drive. If I opt out of the line, will people be likely to park across my drive not noticing that a drive in present? Is the proposed change needed adjacent to our property? As residents we have no problem parking as we have a drive and visitors park across the end of it.	It is proposed to remove the single yellow line at the request of the resident. The resident has been contacted to ask if this is what they would like given the new information about the restriction. The removal of this line allows the resident to park across their drive however it does mean that anyone could park here. If someone does park there and therefore is causing an obstruction then this is a police matter. Following objections, Psalter Lane has been redesigned	PORTERBROOK
Psalter Lane	You show a single yellow line outside our house and no restriction is there at present. I assume the red dots shown on our side of Psalter Lane are a single yellow line which means even residents cannot park during the restricted hours. As a resident I will not be able to park outside my house during the operating times: i object to this. There are a few areas of unrestricted parking on Psalter Lane and there will be a huge demand for this. Currently the parking on our side of Psalter Lane means there is a row of parking to separate pedestrians from the traffic. The new proposals will leave pedestrians more at risk. The other side has a grass verge so it is a better prospect if parking was restricted on that side. I object from parking being removed from our side of the road. We feel the proposals are unfair to residents on our side. We feel the delineated parking zone should remain and become a permit holders only zone.	Double yellow lines were proposed for improving safety at junctions and protecting accesses. Following objections, Psalter Lane has been redesigned	PORTERBROOK
Psalter Lane	I am very concerned because our house straddles 2 permit schemes. The front of our house is in the Porterbrook Zone while the rear is in the Hunter House Zone. Both ourselves and visitors park at the front and rear of the house at different times. This also applies to other houses on Psalter Lane. I will need to be issued for permits for both zones.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. Following objections, Psalter Lane has been redesigned	PORTERBROOK
Psalter Lane	I would like to request a disabled bay and a plan showing the scheme in a larger format. I am against the proposed increase in double yellow lines on the corners of the roads in this area. I do not see the point in them. There have been no accidents. I am concerned that visitors wont be able to park. I was told that I could buy visitor permits. these seem ok in principle but a few times a year I have approx 10 visitors at once. how will they find space to park? they have never had a problem parking in the past. I think its unfortunate to say the least that you have chosen to send the leaflets out over xmas.	Will investigate the possibility of providing a disabled bay. Visitors permits are available for £2.50 for a book of 25 and the visitors can use these to park in any of the permit or shares use bays. We will be looking at adding more permit bays to this stretch of Psalter Lane in the future so visitors will have more opportunity to park. There are also many unrestricted areas on Psalter Lane which they can make use of. Following objections, Psalter Lane has been redesigned	PORTERBROOK
Psalter Lane	We strongly object to the proposals as tabled as they will make it even more difficult for residents of this part of Psalter Lane to park anywhere near their house. There seems to be a straightforward solution to this, which is to introduce residents parking bays on this stretch of Psalter Lane. Residents from the scheme tend to park here and squeeze into little spaces. Resident only bays will solve this. We have seen reference to a plan showing a crossing or island on Psalter Lane somewhere down this end. This is not shown on the parking changes map. Our concern is that this will further reduce the space available to park.	A number of residents have made this point and we will consider additional permit bays. This would however require a TRO change. Double yellow lines were proposed for improving safety at junctions and protecting accesses. In addition, there is a proposed road safety scheme which would build out kerbs on Psalter Lane to make it easier to cross for elderly people in the area of the proposed lines. As a result it is proposed to move ahead with these lines'.	PORTERBROOK
Psalter Lane	I am generally supportive but have a concern which to me is quite major. The front of my house appears to fall under the hunter house scheme and the rear of my house is in the Sharrow Vale Centre scheme. My garage is at the rear of my house (on Sandbeck Place) which is where we sometimes have to park if people block the garage or in bad weather. My concern is that I need to be in 2 schemes because of the scheme being split up. I trust you will propose a suitable solution other than expect me to pay 2 sets of charges.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. A mixture of bays have been provided for all users. It is an unfortunate location with the restrictions and road narrowing for the roundabout. Following objections, Psalter Lane has been redesigned	PORTERBROOK
Psalter Lane	You propose permit parking outside my house. I have no objection to this but feel there are not enough permit space to serve our terrace of 6 houses. At present we have problems with commuter parking and people attending events at the salvation army. Your plan shows further restrictions along Psalter Lane and surely will result in more inconvenience for residents, as commuters batter for fewer spaces. Could more permit spaces be provided in front of the stag PH?	A number of residents have made this point and we will consider additional permit bays. Following objections, Psalter Lane has been redesigned	PORTERBROOK
Psalter Lane	It looks as though you are proposing to restrict parking on the right hand side of Psalter lane. I think this is a bit odd and unnecessary. There is a parking bay outside our house and although we do get a bit of commuter parking, its not generally a nuisance. Restricting parking as proposed will simply mean visitors to our house will have nowhere to park.	Visitor permits are available for £2.50 for a book of 25 daily permits. They can be used for parking in the permit or shared use bays. There are also many unrestricted parking spaces on Psalter Lane that visitors can make use of. Following objections, Psalter Lane has been redesigned	PORTERBROOK

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Psalter Lane	The extension of the scheme only seems to indicate that there will be permit bays on the odd numbered side only. Having no parking bays on the even side will increase the premium on parking on this side. We wish to confirm that we would not want a restriction at the bottom of our driveway.	Please see the relevant plan for the Porterbrook scheme for details. The removal of this line allows the resident to park across their drive however it does mean that anyone could park here. If someone does park there and therefore is causing an obstruction then this is a police matter. Following objections, Psalter Lane has been redesigned	PORTERBROOK
Psalter Lane	Our house has a frontage onto Psalter Lane which has double yellows and is in the Porterbrook scheme. The rear of our house has a garage which has access to Sandbeck Place which will be the Hunter House scheme. Which one of these will we fall into? Both or none? I do not want any parking scheme here. The nearby parking schemes have pushed parking pressures onto Sandbeck Place which did not subscribe. I park in front of my garage as sometimes inconsiderate people block me in. The parking scheme will make this worse and the only alternative would be for me to have double yellows and i wouldnt be able to park there either. There is support from myself for double yellows in the turning circle at the end of the street where people park and walk to adjacent restricted parking areas. This leaves nowhere on the road to turn. The restriction could be reduced in size. I strongly object to the new proposals in Sandbeck Place as it would only cause me inconvenience and extra cost.	As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. Sandbeck Place is to be included in the Porterbrook scheme following requests from the residents. A single yellow line is proposed for the top end of Sandbeck place covering the access to the garages. The resident can request that this restriction is removed from their access. The removal of this line allows the resident to park across their access however it does mean that anyone could park here. If someone does park there and therefore is causing an obstruction then this is a police matter. Following objections, Psalter Lane has been redesigned	PORTERBROOK
Psalter Lane	Since the Sharrow Vale permit scheme was introduced, I have found it harder to park as people use the parking around 66-74 Psalter Lane. The number of spaces available has also been reduced due to lines being introduced at the junctions and across drives. I object to the single yellow being extended at number 66/68 at the corner of Bagshot Street as it eliminates yet another street. I object to the double yellow line at the corner of Cherry Tree Road being extended for the same reason. It only marginally makes the junction safer. I object to the introduction of restricted waiting at properties from 78-96. I object to the permit parking introduction at properties 85-109. Residents or their visitors will use the free parking in front of our house.	The single yellow line near Bagshot Street has been extended to make sure that the driveway at this location can be accessed safely. We also need to be sure that the spaces left for parking, hold an exact number of cars so that additional cars do not try to squeeze into spaces not big enough to accommodate them. Double yellow lines were proposed for improving safety at junctions and protecting accesses: in addition, there is a proposed road safety scheme which would build out kerbs on Psalter Lane to make it easier to cross for elderly people in the area of the proposed lines. Following objections, Psalter Lane has been redesigned	PORTERBROOK
Sharrow Vale Road	Overall the scheme works well as far as I can see. As I have noticed previously, the yellow line to be changed from single to double towards the Salvation Army is not long enough. You need to pull out into the centre of the road to see right up the road. Only extending the line up to the salvation army entrance will make any difference. As an alternative will it be possible to affix a mirror to provide a view of traffic coming down the road?	We feel this length of yellow line is now adequate. Visibility has been vastly improved.	PORTERBROOK
Sharrow Vale Road	We had an objection to the original scheme and this has not been addressed in the leaflet. Double yellow lines have been placed outside our premises which caused disruption and inconvenience. Delivery drivers refuse to visit us because they cannot park and unload. We request that you place a loading bay outside our business and leave the yellow lines adjacent to our entrances.	Please be advise that loading and unloading can take place on the existing Double Yellow lines in this particular location. Introducing a location in front of the premises provides undue problems for other road users. It is proposed to introduce a loading bay under an Experimental TRO (ETRO) in part of the unrestricted bay to the east of Hatfields access subject to further discussions with the objector	PORTERBROOK
Wayland Road	We are generally supportive of the changes identified in our area. We support the change from mon-sat to mon- fri. Generally in the area parking has been increased with the reduction of double yellow lines which would be of benefit. We do not support the change of non-permit zones to permit only spaces on Bagshot Street as there is no apparent reason for extra permit only spaces during the day. We propose at the junction of Bagshot Street and Psalter Lane that double yellows are extended by 1 bay (5m) on Bagshot Street. This is to assist with the turn right heading west on Psalter Lane onto Bagshot Street. This is a blind turn and can be jammed at busy times and the extra space to turn will help.	The provision of additional permit bays has arisen following a request from residents. Existing double yellow lines are considered adequate to allow the right turn into Bagshot.	PORTERBROOK

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
?	I am writing to object to the proposal for a taxi rank to be installed on Sharrow Vale Road outside the Lescar pub. My constituents on Sharrow Vale Road and Stewart Road will have noise nuisance to cope with every evening and this is unacceptable. I support Mr. Surr (328 Sharrow Vale Road) objection.	Taxis are dealt with in more detail within the main body of the report, but the City Council needs to balance the conflicting requirements of all highway users, including those of taxis and their customers in an area where road space is at a premium. As a taxi licensing authority, it could be difficult to enforce illegal ranking without providing sufficient legal ranks. It is still planned to progress with the rank in front of the Lescar as it is an area that caters for the evening economy. It is clear that there is demand for a rank in the area, but concerns are noted. We will continue to encourage drivers to switch off their engines when ranking and will continue to enforce illegal ranking, which is easier to do when formal ranks are provided.	SHARROW VALE CENTRE
?	<p>These points have been raised by the businesses of the Sharrow area. These points can be found in the main report. 1) We object to Changing the 2 hour bays outside the mediterranean restaurant to 4 hour bays. 2) Vehicles displaying the new "Green vehicle permits" to park free, must also be excluded from "all day" parking in any "time-limited" parking bays. 3) There is no provision for the hatfields jaguar dealership to unload their vehicles double yellow lines were impimented on the frontage despite requests for alternative arrangements. 4) Please note the objection to your TRO proposal to remove and reduce the number of unrestricted spaces at the bottom of Bagshot Street by replacing these with a "new 10m permit holder's only bay" along the gable end of terraced housing. This proposal is in complete contradiction to discussions with a council officer who was going to look at increasing the number of unrestricted spaces in this Porter Brook sub-scheme as, during the day, there are large numbers of spaces, some of which could be used far more effectively for local day-time demand. 5) Very long bay outside "Daybell and Choo"</p> <p>opticians on Sharrow Vale road has not been split in two as requested. This would enable the section in front of the shops to be designated for short term shop customers and visitors to the area during office hours in keeping with already existing and TRO proposed shop/bay practice. 6) There is no local area loading bay for small vans/transits on Eastwood road as was originally requested by our group. This request has more recently again been made specifically by Eastwood, Neill and Bruce road residents in conjunction with yet another request from them for the small one way system and reiterating their requirements for other requests in this document by way of petition. There is no local area loading bay for large Lorries on the straight of Sharrow Vale road, outside Hawleys Tyres as requested by our group. 7) There are no bollards or anything else proposed to physically stop illegal loading/unloading/ parking at the busy congested junction of Hickmott and Sharrow Vale Road. It is already established and now agreed by council officers that the existing implemented scheme arrangement for this junction does not work at all. 8) In response to David Whitley's enquiry as to whether the gentleman at "Porter Antiques" who has difficulty walking and lives above the shop still requires a single Disabled bay outside his shop. The answer is yes.</p>	<p>1) The proposed 4 hour bays are to remain as 2 hour bays. 2) Site surveys have been undertaken and found no green permits in the short stay bays in the shopping centre therefore no restriction on their use is needed. 3) In relation to Hatfields - please be advise that loading and unloading can take place on the existing Double Yellow lines in this particular location. Introducing a location in front of the premises provides undue problems for other road users. It is proposed to introduce a loading bay under an Experimental TRO (ETRO) in part of the unrestricted bay to the east of Hatfields access subject to further discussions with the objector 4) There have been specific requests for additional permit bays on Bagshot Street as well as general requests for more permit bays in the area. 5) Parking surveys indicate that the spaces referred to outside "Daybell and Choo" opticians turn over on an hourly basis therefore there is no need to alter them. Having two restrictions in adjacent bays have caused problems in other locations. 6) Parking surveys and feedback indicates that businesses use yellow lines to load/ unload and additional facilities are not required. 7) Bollards will be provided to deal with the problem of deliery vehicles standing near the hickmott road. Sharrowvale junction. 8) The application for the disabled bay at this location is being progressed but will result in the loss of a short term parking space.</p>	SHARROW VALE CENTRE
Ashford Road	I understand that the hours of operation are changing? What are the benefits of this for residents? It is harder for me to find a parking space now as there are fewer spaces available due to the marked out bays and I have to pay for the privilege. Extending the hours will be more of an inconvenience as people will not be able to visit me until 20:30. On the website it says that you have people who support these changes, up to now I have not met a single person who supports them.	Smaller schemes have been introduced to reflect local need.	SHARROW VALE CENTRE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Berresford Road	It is no good extending the parking strips without dividing them into bays. A lot of residents park in a selfish manner. The stubborn parking habits are not a one off but a daily occurrence.	If we mark individual bays we are obliged to make them long enough to accommodate larger than average vehicles and to cater for drivers who are perhaps less capable of manoeuvring and this tends to reduce the overall capacity. In general we find that more vehicles can park in our parking bays if we do not split them into individual bays and therefore we prefer to leave them unmarked. We do however rely on residents making the best use of the parking spaces available and usually it is their best interests to do so.	SHARROW VALE CENTRE
Eastwood Road	<p>My driveway is blocked by cars day and night ignoring the double yellow lines that currently protect my driveway. In order to further explain this there are two parking bays at the right hand side of my driveway in the corner and only one bay is effective here as those parking in the very corner bay are often blocked in by the cars either side but particularly by the second (end) bay beside my driveway so cars parking in the end bay here aoften leave space for the very corner car to get out and then their back or front ends are well over the double yellow lines on my driveway effectively blocking it. Maximising parking space is all well and good, but the reality of life (bad/illegal parking) prevents the parking bays being used as they should be used. Further to this problem is the problem that Bruce Road and Eastwood Road corner is used as a rat run and there is very limited space for cars to pass when cars come face to face from the single track route left for them by parked cars lining both roads. This is particularly bad at peak times. Removing these two bays would ease exiting</p> <p>congestion when cars wish to pass each other, as this corner is the only passing point. Also to now shorten the extended double yellow lines when the scheme was introduced and add another single bay would have disastrous consequences for traffic flow here. The desired solution would be to make it a one way system. Traffic from Ecclesall Road direction along Bruce Road then Eastwood Road to Hickmott Road is most prevalent, and is the only direction in which I can approach my driveway, now that I have parking bays close up to either side of my driveway. Lower Neill Road could be made a one-way for traffic heading from Sharrowvale Road along Hickmott Road to Ecclesall Road instead of meeting traffic head on at the Eastwood Road/Bruce Road corner</p>	The bays at the right hand side of her driveway have been rectified to provide one car space each in order to stop vehicles trying to fit into bays and over hanging peoples driveways. Please refer to the relevant scheme plan for the Sharrow Vale Centre scheme. It is proposed to remove one bay at either end of Eastwood Road to provide a waiting area for this busy through route. Please refer to the relevant Sharrow Vale Centre plan. The 'one way' issue is dealt with in more detail in the main report, but a one way section could lead to an increase in speeding on residential roads, a concern regularly raised by residents all over the City. Unless it is being implemented through a planning condition, traffic calming to help enforce lower speeds is prioritised in residential areas of the City where there is a history of child road accidents. Although this area does fall within a proposed Child Safety Zone (and a separate request for a one way system is already with Road Safety), there are currently no resources, approvals or timescale for developing a scheme in this area.	SHARROW VALE CENTRE
Gordon Road	On the whole I support the proposed changes. I think extending the operating times is a good idea. I also support the reduction in the cost of permits. While I welcome the move to shorten double yellow lined areas of Gordon, Berresford and Stewart Road to extend parking bays for residents, I am concerned that some of the spaces will be unrestricted parking. This may mean that cars will be parked there for long periods and make it difficult for residents to park. I particularly object to this on Gordon Road. It is hard to park and with unrestricted spaces will mean that the garage will use it to park vehicles day and night. Any additional space should be used for residents. For the above reason, I do not support putting pay and display parking at the bottom of Stewart Road. There are plenty of pay and display areas on Sharrow Vale Road so I do not see the need to further reduce space for residents.	Additional spaces are being supplied at the request of the residents. In relation to the change of bays on Stewart Road; the bays are lightly used by residents and the change to Pay and Display provides a mix of bays for the area.	SHARROW VALE CENTRE
Neill Road	I do support the changes that are being proposed. One note, Neill Road is a one way road until it meets Steel Road. Road users still use it as a 2 way road. I think changing the signage seems to confuse car drivers, I think a strictly no entry sign is needed. I would also suggest road narrowing to accommodate one way traffic only.	The feasibility of improving the clarity of the signing and lining in this area will be progressed. However, it will involve physical changes to the kerblines in the area and a readvertising of the TRO in the area. In addition, a budget for this work is still to be identified.	SHARROW VALE CENTRE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Neill Road	<p>I object to splitting the scheme into smaller zones as Neill Road is already very busy and sometimes I have to park far away particularly on fri and sat night. Im worried that smaller zones will make it worse. I also object to the 2 extra bays proposed at the end of Neill Road o/s 4 and 5?. Before the scheme went in the yellow lines around the junctions were smaller This section of Neill Road is used as a through route from Ecclesall Road and Sharrow Vale Road and is very busy at most times of the day. The introduction of the scheme and the lengthening of the lines provided a kind of waiting place so that enough space could be provided for on-coming vehicles. Placing bays here would shorten this length. I also object to the free 15min parking. This is already being abused with people staying over the 15 mins. Can it be taken away now the xmas period is over? Neill Road is not a shopping area, it is a residential area. Perhaps signs could remain on Hickmott Road and Sharrow Vale Road. I am in support of the time restrictions. We still have a major issue out of the</p> <p>restricted hours especially on a thru, fri and sat night with people even parking on double yellow lines. Would it be possible to have residents only on some roads later at night? is there any possibility in increasing the hours to a Sunday? Sundays are no different to any other day in the area. I also have an issue regarding the service area on my road. every morning lorries arrive outside this service area and start unloading in the middle of the road. this obviously causes alot of problems. would it be possible to extend the yellow line to the length of a hgv so it can pull into the space or could a loading only bay be provided?</p>	<p>As covered in the main report, in order to increase flexibility for users, permits will be valid in adjoining zones. It is proposed to remove one bay from either side of Neill Road to provide a waiting area for this busy through route. Please refer to the relevant Sharrow Vale Centre plan. An additional bay has been provided and would require a change to the TRO Please see the main report regarding the 15 mins free trial. No further comments have been received regarding permit only bays for this area. The area also has a mix of uses so therefore we aim to provide a variety of parking bays. The yellow line in question was provided to allow vehicles to access a small yard to the rear of properties fronting onto Ecclesall Road. It is not intended to be used as a servicing area as the commercial properties are supposed to take deliveries from Ecclesall Road. This issue will be raised with Planning Officers to ensure that the businesses are operating in line with relevant planning conditions. In view of this we would not wish to extend the yellow line to make it easier for delivery vehicles to stand. This is an enforcement issue</p>	SHARROW VALE CENTRE
Porter Terrace	<p>There have been 115 times that we have been unable to park on Neill Road since the scheme was introduced. It is proposed to have some of the bays on here changed to residents bays for approx 6 cars. Is there any chance that this can be increased to accommodate more cars?</p>	<p>The review of the permit parking scheme is designed to determine whether there is a need to alter the often conflicting needs of residents, visitors and businesses in the area. As a result of feedback, a new - six vehicle - permit only bay is being provided on Neill Road near Porter Terrace. Although it is not possible to increase this bay size without re advertising theTRO in the area, this is something that could be considered in the future. The Council would welcome any feedback from local residents on how the new permit only bay works.</p>	SHARROW VALE CENTRE
Ratcliffe Road	<p>I am in favour of the changes to the Sharrow Vale Centre parking scheme as we have been asking for the cul-de sac end of Ratcliffe Road to be made into residents parking bays for 2 years. Currently the bay on the west end of the odd numbered side is unusable as non-permit holders are parked against the wall. The shortening of the double yellow lines will give residents more space to park. I also agree with extending the scheme into the evening as often parking spaces are taken up by people using restaurants which leaves residents with nowhere to park when arriving home. Angling the lines of the parking bays in the Sharrow Vale area will speed up parking.</p>	Support noted	SHARROW VALE CENTRE
Ratcliffe Road	<p>I am in favour of the changes to the Sharrow Vale Centre parking scheme as we have been asking for the end of the cul-de-sac to be made into residents bays for 2 years. The bay on the west end of the odd numbered side is unusable as non-permit holders are parked against the wall and need space to reverse out. The last bay on the even side of the road is often unusable as non-permit holders squeeze into the end of the road. I also agree with the extending of the scheme into the evenings as often the parking spaces are taken by people using restaurants. Angling the parking bays in the shopping area will make parking quicker.</p>	Support noted	SHARROW VALE CENTRE
Rosedale Gardens	<p>Would like Rosedale Gardens to be a residents only street. Feels there are not enough bays on this street, although understands the nature of the road makes it difficult to provide more bays</p>	<p>The proposed extension of the permit scheme into the evening may help the situation. This will be implemented and monitored, with feedback from residents being part of that process. Making the street 'residents only' 24 hours a day would be under a ETRO like other roads and would require approval from the DFT</p>	SHARROW VALE CENTRE

Appendix B - Sharrow Vale Review - Responses to Traffic Regulation Order (TRO) Consultation

ROAD	COMMENTS/ISSUES	OFFICER RESPONSE	SCHEME
Sharrow Vale Road	Needs more enforcement. When she rings parking services they say they do not have enough resources. Likes the slanted bay idea. Thinks that the bays opposite these should be marked out bays	If we mark individual bays we are obliged to make them long enough to accommodate larger than average vehicles and to cater for drivers who are perhaps less capable of manoeuvring and this tends to reduce the overall capacity. In general we find that more vehicles can park in our parking bays if we do not split them into individual bays and therefore we prefer to leave them unmarked. We do however rely on residents making the best use of the parking spaces available and usually it is their best interests to do so. Comments regarding enforcement levels will be passed to our parking services section.	SHARROW VALE CENTRE
Sharrow Vale Road	I wish to object in the strongest possible terms to the creation of a taxi rank outside Lescar public house on Sharrow Vale Road. At the present time, there are double yellow lines at the proposed site yet every night of the week there are taxis parked there with their engines running. When there is no room here, they park on the double yellows outside my sitting room. This can sometimes go on until 1.30am. Due to this, I am unable to enjoy my evenings and have to go to bed much later than I would choose. I have spoken to the police who say this is illegal and will monitor the situation. It seems the council have given in to commercial interests and taken the easy way out.	Taxis are dealt with in more detail within the main body of the report, but the City Council needs to balance the conflicting requirements of all highway users, including those of taxis and their customers in an area where road space is at a premium. As a taxi licensing authority, it could be difficult to enforce illegal ranking without providing sufficient legal ranks. It is still planned to progress with the rank in front of the Lescar as it is an area that caters for the evening economy. It is clear that there is demand for a rank in the area, but concerns are noted. We will continue to encourage drivers to switch off their engines when ranking and will continue to enforce illegal ranking, which is easier to do when formal ranks are provided.	SHARROW VALE CENTRE
Stewart Road	I strongly object to the extension to the scheme by an extra 2 hours. I also object to the extension of the permit bays on both sides at the top of Stewart Road. There are also additional comments about paying to park, visitors etc.	The extension of permit bays will provide extra parking space which has been requested by the residents	SHARROW VALE CENTRE
?	Stalker lees area: the extension of the parking bays is very welcome. As a resident I find lots of times when I cannot park anywhere near my house. One suggestion could be to add space boundaries. Some people park in what could be 2 spaces. Could this be done as part of the review.?	If we mark individual bays we are obliged to make them long enough to accommodate larger than average vehicles and to cater for drivers who are perhaps less capable of manoeuvring and this tends to reduce the overall capacity. In general we find that more vehicles can park in our parking bays if we do not split them into individual bays and therefore we prefer to leave them unmarked. We do however rely on residents making the best use of the parking spaces available and usually it is their best interests to do so.	STALKER LEES
Stalker Lees Road	At present, particularly at peak times traffic is having difficulty negotiating the left and right turns out of Hickmott Road onto Sharrow Vale Road. This is due to the parking outside the shops on both sides. The parking not only reduces the visibility but also reduces the traffic lane to single file and most mornings there are hold ups, near misses, driver confrontation and gridlock due to the drivers approaching from Psalter Lane not giving way to those turning out of Hickmott. Can anything be done about this?	The initial scheme tried to provide an appropriate balance between residential, business and visitor parking spaces. However, following discussions with some local traders the Council were asked to consider providing more visitor parking spaces (particularly near the post office). Following consultation, the bays outside the post office were changed to short stay pay and display parking instead of being a loading and unloading bay. The parked vehicles do have the effect of slowing vehicles down on the approach to the busy local shopping centre whilst making it easier/quicker to travel through the area may make it more attractive for through drivers avoiding the busier main roads. As a result, it is not proposed to limit parking in this area further.	STALKER LEES