

**Central Community Assembly Briefing Meeting
Town Hall, 13.00-1500 on 21/1/10**

**Hillsborough Permit Parking Scheme
Briefing Note
Mark Higginbotham 11/1/10**

1.0 Objectives of the Initiative

- 1.1 To provide local residents and business people the opportunity to park conveniently close to their homes or businesses in the face of competition from an influx of vehicles from outside the area. However, it cannot create road space where there is not enough for all the residents' cars that want to park on-street in the evening.
- 1.2 The scheme is proposed in response to survey results from the Hillsborough Traffic Management Study 2001 and specific requests from individuals since the mid-1990s. On the basis of these it was resolved at the Cabinet Meeting held 22 November 2006 that, *"approval be given for trial sites being set up in the Hillsborough/Middlewood area during the 2007/08 financial year to test the effectiveness and cost of residents' parking schemes in tackling parking difficulties around colleges, park and ride sites and suburban shopping areas"*.

2.0 Description of Proposal

- 2.1 The streets in an area bounded roughly by Holme Lane-Bradfield Road/Penistone Road/Langsett Avenue-Leppings Lane/Dykes Hall Road-Dykes Lane were consulted via an explanatory leaflet and postcard questionnaire between 3 October and 6 November 2009.
- 2.2 Results of the survey were presented to local residents at a Hillsborough Forum 'question and answer' evening meeting on 16 December 2009.
- Number delivered 5575
Number sent back 1397
Response Rate 25%
- 2.3 Both the survey results and the Hillsborough Forum meeting demonstrated a wide range of views on the subject of a proposed scheme, ranging from those very in favour and those very opposed. This variation was seen to mirror our analysis of the surveyed measurements of the severity of the parking problem in different areas of Hillsborough. On that basis, the wide area of the study was condensed down to the two proposed areas around Sheffield Wednesday Football Club and the Hillsborough Corner shops.
- 2.4 Detailed analysis of the feedback to date has been used to produce draft in-principle proposals to cover the areas around the Hillsborough Corner shops

and the Sheffield Wednesday ground. At Hillsborough Corner, proposed parking restrictions including 'limited stay' and 'pay & display' parking bays are located at different distances from the shops based on demand. All parking bays are shared with permit holders who can park for any period without penalty. At the Wednesday ground the proposed permit scheme would operate part-time only for a few hours before and after each game.

- 2.5 Annual parking permits are available to purchase on proof of residency. Permit allocations are limited to two in the first instance to give fair access to the scheme and special permits are available to purchase for visitors, health care workers, carers, utility companies and tradesmen.
- 2.6 The restrictions are enforced by the Parking Service's Civil Enforcement Officers. The revenue from fines, pay & display tickets and permit sales funds the maintenance and operation of the scheme.
- 2.7 The survey results and draft proposals were the subject of a well advertised manned exhibition at the Hillsborough Baptist Church at 1500-1830 on 6 January 2010 and an unmanned exhibition at Hillsborough First Point 0900-1700 from 7 to 14 January 2010. A suggestions box has been left for the people of Hillsborough to make comment on the proposals.
- 2.8 Results of the postcard survey are attached and will be presented on plans, along with the draft proposals, at the Central Community Assembly Briefing Meeting for members to examine.

3.0 Potential Issues

- 3.1 The postcard questionnaire resulted in the following level of support for a permit parking scheme.

There is a problem and a permit scheme is the answer	53%
There is a problem but a permit scheme is not the answer	23%
There is not a problem so no need for a permit scheme	23%

- 3.2 The postcard questionnaire raised the following main issues:

Issue	Answer
Typical hours of operation 0800-1830 will not solve problems	Hours can be flexible to suit needs
Parking on pavements must be allowed to continue to maximise available space	Agreed
Areas that may suffer from displaced parking have not been consulted	Consultation area was chosen to be large enough to include those possibly affected
Why should I pay for a permit, on top of my road tax and council tax	We think it is fair that the people who benefit from the scheme should

make a contribution to its upkeep

- 3.3 The most frequent additional comments made on the postcards and the percentage of respondents making them are shown in the table below:

Comment	Percentage
Parking only difficult on match days and evenings	10.6%
Totally opposed on basis of having to pay for permits	7.7%
Too many commuters and tram users parking in area	6.8%
Not enough room on the street for one car each never mind any more	6.3%
No problem on my road	5.4%

- 3.4 Comments made at the manned exhibition were: (19 No)
- Hunter Road – single yellow line should be replaced with parking spaces
 - Hunter Road – don't include it in the scheme
 - Hunter Road – encourage shoppers to use off-street car parks – prevent works vans from parking on residential streets
 - Hunter Road – permit controls needed for match times only
 - Hillsborough Road – is too narrow to allow parking on both sides
 - Middlewood Road – scheme would disadvantage travelling employees and would have negative impact on shopping centre. Shops may move out of Hillsborough
 - Taplin Road – use tram park & ride car park for residents in evening – encourage commercial vehicles to use lay-bys on Holme Lane in evening
 - Taplin Road – mark out individual parking spaces – enforce double yellow lines in evening
 - Taplin Road – concern about displacing parking to nearby narrow streets
 - Harrison Road & Ball Road - include these in permit scheme
 - Broughton Road – problem is too many residents' cars – why pay for a scheme that will not fix this
 - Wynyard Road – don't want the scheme at all
 - Brier Street – resident only bays needed – make sure business employees cannot park here

- 3.5 Comments from all the consultations so far, including the unmanned exhibition's suggestion box, which will be presented at the Central Community Assembly Briefing Meeting on 21/1/10, will be used to inform the detail designs, subject to Central Community Assembly agreement.

- 3.6 Comments from unmanned exhibition were: (10 No)
- Burnell Rd – proposal will not help because there are too many cars for the spaces available. Business permits mean the number of cars would

not be reduced at the garage opposite, so the situation will stay the same or get worse because marked bays take up more space.
Football ground – resident parking only on match days, revenue from ticketed vehicles would be high
Thoresby Rd – I am very concerned that cars will move onto Thoresby Road, even the back lane behind Nos 68 and 74a
Thoresby Rd – Getting up the road between Limbrick Close and Ripley Street is a nightmare even not at peak times. There should be no parking on the left hand side going down. How would an emergency vehicle get to Limbrick Road and Close at peak times?
Taplin Rd – My house is just outside the scheme. Will I still be eligible to buy a permit? I think that more cars will park outside the area covered by the scheme.
Taplin Rd – Scheme should cover all of Taplin Rd. Deemed to be a problem area during daytime.
Taplin Rd – Why are double yellow lines not enforced? Big problem especially nights and weekends. Perhaps advisory notices could be placed on offending vehicles.
Taplin Rd – Don't cut Taplin Rd in half with the scheme. Include the west end if you do anything.
Minto Rd – Thank you for excluding Minto Rd from the scheme, there is no problem parking in the daytime.
Clarence Rd – Problem with people parking across driveway of 75 despite H-marking. Stopping scheme before Portsea Rd will make problem worse. Please include double yellow lines on the top left corner of Clarence extending southwest into Portsea.

4.0 Current Programme

- 4.1 Central Community Assembly Briefing Meeting 21/1/10 to agree progression from in-principle design to detail design based on consultation replies.
- 4.2 Draft detail designs to be sent to everyone affected for comment and then worked up to final status. Jan – April 2010.
- 4.3 Cabinet Committee decide whether or not to proceed with traffic order. May 2010.
- 4.4 Official traffic order written and consultation undertaken to legalise restrictions - open to public objection. May – August 2010.
- 4.5 Cabinet Committee decide whether or not to implement the scheme. September 2010.
- 4.6 Implementation on-street, contractor involvement (construction design, pricing) signs erected and road markings applied, Parking Services preparation, go live. September 2010 – March 2011.

5.0 Monitoring

5.1 A review of the scheme is undertaken six months after implementation to gauge the success of the scheme and to design any changes needed to overcome any issues that may have come to light since. The review takes the form of a questionnaire and a detailed parking beat survey over a larger area than the original scheme to catch any parking displacement which may have occurred.

6.0 Recommendation

6.1 It is recommended that the Central Community Assembly note the content of this Briefing Note and agree progression to the next stage of the Hillsborough Permit Parking Scheme, based on the consultation replies received to date and the draft in-principle design as shown at this Briefing Meeting.