



SHEFFIELD CITY COUNCIL Cabinet Highways Committee

10

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 9th December 2010

Subject: Upperthorpe Permit Parking Scheme - outcome of the consultation process

Author of Report: John Bann, Head of Transport & Highways

Summary:

The aim of this report is to inform Members of the outcome of the second consultation exercise on the initial design of a proposed Permit Parking Scheme in Upperthorpe.

It is proposed to proceed with advertising a Traffic Regulation Order (TRO) to implement the scheme subject to alterations based on consultation responses to date. This will not include previously advertised Areas 1 and parts of Areas 2 and 3.

Reasons for Recommendations:

To progress a permit parking scheme to address parking issues in the Upperthorpe area. However, the most recent round of consultation analysis shows further need to modify the scheme, specifically the suspension of a scheme in Area 1 and parts of Areas 2 and 3, plus specific changes to restrictions in the remaining areas.

A third and final scheme consultation will take place in early 2011, when residents and businesses in the now redesignated Areas A to D will be consulted on the Traffic Regulation Order that would implement the permit parking scheme.

Recommendations:

See section 7 (page 8) of the report.

Background Papers: N/A

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial implications
YES Cleared by:
Legal implications
NO Cleared by:
Human rights implications
NO
Tackling Health Inequalities implications
NO
Equality of Opportunity implications
YES Cleared by: Ian Oldershaw
Environmental and Sustainability implications
YES Cleared by: John Bann
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Uppethorpe
Relevant Scrutiny Board if decision called in
Culture, Economy & Sustainability
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

UPPERTHORPE PERMIT PARKING SCHEME - OUTCOME OF THE CONSULTATION PROCESS

1 SUMMARY

- 1.1 The aim of this report is to inform Members of the outcome of the second consultation exercise on the initial design of a proposed Permit Parking Scheme in Uppertorpe.
- 1.2 It is proposed to proceed with advertising a Traffic Regulation Order (TRO) to implement the scheme subject to alterations based on consultation responses to date. This will not include previously advertised Areas 1 and parts of Areas 2 and 3.

2 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 Consultation with residents and businesses has taken place to develop the proposals for a permit parking scheme in Uppertorpe. Responding to requests for progressing a permit parking scheme centred around Uppertorpe local centre should make it easier for residents to park nearer their properties, whilst it also provides the opportunity to link together existing Permit Parking Schemes in Netherthorpe (operational since 1989) and the experimental scheme for Meadow Street (2009).
- 2.2 The process involved in consulting on the permit parking scheme supports the 'City of Opportunity' objectives of communities having a greater voice and more control over services which are focussed on the needs of individual customers. Our open, honest and transparent way of working with local residents has increased public confidence in our consultation process.

3 OUTCOME AND SUSTAINABILITY

- 3.1 The public consultation has contributed to the 'Putting the Customer First' objective of the 'City of Opportunity' plan, with proposals that respond to customer comments about how to (or whether to) develop a permit parking scheme in different parts of Uppertorpe. The overall project contributes to the 'Reducing Congestion' objective by limiting the availability of longer stay commuter parking in the area, whilst introducing better management of the available road space. These restrictions encourage individuals to consider more sustainable forms of transport, including car sharing, thus reducing an individual's carbon footprint. In addition, the removal of densely parked cars in urban areas will improve the environment for residents and visitors alike.
- 3.2 A key outcome will be the approval to advertise the Traffic Regulation Order associated with a permit parking scheme.

4 REPORT

- 4.1 Following the first consultation with the people of Uppertorpe and Netherthorpe in November 2009 many streets stated that they had a problem with parking during the day. This feedback allowed a preliminary scheme area and outline details of what a Permit Parking

Scheme in Upperthorpe might look like. These proposals were distributed as part of a second consultation exercise.

- 4.2 The second scheme consultation included approximately 3,000 questionnaires being delivered across the scheme area, of which 249 were returned. This gave a response rate of 8%. Sheffield City Council average return rate for consultations is in the region of 20%. The consultation results demonstrated a wide range of views, ranging from those very much in favour to those very much opposed. However, it is a very low response rate and this must be considered when looking at the analysis below

Proposals

- 4.3 The proposed Upperthorpe Permit Parking scheme was broken down into six sub-areas for the second stage consultation. The Overall Zone Boundary and six Consultation Areas are shown in the plan included in Appendix A. It is proposed that the scheme would operate between 0800 to 1830 hours Mondays to Fridays (this is in response to feedback from the initial consultation). However, it is recognised there may need to be some variance to account for specific, more localised issues. The six sub-areas of the Permit Parking Scheme are:

Area 1 – Cross Bedford Street
Area 2 – Upperthorpe Road
Area 3 – Addy Street
Area 4 – Weston Street
Area 5 – Fawcett Street
Area 6 – Meadow Street

- 4.4 A description of each of these sub-areas is given below, together with the proposals that were consulted on.

Area 1 – Cross Bedford Street

- 4.5 The area around Cross Bedford Street is a commercial area between Infirmary Road and Penistone Road. The area consists mainly of businesses including Sheffield Community Transport and car showroom (Skoda). Philadelphia House, a new apartment block, is in this area and accounts for 65% of properties here. Proposals therefore include an area of permit parking between this residential block and another - Gibbs House on Cross Bedford Street. The remainder of the proposals include further single and double yellow lines to supplement existing restrictions, typically to protect accesses and junctions (see Appendix B).

Area 2 – Upperthorpe Road

- 4.6 Upperthorpe Road has some existing restrictions implemented under the Meadow Street Experimental Traffic Regulation Order (ETRO) which came into operation in June 2009. This area is predominantly residential, making up 88% of all properties. There is a small shopping and pedestrianised area around Upperthorpe local centre, including the Zest Centre. The area also includes a Council car park at Shipton Street. Proposals in this area include some limited waiting and short stay pay and display around the local shopping centre. Pay and Display parking charges are also proposed for the Shipton Street car park (see Appendix C).

Area 3 – Addy Street

- 4.7 This area has a high concentration of residential properties (99%). There are a number of properties that are not directly accessed from the public highway, therefore some residents park on-street in the surrounding area. There are a range of restrictions proposed in this area including 4 hour and 2 hour limited waiting, permit parking bays and unrestricted areas. There are also proposals to protect junctions and accesses with double and single yellow lines to improve safety and visibility (see Appendix D).

Area 4 – Weston Street

- 4.8 This area is currently covered by the Netherthorpe Permit Parking scheme which was implemented in 1989. This is another area with a high proportion of residential properties (98%). Proposals here aim to maintain the existing restrictions and to introduce further permit parking bays and some areas of unrestricted parking. In particular, a mix of 10 hour pay and display bays, 2 hour, and 4 hour limited waiting are proposed around the School of Nursing and Midwifery. There are also a number of proposals to introduce permit parking bays on adopted off street areas currently owned by Sheffield Homes (see Appendix E and paragraph 5.6).

Area 5 – Fawcett Street

- 4.9 This area, with a high proportion of residential properties (95%), links the existing Netherthorpe and Meadow Street Permit Parking Schemes. The area includes Netherthorpe Primary School, Joint Learning Disabilities Day Service and a youth worker centre. Proposals for this area include a mix of permit parking, 1 hour, 2 hour and 4 hour limited waiting, together with unrestricted parking on Bellefield Street around the park (see Appendix F).

Area 6 – Meadow Street

- 4.10 Current restrictions apply in this area under the Meadow Street Permit Parking Scheme implemented under an Experimental Traffic Regulation Order (ETRO) which came into operation in June 2009. As there were no objections to the ETRO this scheme has been confirmed by officer delegation. Proposals for the Upperthorpe Permit Parking scheme maintains the current restrictions and also introduces some 10 hour Pay and Display on Malinda Street and Roscoe Road (see Appendix G).

Scheme Consultation

- 4.11 The consultation process distributed leaflets and postcard questionnaires to local residents and businesses on 25th and 26th May, with a return date of 25th June 2010. The consultation area was split up the six sub-areas mentioned above and each leaflet contained a map of the proposals relevant to its area. The postcard questionnaire asked three simple questions: the respondent's address; the degree of support for the proposal; and reasons for that decision.

- 4.12 Large copies of plans of the whole scheme were posted at the Upperthorpe Healthy Living Centre and Upperthorpe Library for the duration of the consultation. A suggestion box was also included and the information was posted on the Council website.
- 4.13 In parallel with the consultation process, petitions from the residents of Upperthorpe and Westmoreland Street have been received. The petition from the Upperthorpe area was received on 4th June 2010. It contained 20 signatures and was objecting to the introduction of double yellow lines on Upperthorpe between numbers 101 and 113 and the adjacent side of the road. The petition was acknowledged at Cabinet Highways Committee on 17th June 2010. This petition has been considered as part of the second stage consultation (see paragraph 7.1).
- 4.14 The petition from Westmoreland Street was received on 31st July 2010. It contained 24 signatures and was against the introduction of 4 hour limited waiting on both sides of Westmoreland Street. The petition was acknowledged at Cabinet Highways Committee on 12th August 2010. This petition has also been considered as part of the second stage consultation (see paragraph 7.2).

Consultation Responses

- 4.15 Of the 3,000 postcards delivered, 249 were returned (a response rate of 8%). In total 111 (45%) of the responses were in support of the scheme, 46 (18%) were partly in support, 82 (33%) did not support the scheme and 10 (4%) were not sure. The responses on a street by street basis are given in Appendix H, with a summary in Table 1 below.

Table 1	Fully Support (%)	Partly Support (%)	Don't Support (%)	Not Sure (%)
Area 1 (Cross Bedford Street)	6 (38%)	2 (12%)	8 (50%)	0
Area 2 (Upperthorpe Road)	10 (20%)	17 (33%)	20 (39%)	4 (8%)
Area 3 (Addy Street)	35 (42%)	10 (12%)	35 (42%)	4 (4%)
Area 4 (Weston Street)	19 (59%)	5 (16%)	6 (19%)	2 (6%)
Area 5 (Fawcett Street)	25 (54%)	9 (20%)	12 (26%)	0
Area 6 (Meadow)	16 (80%)	3 (15%)	1 (5%)	0

Street)				
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4.16 The results above show that the residents in Areas 1, 2 and 3 are split between supporting and not supporting a scheme. However, a majority of fully or partly support the scheme have been received from Areas 4, 5 and 6.

4.17 There were also a number of comments added to the postcard consultation responses. The main issues mentioned support for the scheme and request for free parking permits, but interestingly not from the area covered by the existing Netherthorpe free scheme.

4.18 A number of letters, emails and telephone calls were also received independently. The comments made are set out in Appendix I, along with officer responses. The main concerns by area can be summarised as:

Area 1

- No additional letters, emails, telephone calls received

Area 2

- Existing permit bays as part of the Meadow Street Permit Parking Scheme outside 111 – 113 Upperthorpe Road have been changed to unrestricted in the proposals for the Upperthorpe Permit Parking Scheme – request to retain these bays.
- Concerns surrounding the proposals to change Shipton Street Car park into Pay and Display.
- Concerns surrounding permit parking for businesses.
- Concerns around disabled access to the Zest Centre
- Westmoreland Street petition

Area 3

- Introducing Double and Single Yellow lines will limit availability and flexibility to park in the area
- Restrictions proposed are not needed in the area
- Upperthorpe petition

Area 4

- Concerns about university parking
- Concerns surrounding the use of Sheffield Homes car parks (see paragraph 4.8)
- Impact of displacement parking in private areas.

Area 5

- Concerns around the impact on the Joint Learning Disabilities Day Service
- Concerns about over abuse of double yellow lines

Area 6

- Concerns around the use and availability of carer permits.

Relevant Implications

- 4.19 The scheme is currently fully funded through the South Yorkshire Local Transport Plan (LTP) Central Fund. The funding allocated to implement the scheme in 2010/11 was £160,000. However, due to Government cuts this sum is no longer available. A reduced sum of £48,000 has been secured to conclude this second stage of consultation. The cost of implementing the rest of the permit parking scheme around Uppertorpe would be reduced if all of the Zone it not implemented. Funding to progress this scheme (in whatever form) will come from future years LTP central funding. A bid for funding to complete the consultation phase and implement the scheme will be made in 2011/12.
- 4.20 Local people have been consulted throughout the development of the scheme, resulting in proposals which should be of universal benefit, regardless of age, race, sex, disability, religion, or sexual orientation. No negative equality impacts have been identified. The scheme is intended to contribute to the Council's environmental objectives by reducing the impact of the car, whilst increasing the attractiveness of other sustainable transport modes such as walking, cycling and public transport.

5 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Officers have considered the degree of support for the proposals and the content of each additional comment received. There is a clear split of those for and against a scheme in Areas 1, 2 and 3. For Area 1 it is also considered that the commercial nature of the area, combined with it being physically separated from the rest of the area by Infirmary Road does not lend it for inclusion in the overall Permit Parking Scheme. Surveys have shown that this area predominantly experiences daytime parking associated with the local businesses. There are a number of flats in this area; however the demands on parking capacity in this area are generally below the criteria. It is therefore suggested Area 1 be dropped. Existing restrictions will remain in this area, although some repainting of lines is required. In addition, some single and double yellow lines will be introduced to protect areas around junctions and accesses to improve visibility and road safety, whilst the public can make requests for additional lining at the TRO stage.
- 5.2 Parts of Area 2 around Philadelphia Gardens are also suggested to be dropped as the majority of properties have driveways, whilst this area is physically separated from Uppertorpe Centre itself. Surveys reveal that this area does not experience any real increase in parking demand between the daytime and evening, indicating it is only residents who park here. The remainder of this Area focuses around Uppertorpe local centre. In addition, single and double yellow lines will be introduced to protect areas around junctions and accesses in areas now excluded, particularly around the turning heads in the numerous cul-de-sacs in this area, whilst the public can make requests for additional lining at the TRO stage.
- 5.3 Area 3 is suggested to be substantially reduced, focussed around Oxford Street, Albion Street which both provide links to Uppertorpe local centre and serve the nearby Middle School and Community Centre. These

roads exhibit some localised parking pressures. As a result, it is recommended a mix of limited stay and permit holder bays be introduced. Addy Street, which is an existing bus route, is also proposed to be retained to complete this block. In addition, single and double yellow lines will be introduced to protect areas around junctions and accesses on street now excluded. The public can make requests for additional lining at the TRO stage. Surveys show that the remainder of this area generally has low demand for parking, and although there is some additional daytime parking, this is not sufficient enough to warrant inclusion in a scheme.

- 5.4 It is proposed to maintain a Permit Parking Scheme in Areas 4, 5 and 6 due to strong public support and evidence from parking surveys, which reveal high levels of daytime commuter parking.
- 5.5 The resulting alterations to the boundary of the proposed scheme are identified on the drawing included in Appendix J. For clarity the areas have been redesignated based on revised boundaries as follows:
- Area A – Upperthorpe Centre (formerly parts of Areas 2 and 3)
 - Area B – Meadow Street (formerly Area 6)
 - Area C – Fawcett Street (formerly Area 5)
 - Area D – Netherthorpe (formerly Area 4)
- 5.6 Appendices K to N show the detail of each of the new Areas respectively. Details of the now excluded Area 1 and parts of Area 2 can be found in Appendix O, and Appendix P shows the excluded parts of Area 3.
- 5.7 Subject to approval, the Traffic Regulation Order (TRO) for the reduced-size scheme around Upperthorpe is programmed for consultation during early 2011. Should support for the scheme still be favourable after the TRO has been advertised and any objections satisfied, it is anticipated the Upperthorpe Permit Parking Scheme would also be implemented during the 2011/12 financial year.
- 5.8 Any scheme such as this will require further amendments as parking patterns settle as a result of the new restrictions. It is proposed that the scheme will be reviewed once it has been fully operational for a period of six months. This review would seek to make minor changes to the scheme, where necessary, and would address any issues outside the scheme boundary, if appropriate. We would also undertake a series of parking surveys to see how the scheme is operating and seek to identify any areas where changes are needed following this.

6 REASONS FOR RECOMMENDATIONS

- 6.1 To progress a permit parking scheme to address parking issues in the Upperthorpe area. However, the most recent round of consultation analysis shows further need to modify the scheme, specifically the suspension of a scheme in Area 1 and parts of Areas 2 and 3, plus specific changes to restrictions in the remaining areas.
- 6.2 A third and final scheme consultation will take place in early 2011, when residents and businesses in the now redesignated Areas A to D will be

consulted on the Traffic Regulation Order that would implement the permit parking scheme.

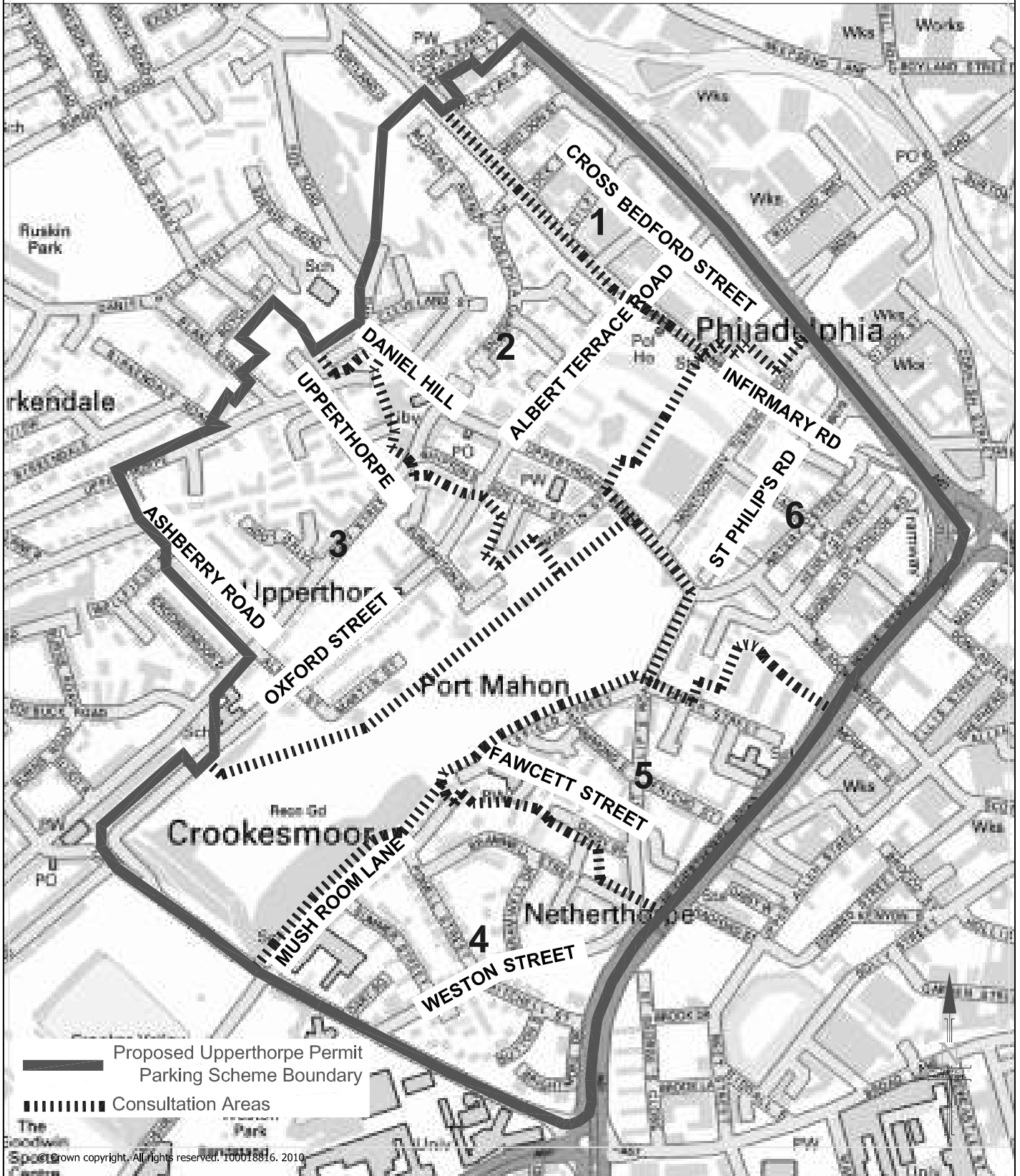
7 RECOMMENDATIONS

- 7.1 Proceed with developing a Permit Parking Scheme for a smaller area of Upperthorpe/Netherthorpe.
- 7.2 Leave Area 4 (the existing 'Netherthorpe' scheme), update the signing in the area and redesignate as Area D.
- 7.3 Leave Area 6 (the existing restrictions for Meadow Street) as is and redesignate as Area B.
- 7.4 Include Area 5 and redesignate as Area C.
- 7.5 To include parts of Areas 2 and 3 and redesignate as Area A.
- 7.6 Make minor changes to Mushroom Lane to include Pay and Display parking (Area D).
- 7.7 To advertise Single Yellow Lines in areas that are excluded from the Permit Parking Zone, where residents/businesses have requested them, or request them in the future whilst the TRO is advertised.
- 7.8 To advertise Double Yellow lines on Upperthorpe outside numbers 105 – 113 in response to the petitioner's request. Replace 4 hour limited waiting with permit only parking on Westmoreland Street in response to petitioner's request and provide unrestricted parking in the cul-de-sac area of Cleveland Street, Carnarvon Street and the none residential side of Yeomans Road.
- 7.9 Undertake further discussions with Sheffield Homes about the status of off-street car parking areas and their use by the general public and enforce as part of any Permit Parking Scheme.
- 7.10 Advertise the Traffic Regulation Order for the revised scheme boundary subject to securing funding.
- 7.11 Inform residents inside the new boundary if a TRO is not going to be advertised.
- 7.12 Inform residents/businesses in the areas where the Upperthorpe Permit Parking scheme will not proceed.

Simon Green
Executive Director, Place

18 November 2010

Appendix A - Proposed Upperthorpe Permit Parking Scheme Boundary and Areas



DEVELOPMENT SERVICES
 TRANSPORT & HIGHWAYS DIVISION
 TRAFFIC SECTION
 2-10 CARBROOK HALL ROAD
 SHEFFIELD S9 2DB

E-mail Traffic.Regis@Sheffield.gov.uk
 Director: L Sturch M.R.T.P.I.
 Development Services

Client
SHEFFIELD CITY COUNCIL

Scheme
Proposed Upperthorpe PPS

Drawing Title
**Appendix A
 Boundary and Consultation Areas**

Drawing No.
TR/BN577-A1

Scale
NTS **A4**

0 Millimetres 30

Date
 December 2010



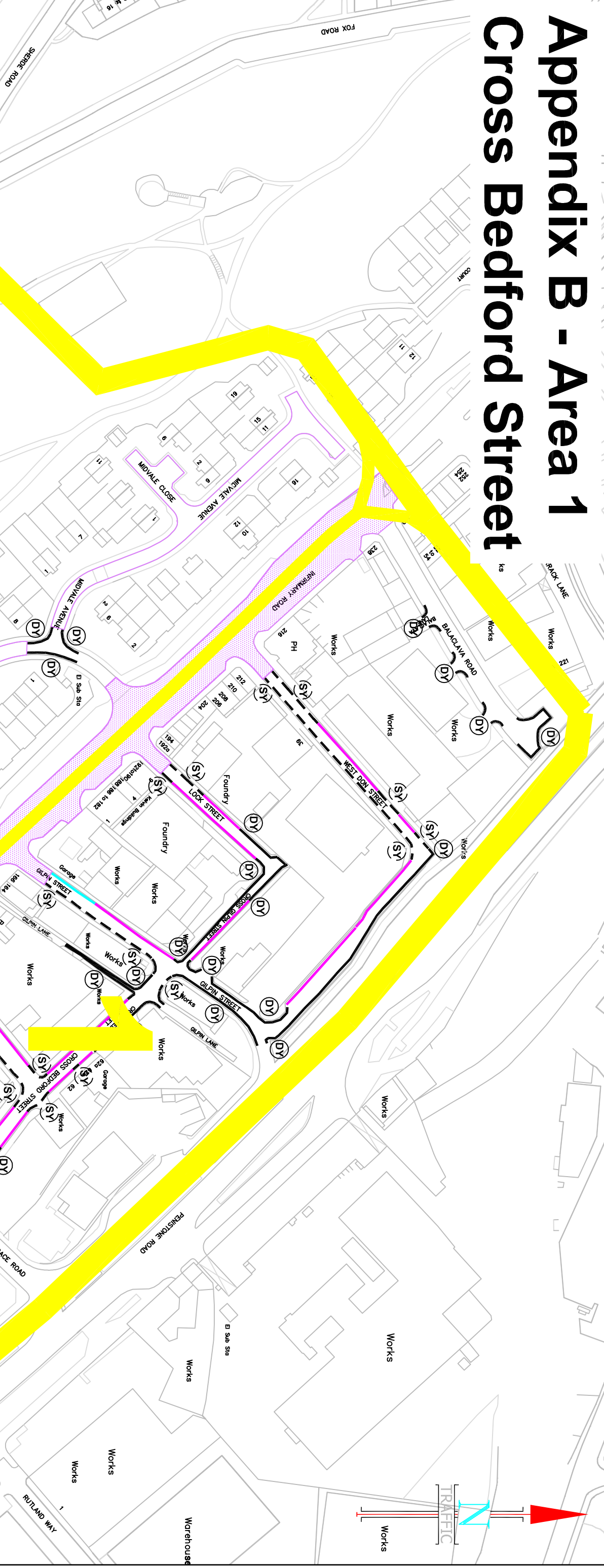
A Service Area of the Directorate of Place
 Sheffield City Council

- Do not scale from this drawing
- Any errors/omissions to be reported immediately
- If in doubt, ask

TRAFFIC REGULATIONS








Appendix B - Area 1

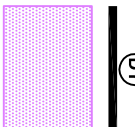
Cross Bedford Street



Cross Bedford Street

PROPOSED CONTROLLED ZONE
 The following restrictions apply
 Mon-Fri 8am-6.30pm

-  = 1 hour Limited Waiting
-  = Permit and 2 hour Limited Waiting
-  = Unrestricted Parking; at all times
-  = Permit holders only
-  = Loading only
-  (SY) = Single yellow lines (No parking)
-  (DY) = Double yellow lines (No parking at any time)

 = Existing restrictions to remain

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Appendix C - Area 2

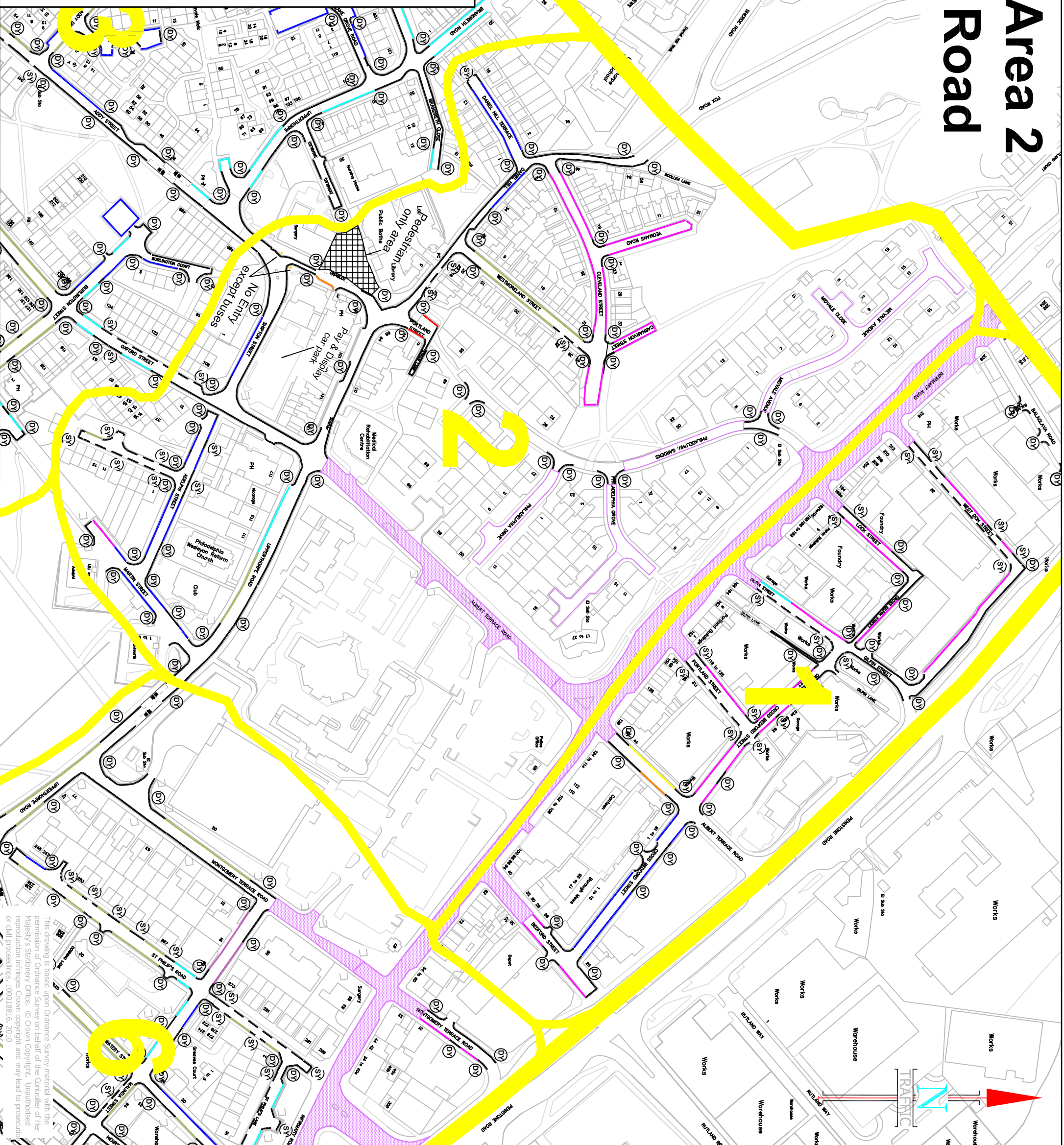
Upperthorpe Road

Upperthorpe Road

= PROPOSED CONTROLLED ZONE
The following restrictions apply
Mon-Fri 8am-6.30pm

- = 30min Limited Waiting
- = Permit and 2 hour Limited Waiting
- = Permit and 4 hour Limited Waiting
- = Permit and 2 hour Pay & Display
- = Unrestricted Parking; at all times
- = Permit holders only
- = Loading only
- = Single yellow lines
(No parking)
- Except

- = Double yellow lines
(No parking at any time)
- = Existing restrictions to remain



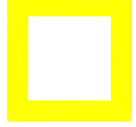





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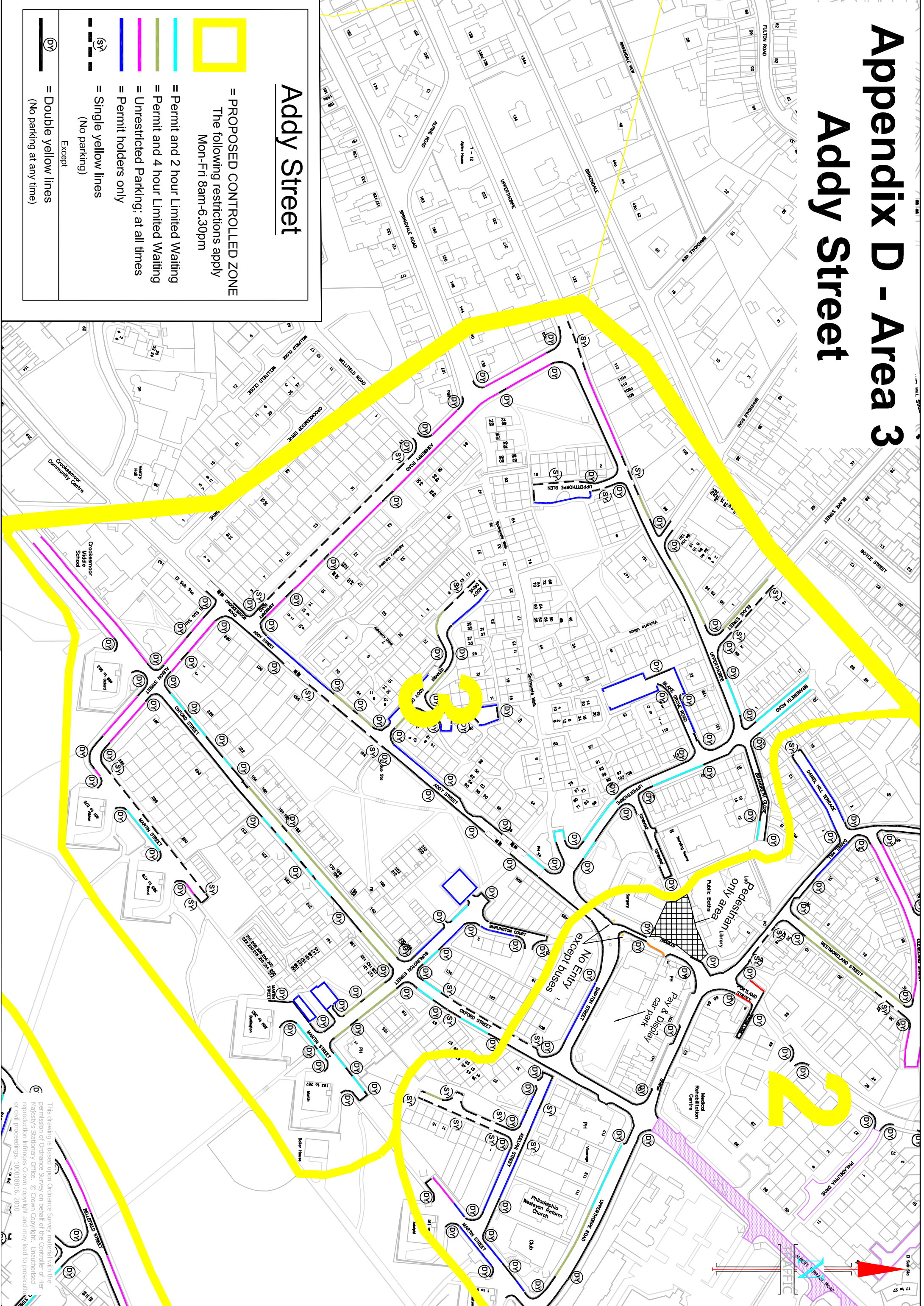
Appendix D - Area 3

Addy Street

Addy Street

PROPOSED CONTROLLED ZONE
The following restrictions apply
Mon-Fri 8am-6.30pm

-  = Permit and 2 hour Limited Waiting
-  = Permit and 4 hour Limited Waiting
-  = Unrestricted Parking; at all times
-  = Permit holders only
-  = Single yellow lines (No parking)
-  = Double yellow lines (No parking at any time)



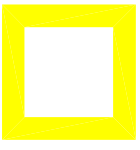


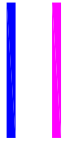



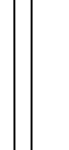
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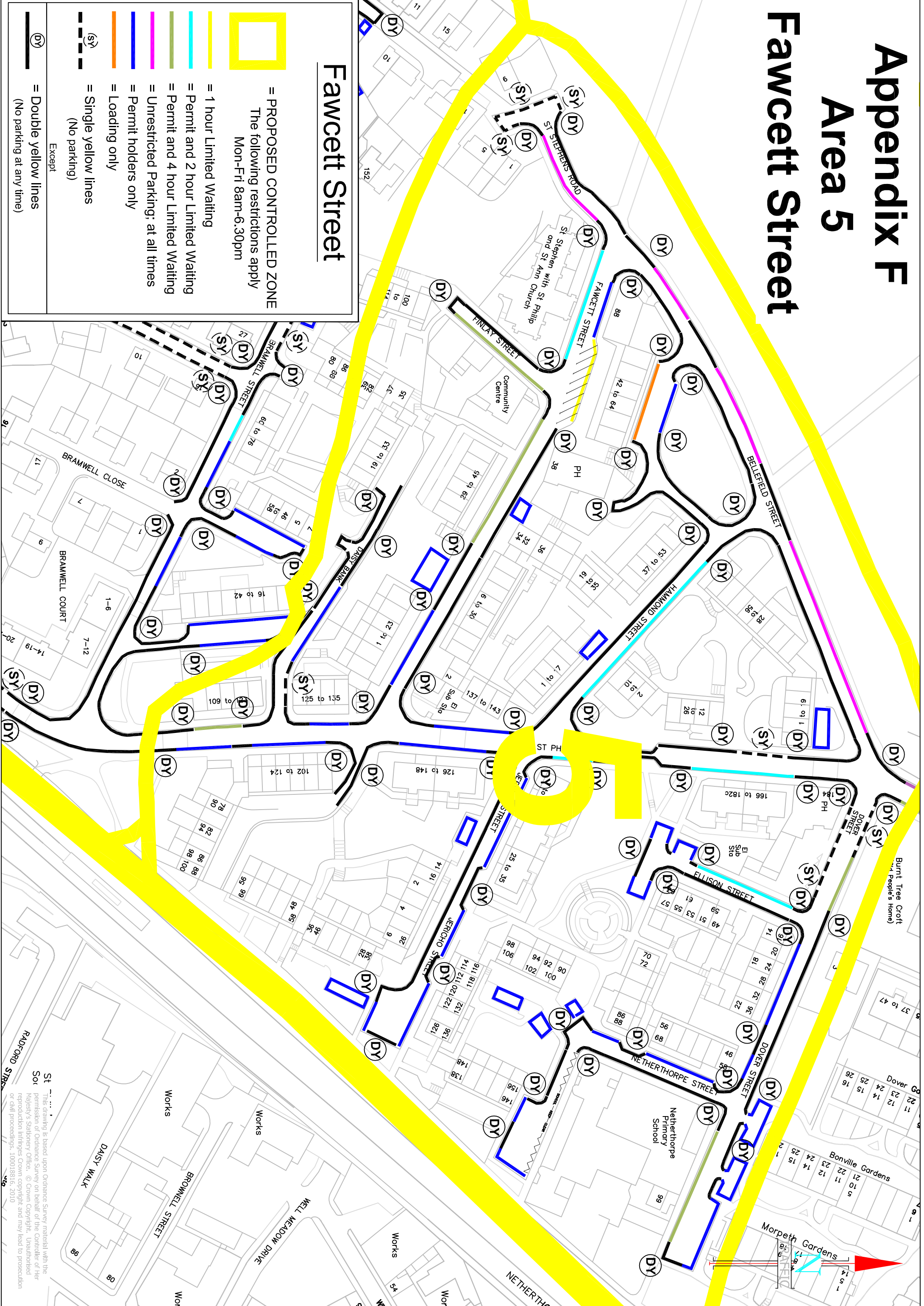
Appendix F

Area 5

Fawcett Street

Fawcett Street

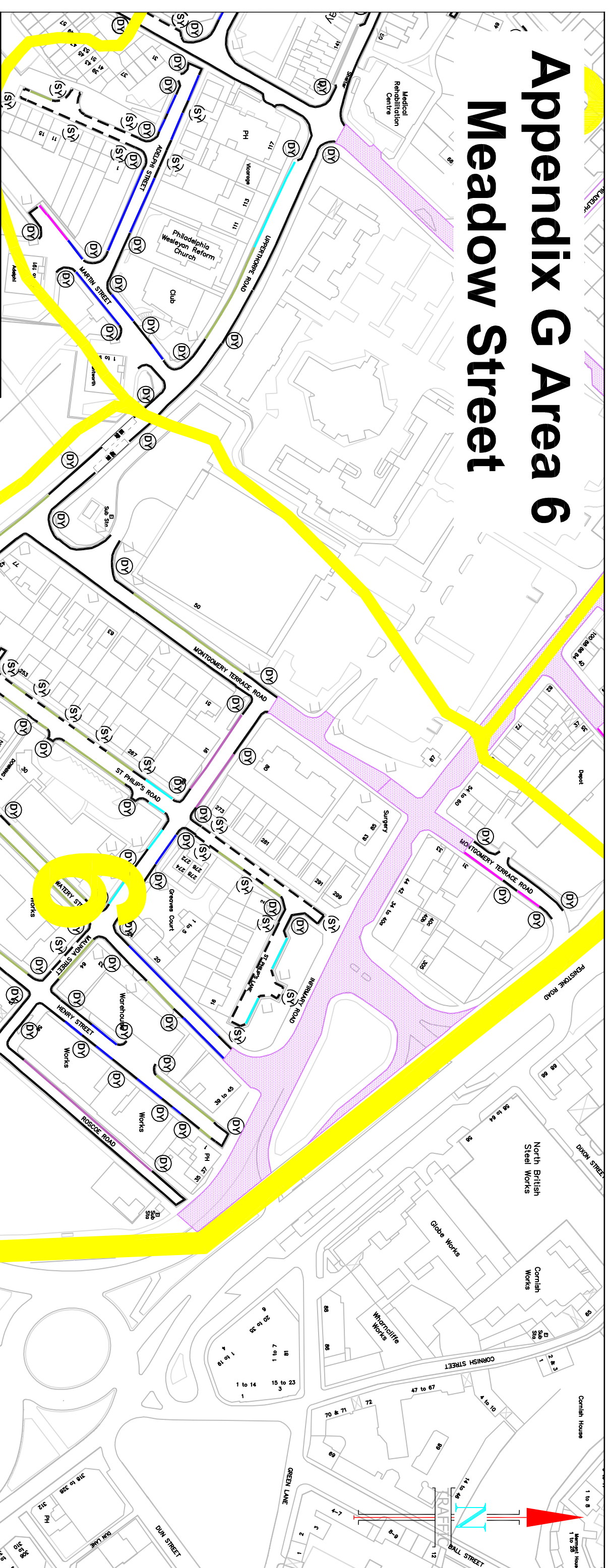
- PROPOSED CONTROLLED ZONE**
The following restrictions apply
Mon-Fri 8am-6.30pm
-  = 1 hour Limited Waiting
 -  = Permit and 2 hour Limited Waiting
 -  = Permit and 4 hour Limited Waiting
 -  = Unrestricted Parking; at all times
 -  = Permit holders only
 -  = Loading only
 -  = Single yellow lines (No parking)
 -  = Double yellow lines (No parking at any time)
- Except



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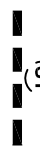
Appendix G Area 6

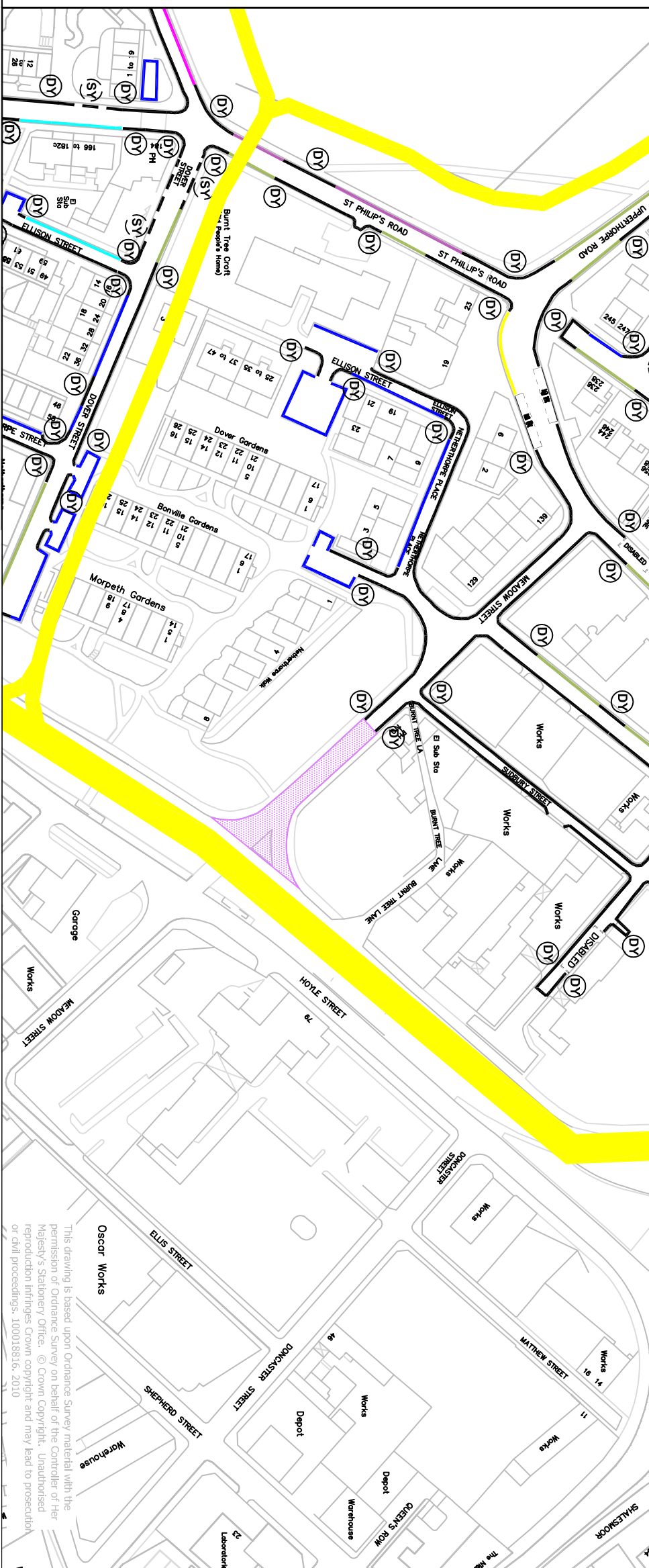
Meadow Street



Meadow Street

= PROPOSED CONTROLLED ZONE
 The following restrictions apply
 Mon-Fri 8am-6.30pm

-  = 1 hour Limited Waiting
-  = Permit and 2 hour Limited Waiting
-  = Permit and 4 hour Limited Waiting
-  = Permit and 10 hour Pay & Display
-  = Unrestricted Parking; at all times
-  = Permit holders only
-  = Single yellow lines
(No parking)
-  = Double yellow lines
(No parking at any time)
-  = Existing restrictions to remain



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Appendix H - Street-by-Street Analysis

Area 1								
Street Name	No. Fully Support	No. Partly Support	No. Don't Support	No. Not Sure	Total	Total Estimated Properties	Estimated % Responses	Low Response Rate
Albert Terrace Road	0	0	0	0	0	1	0	✓
Balaclava Road	0	0	1	0	1	5	20	✓
Bedford Street	2	0	2	0	4	29	14	✓
Cross Bedford Street	3	2	4	0	9	118	8	✓
Gilpin Street	0	0	0	0	0	5	0	✓
Infirmary Road	0	0	1	0	1	62	2	✓
Lock Street	0	0	0	0	0	2	0	✓
Montgomery Terrace Road	0	0	0	0	0	1	0	✓
Penistone Road	0	0	0	0	0	1	0	✓
Portland Street	0	0	0	0	0	5	0	✓
West Don Street	0	0	0	0	0	6	0	✓
Street name not given	1	0	0	0	1			
Total	6	2	8	0	16	235	7	

Area 2								
Street Name	No. Fully Support	No. Partly Support	No. Don't Support	No. Not Sure	Total	Total Estimated Properties	Estimated % Responses	Low Response Rate
Addy Street	0	0	0	0	0	2	0	✓
Adelphi Street	0	0	0	0	0	4	0	✓
Albert Terrace Road	0	0	0	0	0	16	0	✓
Cleveland Street	0	0	3	1	4	23	17	✓
Daniel Hill	1	0	3	0	4	23	17	✓
Daniel Hill Terrace	1	4	5	0	10	15	67	✓
Infirmary Road	0	0	0	0	0	1	0	✓
Martin Close	0	0	0	0	0	12	0	✓
Martin Street	1	0	1	0	2	97	2	✓
Midvale Avenue	2	2	0	1	5	23	22	✓
Midvale Close	1	0	0	0	1	9	11	✓
Oxford Street	0	0	0	0	0	7	0	✓
Philadelphia Drive	0	0	0	0	0	9	0	✓
Philadelphia Gardens	0	1	0	0	1	43	2	✓
Philadelphia Grove	0	1	0	0	1	22	5	✓
Portland Street	0	0	0	0	0	4	0	✓
Shipton Street	0	0	0	0	0	7	0	✓
Upperthorpe	0	0	0	0	0	3	0	✓
Upperthorpe Road	1	6	2	1	10	47	21	✓
Westmoreland Street	1	1	5	1	8	26	31	✓
Yeomans Road	2	2	1	0	5	12	42	✓
Total	10	17	20	4	51	405	13	

Area 3								
Street Name	No. Fully Support	No. Partly Support	No. Don't Support	No. Not Sure	Total	Total Estimated Properties	Estimated % Responses	Low Response Rate
Addy Close	4	1	2	0	7	38	18	✓
Addy Drive	0	0	0	0	0	8	0	✓
Addy Street	2	1	1	0	4	42	10	✓
Albion Street	0	0	0	0	0	2	0	✓
Ashberry Gardens	2	0	3	0	5	38	13	✓
Ashberry Road	4	1	2	1	8	65	12	✓
Birkendale Road	0	0	1	0	1	12	8	✓
Blake Street	2	0	1	0	3	8	38	✓
Blakegrove Road	2	0	0	0	2	10	20	✓
Brandreth Close	1	1	0	0	2	3	67	✓
Brandreth Road	1	0	1	0	2	21	10	✓
Burlington Court	0	0	0	0	0	8	0	✓
Burlington Street	0	0	0	0	0	1	0	✓
Crookesmoor Road	0	0	0	0	0	2	0	✓
Martin Street	2	0	7	0	9	214	4	✓
Oxford Street	6	1	3	2	12	162	7	✓
Springvale Walk	4	0	4	1	9	69	13	✓
Upperthorpe	5	3	7	0	15	56	27	✓
Upperthorpe Glen	0	0	1	0	1	13	8	✓
Victoria Villas	0	1	2	0	3	8	38	✓
Street name not given	0	1	0	0	1			
Total	35	10	35	4	84	780	11	

Area 4								
Street Name	No. Fully Support	No. Partly Support	No. Don't Support	No. Not Sure	Total	Total Estimated Properties	Estimated % Responses	Low Response Rate
Bolsover Street	1	0	1	0	2	11	18	✓
Bramwell Close	0	0	1	0	1	16	6	✓
Bramwell Court	0	0	0	0	0	24	0	✓
Bramwell Drive	4	0	0	0	4	21	19	✓
Bramwell Street	5	1	0	0	6	83	7	✓
Brightmore Drive	1	0	1	1	3	152	2	✓
Daisy Bank	0	0	0	0	0	2	0	✓
Mitchell Street	0	1	1	1	3	70	4	✓
Mushroom Lane	0	0	0	0	0	6	0	✓
Powell Street	2	0	0	0	2	87	2	✓
St Stephen's Walk	2	1	0	0	3	13	23	✓
Summer Street	2	0	0	0	2	98	2	✓
Sutton Street	0	0	1	0	1	6	17	✓
Weston Street	2	1	0	0	3	21	14	✓
Winter Street	0	0	0	0	0	4	0	✓
Yardley Square	0	1	1	0	2	19	11	✓
Total	19	5	6	2	32	633	5	

Area 5								
Street Name	No. Fully Support	No. Partly Support	No. Don't Support	No. Not Sure	Total	Total Estimated Properties	Estimated % Responses	Low Response Rate
Bellefield Street	0	0	2	0	2	10	20	✓
Bramwell Street	0	0	0	0	0	2	0	✓
Daisy Bank	0	0	1	0	1	10	10	✓
Dover Street	3	1	0	0	4	12	33	✓
Ellison Street	1	0	0	0	1	8	13	✓
Fawcett Street	5	1	1	0	7	52	13	✓
Finlay Street	0	0	1	0	1	3	33	✓
Hammond Street	4	3	3	0	10	50	20	✓
Jericho Street	4	0	2	0	6	48	13	✓
Netherthorpe Street	0	2	0	0	2	50	4	✓
St Philip's Road	7	1	2	0	10	67	15	✓
St Stephen's Road	1	0	0	0	1	4	25	✓
Street name not given	0	1	0	0	1			
Total	25	9	12	0	46	316	15	

Area 6								
Street Name	No. Fully Support	No. Partly Support	No. Don't Support	No. Not Sure	Total	Total Estimated Properties	Estimated % Responses	Low Response Rate
Bonville Gardens	3	1	0	0	4	25	16	✓
Dover Gardens	1	0	0	0	1	25	4	✓
Ellison Street	4	0	0	0	4	19	21	✓
Henry Street	0	0	1	0	1	5	20	✓
Hoyle Street	0	0	0	0	0	3	0	✓
Infirmary Road	0	0	0	0	0	40	0	✓
Malinda Street	1	1	0	0	2	208	1	✓
Meadow Street	1	0	0	0	1	188	1	✓
Montgomery Terrace Road	1	0	0	0	1	30	3	✓
Morpeth Gardens	2	0	0	0	2	20	10	✓
Netherthorpe Place	1	0	0	0	1	11	9	✓
Netherthorpe Walk	2	0	0	0	2	8	25	✓
Roscoe Road	0	1	0	0	1	1	100	✓
St Philip's Lane	0	0	0	0	0	8	0	✓
St Philip's Road	0	0	0	0	0	40	0	✓
Upperthorpe Road	0	0	0	0	0	1	0	✓
Watery Street	0	0	0	0	0	7	0	✓
Total	16	3	1	0	20	639	3	

Summary of Analysis								
Street Name	No. Fully Support	No. Partly Support	No. Don't Support	No. Not Sure	Total	Total Estimated Properties	Estimated % Responses	Low Response Rate
Area 1	6	2	8	0	16	235	7	✓
Area 2	10	17	20	4	51	405	13	✓
Area 3	35	10	35	4	84	780	11	✓
Area 4	19	5	6	2	32	633	5	✓
Area 5	25	9	12	0	46	316	15	✓
Area 6	16	3	1	0	20	639	3	✓
Total	111	46	82	10	249	3008	Total Response Rate = 8%	

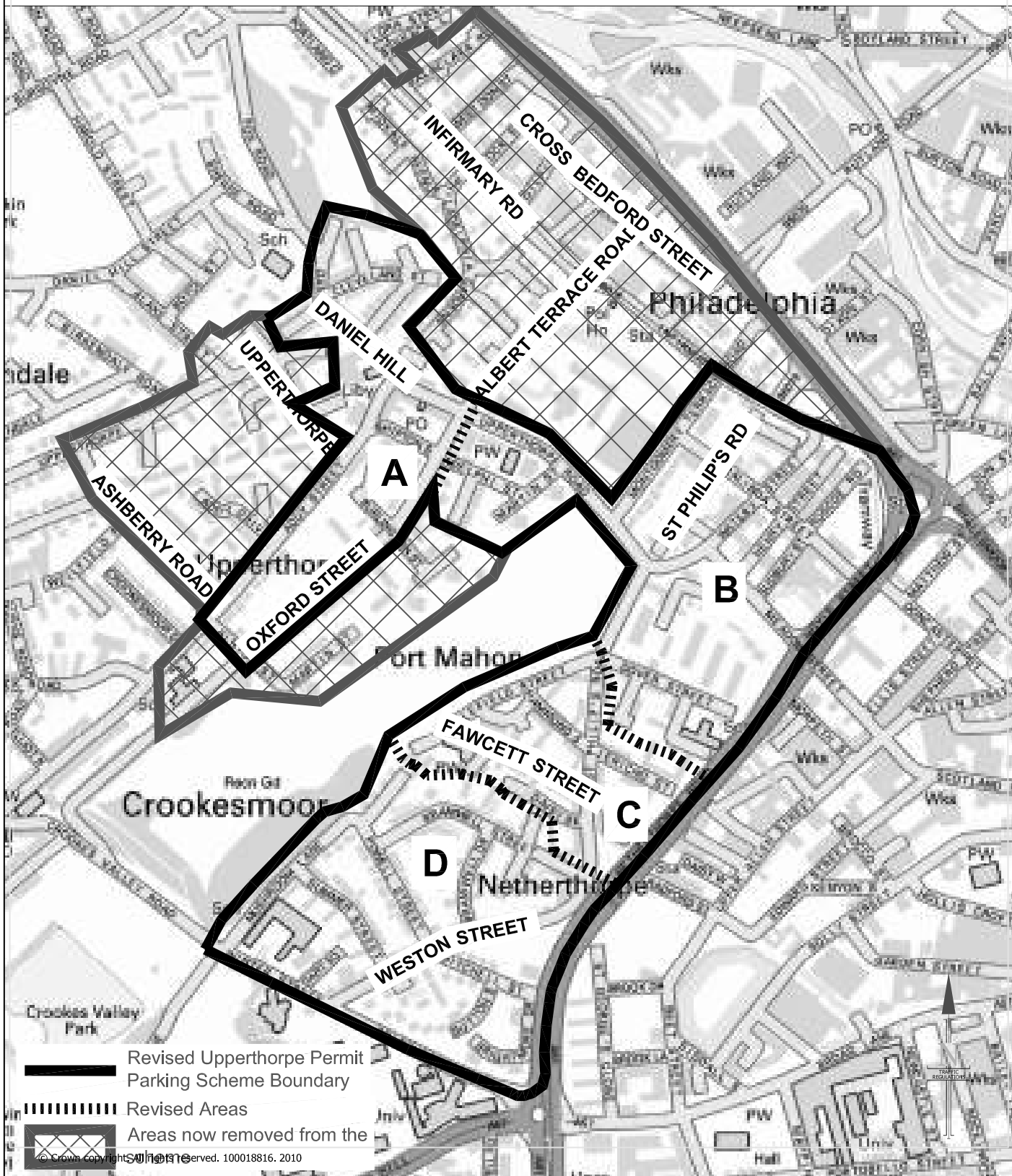
Appendix I - Scheme Comments and Officer Responses




No	Date	Street Name	Area	Comments	Officer Comments
1	25.05.10	Uppertorpe Road	2	Wants permit spaces for 4 cars outside houses. Likes Dys on opposite side and in Shipton Street. Rather the bays were permit only as when they go out say for shopping, they get back and there is nowhere to park. Introducing limited parking won't help as people will abuse this. Most people now park up and then go into town for work for the day, wishes for the permit bays in current Meadow Street scheme to stay the same	Parts of Area 2 to remain in the scheme. As the current Meadow Street scheme is in and working it is suggested that the current permit bays remain in the new proposals for the Uppertorpe Scheme.
2	27.05.10	Uppertorpe Road	2	In favour of Shipton Street Car Park and 20min bays o/s shops. Some other measures may be over the top	SUPPORT
3	02.06.10	Uppertorpe Road	2	Wants permit holders that live above the shops to be able to park in the car park	Parts of Area 2 to remain in the scheme. The Shipton Street car park is to become Pay and Display Monday - Friday 8am - 6:30pm and will be 20p for 1 hour and 40p for two hours. Maximum stay is 2 hours. People will be able to park inside this car park for free outside the restricted hours. This is the same for any car park belonging to the council that appears in a permit parking scheme i.e. Stewart Road car park, Sharrow Vale Road.
4	08.06.10	Uppertorpe Road	2	Likes short term 20-30min parking but concerned about lack of Permit Parking for businesses. Undertakes medical legal work from his office and is not location specific. Prepared to pay for two permits	Parts of Area 2 to remain in the scheme. There will be permit parking bays on Daniel Terrace, Westmoreland, Shipton Street, Adelphi Street and Martin Street. There are also a number of limited waiting bays that can be used.
5	14.06.10	Daniel Hill Terrace	2	Make permits specific to cul-de-sace only	Parts of Area 2 to remain in the scheme. This road will be permit holders only. Surveys have shown that there are fewer vehicles parked on this road throughout the day so we propose that business permits can also be used on this road for the moment. This could be reviewed and monitored at a later date.
6	24.06.10	Zest Centre Precinct	2	Disabled user of Zest Centre Pool Therapy facilities concerned about losing right to park close as possible to the zest centre on account of his disability - Mr Khan lives outside the area	Parts of Area 2 to remain in the scheme. The current bus gate on Addy Street will hold an area of disabled parking
7	03.08.2010	Uppertorpe Road	2	Rather the bays were permit only as when they go out say for shopping, they get back and there is nowhere to park. Introducing limited parking won't help as people will abuse this. Most people now park up and then go into town for work for the day	Parts of Area 2 to remain in the scheme. As the current Meadow Street scheme is in and working it is suggested that the current permit bays remain in the new proposals for the Uppertorpe Scheme.
8	04.08.10	Westmoreland Street (Petition)	2	Objecting to long-stay parking by commuters working locally or accessing Infirmary Road tram service. Short stay parking by visitors to the Library and Healthy Living Centre	Parts of Area 2 to remain in the scheme. Currently suggested by previous colleague that this area be dropped from the scheme. If it was to stay some permit only parking should be allowed on the main stretches with unrestricted parking in the cul-de-sac end of Cleveland Street and Camarvon Street
9	25.05.10	Ashberry Road	3	Don't allow parking in front of garages at all, turn Sys into Dys	This area is to be removed from the scheme. Double and Single Yellows will be implemented around junctions. Sys and Dys can be used to cover accesses where residents request them
10	25.05.10	Victoria Villas, Uppertorpe	3	Afraid controls will put more parked cars in private area	This area is to be removed from the scheme. Double and Single Yellows will be implemented around junctions. Sys and Dys can be used to cover accesses where residents request them
11	25.05.10	Albion Flats, Martin Street	3	Make permit/2 hr ltd waiting permit only, make unrestricted parking on Albion Street permit only and allow parking on the bend	This area is to be removed from the scheme. Double and Single Yellows will be implemented around junctions. Sys and Dys can be used to cover accesses where residents request them
12	25.05.10	Addy Drive Estate	3	Concerns about permit parking under 8ft wall and over use of Dys	This area is to be removed from the scheme. Double and Single Yellows will be implemented around junctions. Sys and Dys can be used to cover accesses where residents request them

No	Date	Street Name	Area	Comments	Officer Comments
13	27.05.10	Addy Street	3	Anxious about whether he can park outside his house	This area is to be removed from the scheme. Double and Single Yellows will be implemented around junctions. Sys and Dys can be used to cover accesses where residents request them
14	28.05.10	Addy Street	3	Concerned about parking bays opposite her driveway. Wants us to replace the proposed permit bays with Dys	This area is to be removed from the scheme. Double and Single Yellows will be implemented around junctions. Sys and Dys can be used to cover accesses where residents request them
15	02.06.10	Victoria Villas, Uppertorpe	3	Objects to scheme - car park at rear of 147-151 Uppertorpe used by residents of victoria Villas. Proposed restrictions elsewhere will increase pressure on this unprotected car park on council land.	This area is to be removed from the scheme. Double and Single Yellows will be implemented around junctions. Sys and Dys can be used to cover accesses where residents request them
16	07.06.10	Uppertorpe (Petition)	3	Petition against Dys on Uppertorpe, containing 20 signatures objecting to the proposed double yellow lines in Uppertorpe connected with the proposed Permit Parking Scheme	Reported to CHC 17.06.10. This area is to be removed from the scheme. Double and Single Yellows will be implemented around junctions. Sys and Dys can be used to cover accesses where residents request them
17	08.06.10	Uppertorpe	3	Dys limit parking opportunities too much. Elderly want to park right outside their houses	This area is to be removed from the scheme. Double and Single Yellows will be implemented around junctions. Sys and Dys can be used to cover accesses where residents request them
18	09.06.10	Addy Street	3	Not in favour. Addy Street not affected. Ashberry Gardens needs Dys at entrance to protect corners. Disabled should get to park in permit bays for free.	This area is to be removed from the scheme. Double and Single Yellows will be implemented around junctions. Sys and Dys can be used to cover accesses where residents request them
19	10.06.10	Victoria Villas, Uppertorpe	3	Under your proposal the main road outside our properties (90 to 94 Uppertorpe, maisonnettes and Victoria Villas) will be double yellow lines and permit and 4 hours limited waiting. The small area of road which is proposed to be permit and 4 hours limited waiting currently is large enough to accommodate approximately 10 parked cars. This proposed area will have to accommodate cars from approximately 15 houses and 12 maisonnettes and any non resident who may park for up to 4 hours (with an average of 2 cars per household and non resident parking 10 is not enough). This is a completely residential area and as you are also making the lower areas around Uppertorpe medical centre and Brandreth Road double yellows, permit and 2 hours limited waiting this will push visiting cars from the busy lower shopping area up to around our properties. This will be a definite issue on an already difficult parking situation for the genuine residents of our properties. I am also a disabled blue badge holder.	This area is to be removed from the scheme. Double and Single Yellows will be implemented around junctions. Sys and Dys can be used to cover accesses where residents request them
20	14.06.10	Addy Street	3	Is not in favour of Sys in this area - would prefer double yellow lines so that people wouldn't be able to park at any time of the day. Also double yellow lines means that nobody would be able to park here at anytime. We currently struggle with people parking there and parking half on the path and half on the road causing obstruction on the pavement.	This area is to be removed from the scheme. Double and Single Yellows will be implemented around junctions. Sys and Dys can be used to cover accesses where residents request them
21	01.06.10	Bramwell Street	4	Concerned about paying for permit parking in an unpoliced area. Wants to raise a petition	NO PETITION CURRENTLY RECEIVED
22	01.06.10	Brightmore Drive	4	Concerned about blue badge permits and about the scheme start date	This area is to remain in the scheme. Blue badge holders will be able to park in any shared use bay under the current national guidelines. Blue Badge holders will still need a permit to park in any permit only bays. They can also park on double and single yellow lines for the national time limit of three hours unless there is a loading ban
23	02.06.10	Yardley Square	4	Private square already gets parked on by outsiders, scheme will make it worse.	This area is to remain in the scheme. Area currently public highway will be permiholders only
24	02.06.10	Bramwell Street	4	He rents a garage under the house and a parking space in the rear car park (St Stephens Walk) comes along with it. Permit scheme in car park would be wrong	This area is to remain in the scheme. More investigation is needed regarding Sheffield Homes car parks and how they will be incorporated into the scheme. This will be done if the scheme reaches TRO.

No	Date	Street Name	Area	Comments	Officer Comments
25	02.06.10	Summer Street	4	Sheffield Homes Car Parks are missing from map	This area is to remain in the scheme. More investigation is needed regarding Sheffield Homes car parks and how they will be incorporated into the scheme. This will be done if the scheme reaches TRO.
26	02.06.10	Bramwell Close	4	No restrictions here - possible displacement may occur	This area is to remain in the scheme. This area has been left off the proposals by mistake. This has been rectified and permit parking will be proposed on this road
27	02.06.10	Mushroom, Summer, Weston and Powell	4	University end of these streets suffer most from university parking	This area is to remain in the scheme. Mushroom Lane will become 10 hour pay and display. Other proposals for the said roads will remain
28	02.06.10	Mitchell Street	4	Three blue squares are private driveways - remove from map	This area is to remain in the scheme. More investigation is needed regarding Sheffield Homes car parks and how they will be incorporated into the scheme. This will be done if the scheme reaches TRO.
29	11.06.10	Mitchell Street	4	Concerned about his private drive included on the plan wants the square removed - in favour of general scheme	This area is to remain in the scheme. More investigation is needed regarding Sheffield Homes car parks and how they will be incorporated into the scheme. This will be done if the scheme reaches TRO.
30	25.05.10	Netherthorpe Primary School	5	Concerns for 20 staff who drive in and lack of pre-consultation. Change 4 hour bays on Dover Street into 2 hour bays to protect for parent drop off	This area is to remain in the scheme. Limited waiting on Dover Street has been changed to 2 hours and further 2 hour limited waiting has been provided on Netherthorpe Place
31	26.05.10	Hammond Street	5	Enquiry about postcard processing and emphasis his suggestion	This area is to remain in the scheme.
32	26.05.10	Daisy Bank	5	Obstructed from getting home - in favour of yellow lines in narrow sections and turning area	SUPPORT NOTED
33	27.05.10	Dover Street	5	Concerned about impact of proposals on the activities of the Joint Learning Disability Service. Would like to meet up to discuss her concerns	This area is to remain in the scheme. A meeting has occurred. Awaiting feedback from respondent
34	21.06.10	Fawcett Street	5	The map is outdated - buildings labelled number 32 and 34 no longer there, the public house is now flats and community centre now a school. A large number of parking spaces on this street are currently taken up by people who work in sheffield during the day time. I often park in the shared use parking bay outside my house - if I park on the road. With the proposed plan I will no longer be able to. By having double yellow lines down one side of the street you are removing nearly half of the available parking spaces for residents. I do not understand why it is necessary to do this. If you introduce the double yellow lines down one side of the street I believe that there will not be enough parking for the residents. By reducing the parking availability the demand for the shared use bays will increase. Unless double yellow lines changed to permit holder there will not be enough parking spaces for residents. This can easily be solved by not having double yellow lines down one side of the street and instead having permit holder only parking.	This area is to remain in the scheme. It appears that the road is too narrow to officially mark out bays on both sides of the road. However perhaps a single yellow line could be used instead so that residents can park after the restrictions end
35	02.06.10	Montgomery Terrace Road	6	Social services home for delinquent children, can they have 3 carer permits. Can be three carers on duty at once	This area is to remain in the scheme. The 'special' permits are only intended for use by official carer or medical organisations and agencies. If you feel your organisation provides a caring function to the community please submit a letter on headed paper. Explain your organisation's operation, how many permits you require and why you require this type of permit. Send the letter to Travel Plans, Sheffield City Council, Development Services, Howden House, Union Street, Sheffield S1 2SH.

Appendix J - Revised Upperthorpe Permit Parking Scheme Boundary and Areas



-  Revised Upperthorpe Permit Parking Scheme Boundary
-  Revised Areas
-  Areas now removed from the

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A Service Area of the Directorate of Place
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Scheme
Proposed Upperthorpe PPS

Drawing Title
**Appendix J
 Revised Boundary and Areas**

Drawing No.
TR/BN577-A1

Scale
NTS A4

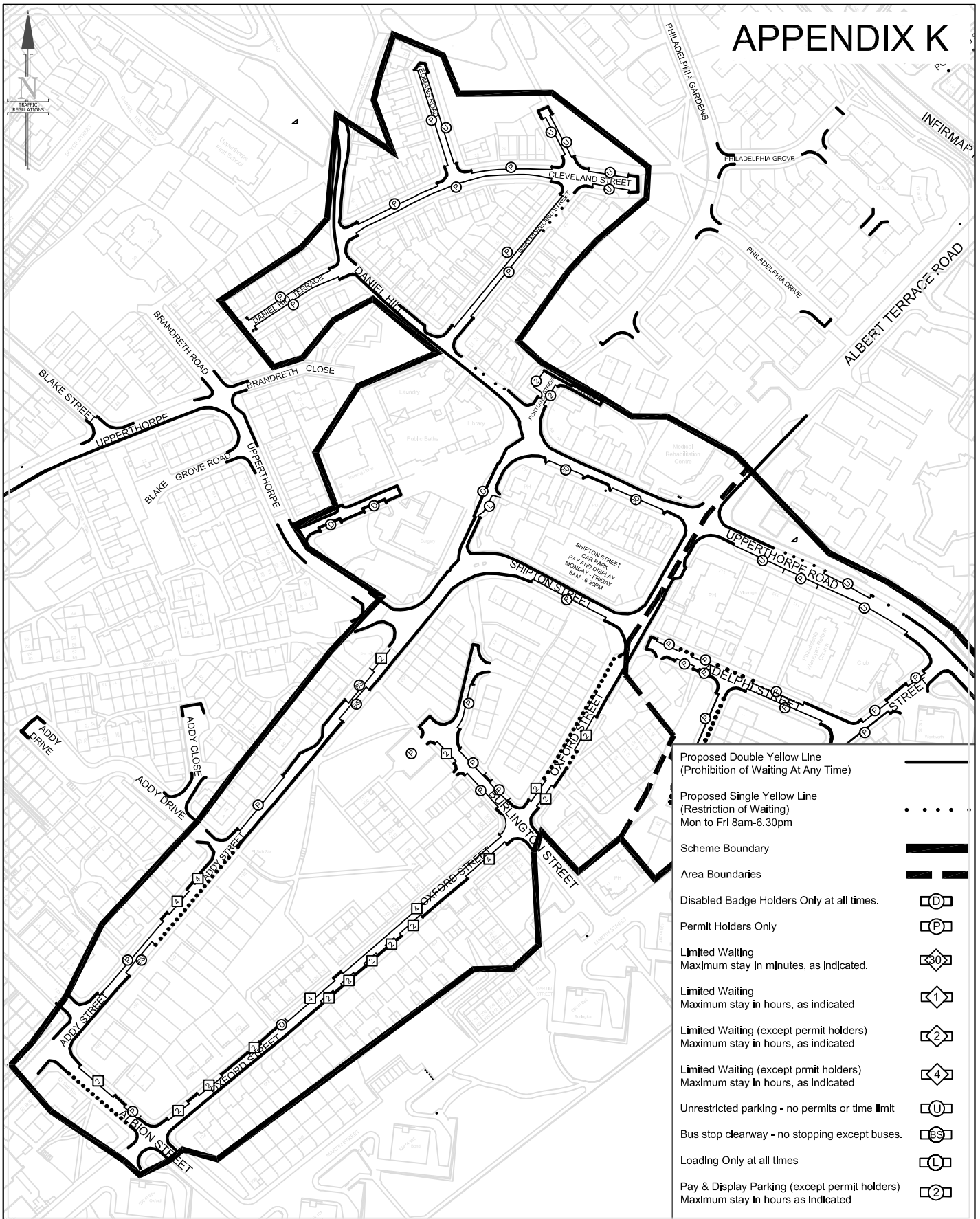


Date
 December 2010



TRAFFIC REGULATIONS

APPENDIX K



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

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Client
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 Scheme
Upperthorpe PPS
 Drawing Title
Appendix K - Revised Restrictions Area A

Drawing No.
TR / BN577
 Scale
1 / 2500 **A4**



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0 30
 Millimetres
 Date December 2010

TRAFFIC REGULATIONS



Proposed Double Yellow Line
(Prohibition of Waiting At Any Time)

Proposed Single Yellow Line
(Restriction of Waiting)
Mon to Fri 8am-6:30pm

Scheme Boundary

Area Boundaries

Disabled Badge Holders Only at all times.

Permit Holders Only

Limited Waiting
Maximum stay in minutes, as indicated.

Limited Waiting
Maximum stay in hours, as indicated

Limited Waiting (except permit holders)
Maximum stay in hours, as indicated

Unrestricted parking - no permits or time limit

Bus stop clearway - no stopping except buses.

Loading Only at all times

Pay & Display Parking (except permit holders)
Maximum stay in hours as indicated

Pay & Display (except permit holders)
Maximum stay in hours as indicated

Pay & Display (except permit holders)
Maximum stay in hours as indicated

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Scheme
Revised Upperthorpe Permit Parking Scheme

Drawing Title
Appendix L - Revised Restrictions - Area B

Drawing No.
TR / BN577

Scale
1 / 3000

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Millimetres
30

Date
December 2010

TRAFFIC REGULATIONS



Proposed Double Yellow Line
(Prohibition of Waiting At Any Time)

Proposed Single Yellow Line
(Restriction of Waiting)
Mon to Fri 8am-6:30pm

Area Boundaries

Disabled Badge Holders Only at all times.

Permit Holders Only

Limited Waiting
Maximum stay in minutes, as indicated.

Limited Waiting
Maximum stay in hours, as indicated.

Limited Waiting
Maximum stay in hours, as indicated.

Limited Waiting
Maximum stay in hours, as indicated.

Unrestricted parking - no permits or time limit

Bus stop clearway - no stopping except buses.

Loading Only at all times

Pay & Display Parking (except permit holders)
Maximum stay in hours as indicated

Pay & Display (except permit holders)
Maximum stay in hours as indicated

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Scheme
Revised Upperthorpe Permit Parking Scheme

Drawing Title
Appendix M - Revised Restrictions - Area C

Drawing No.
TR / BN577

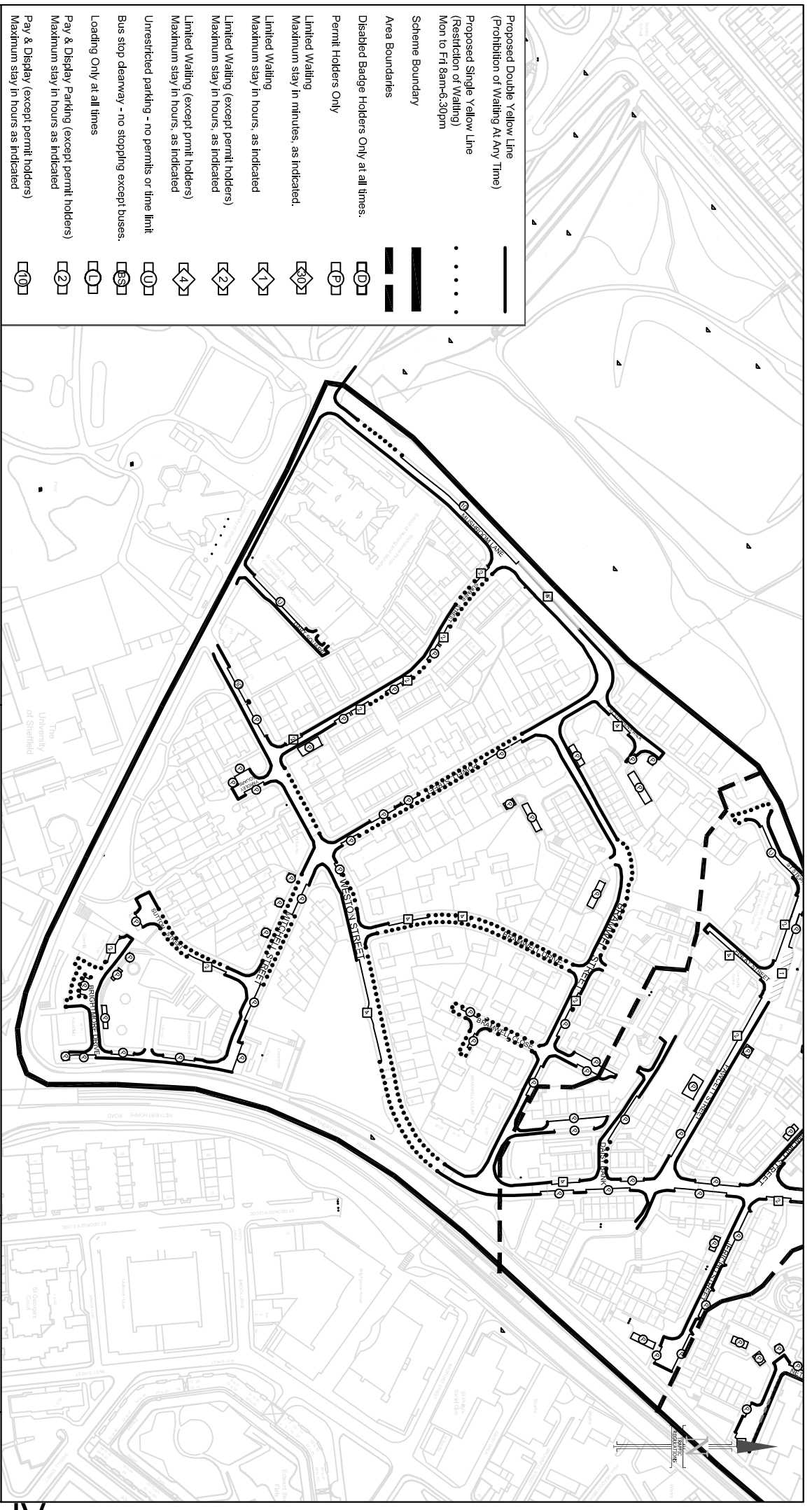
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Date
December 2010

TRAFFIC REGULATIONS



- Proposed Double Yellow Line
(Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line
(Restriction of Waiting)
Mon to Fri 8am-6:30pm
- Scheme Boundary
- Area Boundaries
- Disabled Badge Holders Only at all times.
- Permit Holders Only
- Limited Waiting
Maximum stay in minutes, as indicated.
- Limited Waiting
Maximum stay in hours, as indicated.
- Limited Waiting (except permit holders)
Maximum stay in hours, as indicated
- Limited Waiting (except print holders)
Maximum stay in hours, as indicated
- Unrestricted parking - no permits or time limit
- Bus stop clearway - no stopping except buses.
- Loading Only at all times
- Pay & Display Parking (except permit holders)
Maximum stay in hours as indicated
- Pay & Display (except permit holders)
Maximum stay in hours as indicated

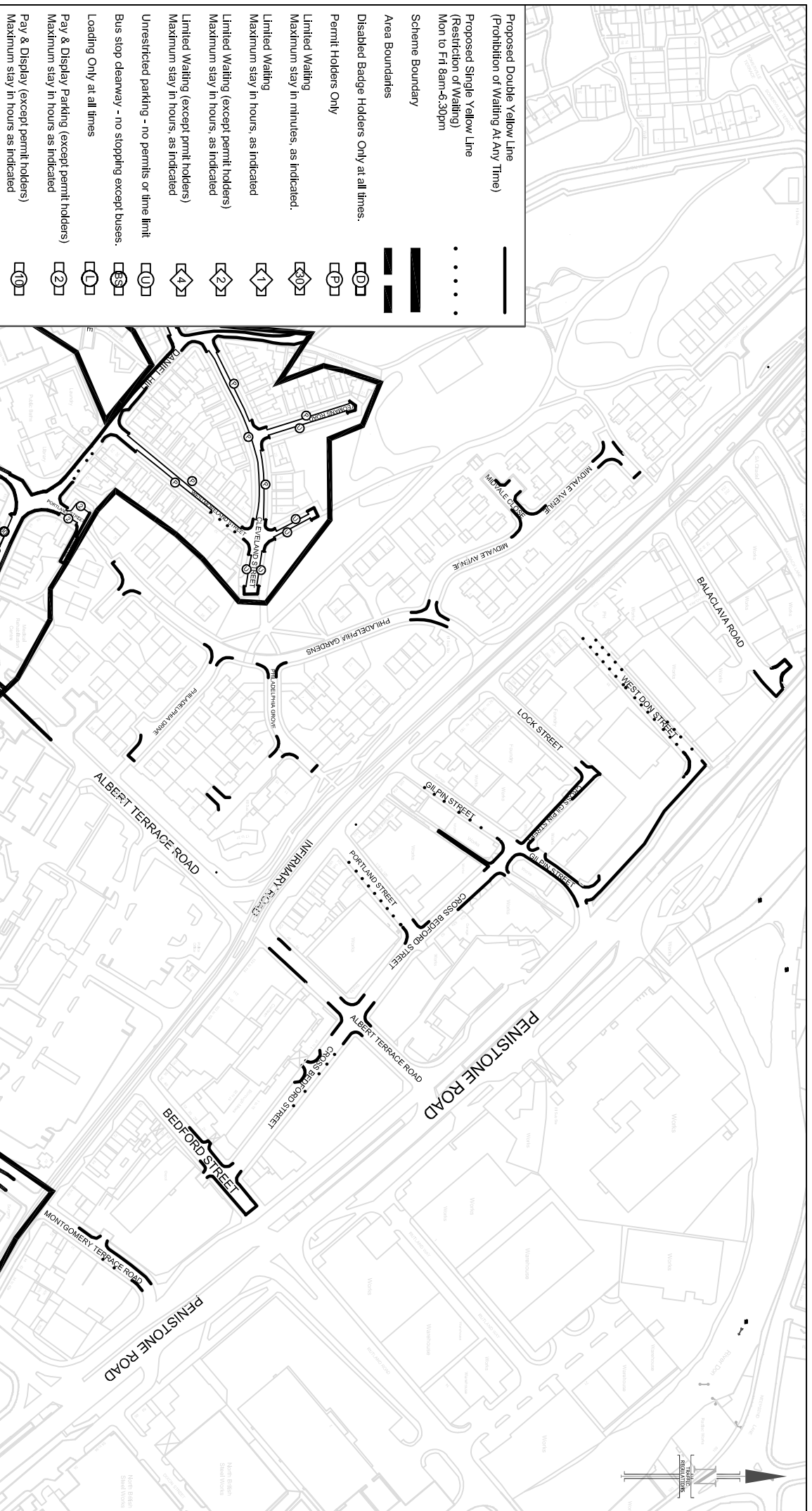
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Client: **SHEFFIELD CITY COUNCIL**
 Scheme: **Revised Upperthorpe Permit Parking Scheme**
 Drawing Title: **Appendix N - Revised Restrictions - Area D**

Drawing No. **TR / BN577**
 Scale: **1 / 3000**
 Date: **December 2010**
 Format: **A4**
 SHEFFIELD CITY COUNCIL
 TRAFFIC REGULATIONS



Proposed Double Yellow Line
(Prohibition of Waiting At Any Time)

Proposed Single Yellow Line
(Restriction of Waiting)
Mon to Fri 8am-6:30pm

Scheme Boundary

Area Boundaries

Disabled Badge Holders Only at all times.

Permit Holders Only

Limited Waiting
Maximum stay in minutes, as indicated.

Limited Waiting
Maximum stay in hours, as indicated

Limited Waiting (except permit holders)
Maximum stay in hours, as indicated

Limited Waiting (except permit holders)
Maximum stay in hours, as indicated

Unrestricted parking - no permits or time limit

Bus stop clearway - no stopping except buses.

Loading Only at all times

Pay & Display Parking (except permit holders)
Maximum stay in hours as indicated

Pay & Display (except permit holders)
Maximum stay in hours as indicated

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Sheffield City Council

Client
SHEFFIELD CITY COUNCIL

Scheme
Revised Upperthorpe Permit Parking Scheme

Drawing No.
TR / BN577

Scale
1 / 3000

Millimetres
0 30

Date
December 2010

TRAFFIC REGULATIONS

Client
SHEFFIELD CITY COUNCIL

Scheme
Revised Upperthorpe Permit Parking Scheme

Drawing Title
Appendix O - Revised Restrictions - former Area 1 and parts of Area 2

Drawn
LE

Checked
December 2010



Proposed Double Yellow Line
(Prohibition of Waiting At Any Time)

Proposed Single Yellow Line
(Restriction of Waiting)
Mon to Fri 8am-6:30pm

Scheme Boundary

Area Boundaries

Disabled Badge Holders Only at all times.

Permit Holders Only

Limited Waiting
Maximum stay in minutes, as indicated.

Limited Waiting
Maximum stay in hours, as indicated

Limited Waiting (except permit holders)
Maximum stay in hours, as indicated

Limited Waiting (except permit holders)
Maximum stay in hours, as indicated

Unrestricted parking - no permits or time limit

Bus stop clearway - no stopping except buses.

Loading Only at all times

Pay & Display Parking (except permit holders)
Maximum stay in hours as indicated

Pay & Display (except permit holders)
Maximum stay in hours as indicated

DEVELOPMENT SERVICES

TRANSPORT & HIGHWAYS DIVISION
TRAFFIC SECTION

2-10 CARBROOK HALL ROAD
SHEFFIELD S9 2DB

E-mail: Traffic.Regsg@Sheffield.gov.uk
Director: L Sturch M.R.T.P.I.
Development Services

A Service Area of the Directorate Place
Sheffield City Council

• Do not scale from this drawing
• Any errors/omissions to be reported immediately
• If in doubt, ask
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DRAWN
LE
December 2010

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Client
SHEFFIELD CITY COUNCIL

Scheme
Revised Upperthorpe Permit Parking Scheme

Drawing Title
Appendix P - Revised Restrictions - Former parts of Area 2 and 3

Drawing No.
TR / BN577

Scale
1 / 2000
A4



0
Millimetres
30
Date
December 2010

TRAFFIC REGULATIONS