



# SHEFFIELD CITY COUNCIL

## Report to Cabinet Highways Committee

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**Report of:** Executive Director, Place

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**Date:** 13<sup>th</sup> January 2011

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**Subject:** Hillsborough Permit Parking Outcome of the Traffic Regulation Order (TRO) Consultation

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**Author of Report:** John Bann, Head of Transport & Highways, Tel: 27 26030

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### **Summary:**

This report is to inform Members of representations received following the advertisement of the Traffic Regulation Order (TRO) for the proposed Hillsborough Permit Parking Scheme, together with Council officer responses and recommendations regarding the proposals.

It is recommended that approval is given to proceed to implement the scheme, subject to receiving appropriate funding from the Strategic Local Transport Plan in 2011/12. Following responses to the TRO advert, Clarence Road will no longer be included in the scheme.

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### **Reasons for Recommendations:**

Based on requests received over many years from residents and businesses of Hillsborough; survey work carried out by officers on parking demands; three comprehensive consultations; adjustments made where feasible at each stage; and the balance of representations made during the Traffic Regulation Order advert. It is recommended to implement a permit parking scheme in Hillsborough.

### **Recommendations:**

To approve making the Order and permit parking zone and associated restrictions shown on drawing number TM/BN549/01a set out in Appendix F (1A to 1F).

To complete the detailed design of the scheme and issue to Street Force for construction subject to the scheme receiving appropriate funding in the 2011/12 financial year.

To approve making the Experimental Traffic Regulation Order permanent on parts of Taplin Road, Hillsborough Road and Hillsborough Place.

To inform the lead petitioner and residents of Clarence Road that they will be excluded from the permit parking restrictions with exception of waiting restrictions at junctions to assist road safety and 4 hour pay and display bays (with exemption for permit holders close to Dykes Hall Road) and that the street be monitored following the implementation of a permit scheme in the rest of Hillsborough.

To inform the lead petitioner of the Hawksley Mews parking petition of the recommendation outlined in 7.1 which now includes the Mews in the overall scheme.

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**Background Papers:** Previous reports to Cabinet Highways Committee 9<sup>th</sup> September 2010.

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**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

<b>Financial Implications</b>
YES Cleared by: Liam Gilligan
<b>Legal Implications</b>
YES Cleared by: Julian Ward
<b>Equality of Opportunity Implications</b>
YES Cleared by: Ian Oldershaw
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
<b>Relevant Cabinet Portfolio Leader</b>
Councillor Ian Auckland
<b>Relevant Scrutiny Committee if decision called in</b>
Culture, Economy and Sustainability
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
NO

## **HILLSBOROUGH PERMIT PARKING OUTCOME OF THE TRAFFIC REGULATION ORDER (TRO) CONSULTATION**

### **1.0 SUMMARY**

- 1.1 This report is to inform Members of representations received following the advertisement of the Traffic Regulation Order (TRO) for the proposed Hillsborough Permit Parking Scheme, together with Council officer responses and recommendations regarding the proposals.
- 1.2 It is recommended that approval is given to proceed to implement the scheme, subject to receiving appropriate funding from the Strategic Local Transport Plan in 2011/12. Following responses to the TRO advert, Clarence Road will no longer be included in the scheme.

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

- 2.1 The advertisement of the TRO represents the third stage of consultation on a Permit Parking Scheme in Hillsborough. These exercises have been used to engage with local residents and businesses to develop the scheme proposals. This has resulted in the scheme area being modified and proposals on specific streets being changed according to the responses received. The scheme aims to better manage the available on-street parking in Hillsborough, making it easier for residents to park nearer their properties while also turning spaces over more frequently to help short term parking for local businesses, as well as for visitors and shoppers to the area.
- 2.2 The report will also contribute to the objective of the Council's Corporate Plan "A City of Opportunity", particularly the objective 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. A number of people have e-mailed and written to thank the Council for keeping them informed with regard to the progress of the scheme and any changes which the Council have made following each consultation.

### **3.0 OUTCOME & SUSTAINABILITY**

- 3.1 The public consultation in Hillsborough 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 Hillsborough. In addition, the overall project contributes to the 'Reducing Congestion' objective by reducing 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.

### **4.0 REPORT**

#### **4.1 Scheme Development**

The main outcomes from the second round of consultation and subsequent Cabinet Highways Committee meeting (9 September 2010) recommended that only one area

around Hillsborough Corner would be progressed to the Traffic Regulation Order consultation stage. The scheme boundary approved and street by street analysis from the second consultation can be seen in the appendix (Appendix A).

#### 4.2 Traffic Regulation Order Advert

On the 29 and 30 October 2010 three letters were delivered to residents of the Hillsborough area:

- TM/BN549/ATM/07:- Delivered to approximately 700 properties in streets around Sheffield Wednesday Football Ground. The letter informed residents of the decision made at the meeting of Cabinet Highways Committee on 9 September 2010, where it was agreed not to proceed with the proposals for a match day scheme. The letter can be seen in the appendix (Appendix B).
- TM/BN549/ATM/06:- Delivered to approximately 250 properties in streets which had been excluded from the new boundary for the Hillsborough Corner Scheme. The letter informed residents of the decision at the Cabinet Highways Committee Meeting on 9 September 2010 that these areas, due to the lack of support for a permit scheme would be removed from the overall proposals. They were also informed that the previous proposals for their street would not be legally advertised with the rest of the Hillsborough Corner Scheme. The letter can be seen in the appendix (Appendix C).
- TM/BN549/ATM/05:- Delivered to approximately 1665 properties around Hillsborough Corner in streets where residents and businesses showed a majority support for a permit scheme in the previous consultation. Residents and businesses were informed of the decision made at Cabinet Highways Committee on 9 September 2010 to advertise by Traffic Regulation Order the restrictions which were shown in an attached plan. The letter can be seen in the appendix (Appendix D).

4.3 Large scale area plans of the proposals were available at Hillsborough First Point, Hillsborough Library and in the City Centre First Point at Howden House between 29 October and 3 December 2010. The plan could also be viewed on the Council's web site, where previous consultation results and details of how a scheme would work were also available. The proposals were advertised in the Sheffield Star between 12 November and 3 December 2010 and at the same time by on-street notices in all streets within the proposed boundary. Large yellow backed notices were also used to alert through traffic and visitors to Hillsborough of the proposals. The notice highlighted that the proposals were available to view on the Council's web site and gave the link to follow.

#### Responses to TRO Advert

4.4 During the advert period a total of 45 emails, 12 letters, approximately 40 phone calls and 1 petition were received with regard to the proposals. Of these 15 were separate representations of support for the scheme and 12 objections. The petition included 7 signatures of support and 39 signatures of objection. A number of e-mails (12 generally in support and 6 generally not in support) asked further questions with regard to the scheme and these were all answered in full within a few days of receipt. A further 11 e-mails were received with general questions about the proposals and again these were answered in full within a few days of receipt. A few residents and business owners asked follow up questions which were answered and a number expressed their thanks for the prompt response to their queries.

4.5 The objectors to the scheme (12 by e-mail / letter) and supporters (15 by e-mail / letter) provided a range of views and reasons for supporting or not supporting the scheme. A list of the representations received and where appropriate officer responses, can be seen in the appendix to this report (Appendix E).

#### Petitions Received

4.6 A petition signed by 45 properties from Clarence Road, Dykes Hall Road, May Road and Avondale Road (7 in support and 38 against) was received on the 24 November 2010. This outlined that people signing to object did so for the following reasons:

- *“Another stealth tax is about to be added to the already overtaxed people of the area on the basis that the permits will not be issued free of charge to local residents”*,
- *“The reasons given for the implementation of the permit scheme given on the Council’s web site are quite frankly not good enough”*,
- *The implementation of these restrictions will have, in our opinion, no significant bearing on the flow of this type of traffic as the status quo will be unchanged. Consideration is always given to these types of vehicle by motorists”*,
- *“Residents will be paying a fee to park on the street they live in and the Council will take more fines from people who fall foul of these new and unwanted parking restrictions. A nice little earner for the Council”*
- *“Any parking scheme that you wish to thrust upon this area is unwanted and unnecessary”*.

4.7 Of the 45 properties signing the petition, 19 signatures were from properties outside the proposed area, all of which would have received the letter: - TM/BN589/ATM/06 explaining that their street or part of their street would no longer be included in the proposed permit parking scheme. However, 26 signatures were from inside the proposed scheme.

The breakdown of the signatures on each street was as follows:

#### Inside the proposed permit parking scheme boundary (26 Signatures in total)

- 15 signatures from properties on Clarence Road (1 in support, 14 against).
- 2 signatures from properties on Avondale Road (1 in support, 1 against).
- 9 signatures from properties on Dykes Hall Road (4 in support, 5 against).

#### Outside the proposed permit parking scheme boundary (19 Signatures in total)

- 7 signatures from properties on May Road (1 in support, 6 against).
- 12 signatures from properties on Clarence Road (0 in support, 12 against).

4.8 The level of support outside the scheme mirrors that of the previous consultation and because there was a majority against the proposals the scheme boundary was adjusted and approved at Cabinet Highways Committee in September 2010.

4.9 Inside the scheme boundary the signatures (in addition to the previous consultation results) show that there is a strong majority against the permit parking scheme on Clarence Road. However, there is still a majority in support on Avondale Road and Dykes Hall Road.

4.10 It is recommended therefore that the scheme be implemented on Avondale Road and Dykes Hall Road due to a majority of respondents indicating over the last two

consultations that they were in favour of a scheme and omit the proposals for Clarence Road. It is recommended that the 4 hour pay and display bays (with exemption for permit holders) which are not in front of any opposing properties are retained within the scheme to assist visitors to local businesses. The proposed waiting restrictions are also recommended to be implemented on the corners of Avondale Road and Clarence Road and Clarence Road junction with Portsea Road for road safety reasons. No comments were specifically raised about these in the petition and one support e-mail for the restrictions was received during the consultation. The proposed amended boundary for the scheme can be seen in TM/BN549/01a shown across the six sub-areas in Appendix F (1A to 1F).

4.11 A second petition was received after the second consultation had been reported. This was received on 9 September 2010, signed by 19 residents of Hawksley Mews. The petition stated that the residents of Hawksley Mews wanted to be included in the permit parking scheme proposed for Hillsborough. The petition was presented at Cabinet Highways Committee on 14 October 2010. To gauge the level of support for restrictions including 'no waiting at any time' on corners of the Mews and a number of 'permit holder only' bays a letter and questionnaire together with a plan showing the proposals was distributed to residents of the street on 28 and 29 September 2010. Of the 28 plans and questionnaires distributed.

- 21 (75%) were returned (9 by the lead petitioner and 12 by post).

Of the responses:

- 12 (57%) Fully supported the proposals,
- 5 (24%) Partly supported the proposals,
- 3 (14%) Didn't support the proposals,
- 1 wasn't sure about the scheme.

4.12 The same analysis of the results was used for Hawksley Mews as in the rest of Hillsborough (undertaken in June 2010). This showed that a majority of residents either partly or fully supported the proposals. Therefore, the decision was to include Hawksley Mews in the Traffic Regulation Order (TRO) consultation. Residents were informed of this decision by letter on 27 October 2010.

#### 4.13 Relevant Implications

The scheme is currently fully funded through the South Yorkshire Local Transport Plan (LTP) Strategic Fund. A sum of £57,000 has already been spent to implement the advanced experimental scheme around Hillsborough Place, Hillsborough Road and parts of Taplin Road. The cost of implementing the remainder of the permit parking scheme around Hillsborough Corner will be £170,000.<sup>1</sup> Additional funding would need to be secured to undertake a review of the scheme; these are usually undertaken six months after a scheme becomes operational. However, the timing would be dependent on when funding could be secured and made available. In addition, any future changes to the scheme would come from future years Strategic LTP funding.

4.14 There are no legal implications associated with this report. An Equality Impact Assessment has previously been conducted for this scheme which intends to

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<sup>1</sup> It is a high priority to implement this scheme in the 2011/12 financial year funded from the Central South Yorkshire Integrated Transport budget.

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. The scheme is fundamentally equality neutral. It will provide universal positive benefit to Sheffield people regardless of age, sex, faith, race, disability, sexuality.

## **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 Officers have considered the degree of support for the proposals and the content of each individual comment received. Where adjustments could have been made to the scheme they have been incorporated at various stages of the consultation and design process. Where a majority of respondents are not in favour of a scheme on a particular road then the boundary has been adjusted accordingly where feasible. In this round of consultation it was clear that the issues on Clarence Road could not be addressed. The street is near the boundary of the scheme and therefore changes are not likely to affect the overall proposals. The street will be monitored as part of the review process. The alternative would have been to progress the scheme as planned, however this would have meant promoting a scheme which was not focused on customer requirements.
- 5.2 An alternative would have been to remove the streets from which the objections to the TRO were received; However, it is recommended that these streets are retained when reviewing the balance of support from these areas following previous consultations and the location of the streets in the zone. An isolated street in the middle of a controlled zone would suffer from displaced parking.
- 5.3 Based on the support received from residents and businesses of Taplin Road, Hillsborough Road and Hillsborough Place it is recommended to make this order permanent with the rest of the scheme should funding be available during the 2011/12 financial year. It allows residents to park close to their properties during the day whilst parking spaces turn over quicker than before to assist local business. No objections have been received from this area. A permanent order provides a long term solution to the parking problems in this area.
- 5.4 Any scheme approved for implementation 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 tend to involve minor changes to the scheme, and to address any issues outside the scheme boundary, if appropriate. A much further reaching scheme could have been promoted from the outset. However, it is considered that the scheme detailed in TM/BN549/01a incorporates streets in Hillsborough where a scheme is most needed (based on resident feedback and survey data) and satisfies the majority of residents and business owners.

## **6.0 REASONS FOR RECOMMENDATIONS**

- 6.1 Based on requests received over many years from residents and businesses of Hillsborough; survey work carried out by officers on parking demands; three comprehensive consultations; adjustments made where feasible at each stage; and the balance of representations made during the Traffic Regulation Order advert. It is recommended to implement a permit parking scheme in Hillsborough.

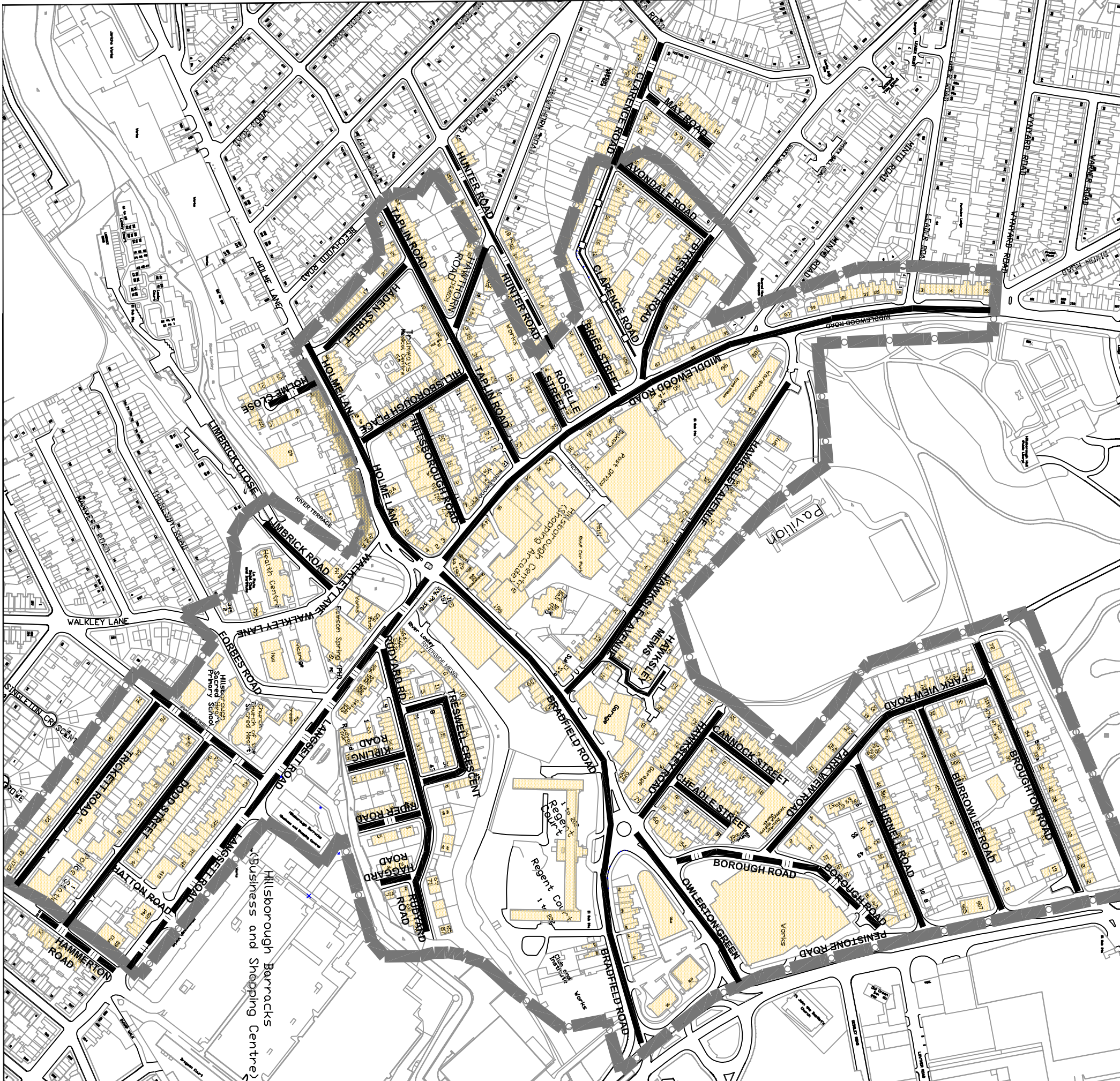
## **7.0 RECOMMENDATIONS**

- 7.1 To approve making the Order and permit parking zone and associated restrictions shown on drawing number TM/BN549/01a set out in Appendix F (1A to 1F).
- 7.2 To complete the detailed design of the scheme and issue to Street Force for construction subject to the scheme receiving appropriate funding in the 2011/12 financial year.
- 7.3 To approve making the Experimental Traffic Regulation Order permanent on parts of Taplin Road, Hillsborough Road and Hillsborough Place.
- 7.4 To inform the lead petitioner and residents of Clarence Road that they will be excluded from the permit parking restrictions with exception of waiting restrictions at junctions to assist road safety and 4 hour pay and display bays (with exemption for permit holders close to Dykes Hall Road) and that the street be monitored following the implementation of a permit scheme in the rest of Hillsborough.
- 7.5 To inform the lead petitioner of the Hawksley Mews parking petition of the recommendation outlined in 7.1 which now includes the Mews in the overall scheme.

Simon Green  
Executive Director, Place

5 January 2011





Plan Key	Street Name	No. Fully Support	No. Partly Support	No. Don't Support	Not Sure	Total	Total Estimated Properties	Estimated % Responses	Low Response Rate (below 20%)
█	Avondale Rd	4	0	1	0	5	17	29	✓
█	Bealey Wood Rd	1	0	0	0	1	8	13	
█	Broughton Rd	1	0	2	0	3	12	25	
█	Bradfield Rd	4	1	3	0	8	31	26	
█	Brier St	3	3	4	0	10	21	48	
█	Broughton Rd	13	0	3	0	16	55	29	
█	Burnell Rd	13	0	6	0	19	57	33	
█	Burrowlee Rd	12	1	3	0	16	45	36	
█	Carnock St	3	4	1	0	8	20	40	
█	Cheadle St	9	0	0	0	9	16	56	
█	Clarence Rd (Dykes to Avondale)	5	3	8	1	17	42	40	
█	Clarence Rd (Avondale to Portkay)	3	0	7	0	10	22	45	
█	Dodd St	7	1	5	0	13	47	28	
█	Dykes Hall Rd	3	0	2	0	5	32	16	
█	Haden St	4	0	1	1	6	25	24	
█	Hammerton Rd	0	1	4	0	5	20	25	
█	Hawkesley Ave	22	12	12	2	48	100	48	✓
█	Hawkesley Mews	1	0	0	0	1	24	4	
█	Hawkesley Rd	6	3	3	1	13	41	32	
█	Hawthorn Rd	4	0	1	0	5	22	23	
█	Hillsborough Place	2	3	1	0	6	18	33	
█	Hillsborough Road	5	3	2	0	10	23	43	
█	Holme Close	0	1	4	0	5	22	23	
█	Holme Lane	1	2	1	0	4	53	8	✓
█	Hunter Road	4	3	9	0	16	41	39	
█	Kipping Rd	1	1	0	0	2	15	13	
█	Langsett Rd	1	0	2	0	3	84	4	✓
█	Limbrick Close	0	0	0	0	0	68	0	✓
█	Limbrick Road	1	3	1	1	6	25	24	
█	May Rd	2	1	4	0	7	17	41	
█	Middlewood Rd	3	2	2	0	7	86	8	✓
█	Owlerton Green	1	1	0	0	2	11	18	
█	Park View Rd	6	4	3	0	13	51	25	
█	Rider Rd	0	1	4	0	5	11	45	
█	Ripley St	0	0	1	0	1	4	25	
█	Rosalee St	3	1	1	0	5	15	33	
█	Rudgard Rd (The Haggard Road)	11	3	7	0	21	67	31	
█	Taplin Rd	9	3	3	0	15	68	22	
█	Treswell Cress	6	1	6	1	14	38	37	
█	Trickett Rd	8	7	5	0	20	47	43	
█	Walkley Ln	0	0	0	0	0	11	0	✓
	Total	182	69	122	7	380	1432		

**KEY**

- █ Majority of respondents fully or partly support the proposals.
- ▬ Equal Split of respondents fully / partly supporting and not supporting the proposals.
- ▬ Majority of respondents do not support the proposals.

Proposed New Boundary for the Hillsborough Corner Controlled Zone

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## Development Services

## APPENDIX 'B'

Director: L Sturch, MRTPI

Traffic Section: 2-10 Carbrook Hall Road · Sheffield · S9 2DB

E-mail: [andrew.marwood@sheffield.gov.uk](mailto:andrew.marwood@sheffield.gov.uk) Fax: (0114) 273 6182

Website: [www.sheffield.gov.uk](http://www.sheffield.gov.uk)

Officer: Mr A Marwood

Tel: (0114) 2736177

Ref: TM/BN549/ATM/07

Date: 28<sup>th</sup> October 2010

The Occupier

Dear Sir/Madam

### **Hillsborough Match Day Permit Parking Scheme Consultation Feedback**

Thank you to all respondents who replied to the previous consultation on parking issues in Hillsborough, the information provided was invaluable to enable us to make decisions on the proposal for a Match Day Permit Parking Scheme around the football ground.

I am sure you can appreciate that providing a scheme which suits everyone is extremely difficult. It is the intention of the Council to only propose a scheme in areas where surveys have indicated there are parking problems and where the majority of residents are in support of any proposals.

Following the last round of consultation in May 2010, it was clear that a majority of residents responding to the scheme details were not in favour of the proposals. I am therefore writing to let you know that it was agreed at the meeting of Cabinet Highways Committee on 9 September 2010 not to proceed with the proposals for your area.

The consultation results at Hillsborough Corner for a scheme operating from Monday to Saturday were much more favourable and therefore these proposals will be legally advertised throughout November.

Copies of the plan showing the revised proposals for the Hillsborough Corner scheme together with the results from the consultation in May can be seen on the Council website at:- [www.sheffield.gov.uk/roads-and-transport/parking/permit-parking/hillsborough-permit-parking-scheme](http://www.sheffield.gov.uk/roads-and-transport/parking/permit-parking/hillsborough-permit-parking-scheme) or viewed at the following locations:-

- Hillsborough First Point Reception
- Hillsborough Library Reception

### **What happens next for the Hillsborough Corner Scheme?**

The results of the TRO consultation (which will now exclude your street) will be presented at a future meeting of Cabinet Highways Committee where Councillors will be asked to decide to introduce the order, with or without changes, or not at all. Should support remain favourable, implementation of the permit parking scheme at Hillsborough Corner would be a priority for the Council, however, this is subject to receiving appropriate funding in 2011.

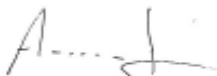
**P.T.O.**

**What happens next on your street?**

If a scheme is implemented at Hillsborough Corner in 2011, your street would be monitored and you would be consulted with regard to any changes which were felt to be necessary.

If you wish to discuss this matter further, please call me on 273 6177 or email [andrew.marwood@sheffield.gov.uk](mailto:andrew.marwood@sheffield.gov.uk), alternatively you can call Paul Casola on 273 5828 or email [paul.casola@sheffield.gov.uk](mailto:paul.casola@sheffield.gov.uk).

Yours faithfully



Andrew Marwood  
Engineer, Traffic Management  
Transport & Highways Division

## Development Services

## APPENDIX 'C'

Director: L Sturch, MRTPI

Traffic Section: 2-10 Carbrook Hall Road · Sheffield · S9 2DB

E-mail: [andrew.marwood@sheffield.gov.uk](mailto:andrew.marwood@sheffield.gov.uk) Fax: (0114) 273 6182

Website: [www.sheffield.gov.uk](http://www.sheffield.gov.uk)

Officer: Mr A Marwood  
Ref: TM/BN549/ATM/06

Tel: (0114) 2736177  
Date: 28<sup>th</sup> October 2010

The Occupier

Dear Sir/Madam

### **Hillsborough Corner Permit Parking Scheme Changes following consultation**

As I am sure you are aware, we are planning to introduce a permit-parking scheme in and around Hillsborough Corner and you will have previously received leaflets with response forms attached to tell us your views. Thank you to all respondents who replied to the consultations, the information provided was invaluable to enable us to adjust the scheme to the varying needs of local residents and businesses.

I am sure you can appreciate that providing a scheme which suits everyone is extremely difficult. It is the intention of the Council to only propose a scheme in areas where surveys have indicated there are parking problems during the day and where the majority of residents are in support of the proposals.

Following the last round of consultation it was clear that the majority of residents responding to the scheme on your street or part of your street, were not in favour of the proposals. I am therefore writing to let you know that it was agreed at the Cabinet Highways Committee Meeting on 9 September 2010 that these areas would be removed from the overall proposals and not legally advertised with the rest of the Hillsborough Corner Scheme.

The streets which remain in support of the proposals will now be consulted again. Copies of the plan showing the revised proposals for these areas can be seen on the Council website at: [www.sheffield.gov.uk/roads-and-transport/parking/permit-parking/hillsborough-permit-parking-scheme](http://www.sheffield.gov.uk/roads-and-transport/parking/permit-parking/hillsborough-permit-parking-scheme) or viewed at the following locations:-

- Hillsborough First Point Reception
- Hillsborough Library Reception

### **What happens next for the Hillsborough Corner Scheme?**

The results of the TRO consultation (which now excludes the whole or part of your street) will be presented at a future meeting of Cabinet Highways Committee where Councillors will be asked to decide to introduce the order, with or without changes, or

**P.T.O**

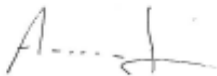
not at all. Should support remain favourable, implementation of the permit parking scheme would be a priority for the Council. However, this is subject to receiving appropriate funding in 2011.

**What happens next on your street ?**

If a scheme is implemented around Hillsborough Corner in 2011, your street would be monitored and you would be consulted with regard to any changes which were felt to be necessary.

If you wish to discuss this matter further, please call me on 273 6177 or email [andrew.marwood@sheffield.gov.uk](mailto:andrew.marwood@sheffield.gov.uk), alternatively you can call Paul Casola on 273 5828 or email [paul.casola@sheffield.gov.uk](mailto:paul.casola@sheffield.gov.uk).

Yours faithfully



Andrew Marwood  
Engineer, Traffic Management  
Transport & Highways Division

## Development Services

## APPENDIX 'D'

Director: L Sturch, MRTPI

Traffic Section: 2-10 Carbrook Hall Road · Sheffield · S9 2DB

E-mail: [andrew.marwood@sheffield.gov.uk](mailto:andrew.marwood@sheffield.gov.uk) Fax: (0114) 273 6182

Website: [www.sheffield.gov.uk](http://www.sheffield.gov.uk)

Officer: Mr A Marwood  
Ref: TM/BN549/ATM/05

Tel: (0114) 2736177  
Date: 28<sup>th</sup> October 2010

The Occupier

Dear Sir/Madam

### **Hillsborough Corner Permit Parking Scheme Traffic Regulation Order (TRO) Consultation**

As I am sure you are aware, we are planning to introduce a permit-parking scheme in and around Hillsborough Corner and you will have previously received leaflets with response forms attached to tell us your views. Thank you to all respondents who replied to the consultations, the information provided was invaluable to enable us to adjust the scheme to the varying needs of local residents and businesses.

I am sure you can appreciate that providing a scheme which suits everyone is extremely difficult. However, the experimental scheme on Hillsborough Road, Hillsborough Place and parts of Taplin Road was introduced in August and early indications from feedback received and survey data gathered indicates the scheme is working well, meeting a balance of parking demands of both residents and businesses. This is something that we hope to achieve in the rest of Hillsborough.

The plan included shows the proposals for your area and includes a mixture of parking restrictions. Ultimately, the aim is to remove long stay commuter parking and free more spaces up for residents and short stay shoppers during the day. On Hillsborough Road, Hillsborough Place and part of Taplin Road we are also proposing to make the current restrictions permanent.

Larger copies of the plan showing the proposals for the whole area can be seen on the Council website at: [www.sheffield.gov.uk/roads-and-transport/parking/permit-parking/hillsborough-permit-parking-scheme](http://www.sheffield.gov.uk/roads-and-transport/parking/permit-parking/hillsborough-permit-parking-scheme), or viewed at the following locations:-

- Hillsborough First Point Reception
- Hillsborough Library Reception

Please spend a minute or two to write or e-mail to let us know what you think about the proposals. The waiting restriction changes can only be introduced following the making of a Traffic Regulation Order (TRO). This is a legal process which requires the Council to advertise the proposals, allowing the public to comment on the details. Sometimes we

**P.T.O**

only hear from people who have negative views about the scheme, but we would like to hear from everyone whether you think the scheme will improve parking opportunities in the area or not.

**The deadline for formal responses to the TRO is Friday 26 November 2010**

### **What happens next?**

The results of the TRO consultation will be presented at a future meeting of Cabinet Highways Committee where Councillors will be asked to decide to introduce the order, with or without changes, or not at all. Should support remain favourable, implementation of the permit parking scheme would be a priority for the Council, however, is subject to receiving appropriate funding in 2011.

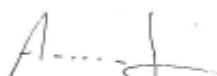
If you wish to discuss this matter further, please call me on 273 6177 or email [andrew.marwood@sheffield.gov.uk](mailto:andrew.marwood@sheffield.gov.uk), alternatively you can call Paul Casola on 273 5828 or email [paul.casola@sheffield.gov.uk](mailto:paul.casola@sheffield.gov.uk).

The address to write with your responses is as follows:-

Sheffield City Council  
Traffic Section  
2-10 Carbrook Hall Road  
Sheffield  
S9 2DB

FAO A Marwood

Yours faithfully



Andrew Marwood  
Engineer, Traffic Management  
Transport & Highways Division

A large print version of this letter is  
available by telephoning  
(0114) 273 6177

## HILLSBOROUGH PERMIT PARKING SCHEME – TRO CONSULTATION APPENDIX E – PUBLIC REPRESENTATIONS

### APPENDIX E – Objection and Support Representations

#### Objections: - 12 in total

1. From: - Resident of Treswell Crescent

Summary: - Is in general agreement with the proposals but objects to:-

- Finds it difficult to swallow that residents will have to pay for permits,
- Already pays enough in Road tax, Council tax etc...,
- Limited time parking scheme (such as promoted) will dissuade people from working and shopping in Hillsborough,
- No better help to local business than to allow people to park as long as they want,
- Can see it discouraging people from buying property in the area and hinder the chances of selling property.

2. From: - Resident of Hawksley Avenue

Summary: - Feels quite positive about the proposals but objects to:-

- Double yellow lines outside 59 to 75 Hawksley Avenue,
- Means that at no point can residents park outside their houses,
- Has off-street parking but not always practical to use the space,
- Would like to keep the single yellow line.

3. From: - Resident of Hawksley Avenue

Summary:-

- Opposed to the scheme as although this is a busy road and many people do park during the day they see it as a major problem and objects to having to pay to park at any time.

4. From: - Resident of Hawksley Avenue

Summary:-

- Only answer that I and other residents would be happy with is that we have resident parking only plus visitor permits.
- Shop workers and businesses will apply for permits and they will stay from 7am to 6pm.
- Upset that residents are being put in the back seat once more.

5. From: - Resident of Clarence Road



## HILLSBOROUGH PERMIT PARKING SCHEME – TRO CONSULTATION APPENDIX E – PUBLIC REPRESENTATIONS

Summary:-

- Feels it is grossly unfair that residents have to pay for parking permits at a cost of £10 and £30. Permits should be funded by people causing the problem not by residents,
- Intention to make Clarence Road not pay and display is un-justified, that in its self would fund at least the first resident permit,
- Suggestion that there will be regular patrols is unachievable,
- Already pays full Council tax although lives away in the services, are there any plans to reduce the cost of permits for people with unique cases?
- Permit scheme is a good idea but at the expense of residents.

6. From: - Resident of Burrowlee Road

Summary:-

- The last consultation highlighted that residents found it problematic parking at all times, therefore this means there are simply too many residents' cars rather than those belonging to commuters and shoppers.
- Cannot see the price of a permit remaining at £10 for very long.
- Anything that will hurt local shops and businesses cannot be supported in these difficult times.
- Set up costs of the scheme are expensive. Can only hope that money will not be ring-fenced any more, otherwise will be far from impressed when the Council says that it is cutting services to the elderly / disabled / children.
- Thanks for the continued updates on the scheme – yes its divisive and you can't please all of the people all of the time.

7. From: - Resident of Broughton Road

Summary:-

- Daily parking problems may exist but not in Broughton Road and surrounding streets.
- Parking is an issue but only at night and as a consequence of limited spaces relative to households with vehicles.
- During the day there are no problems, therefore quite clearly this scheme has no validity.
- Concludes that the scheme must be a way of chasing targets.
- Would object without the additional financial burden the Council plan to impose on residents.

8. From: - Hillsborough Resident – No address given

## HILLSBOROUGH PERMIT PARKING SCHEME – TRO CONSULTATION APPENDIX E – PUBLIC REPRESENTATIONS

Summary:-

- The main problem is that residents have more than 1 car (not enough space and not helpful that the Council approves planning applications to turn Victorian houses into flats),
- No problem with daytime parking because residents are at work so let shoppers have the spaces,
- Introduce the scheme at other times to control residents,
- Council is forcing residents into something which is not needed.

9. From: - Resident of Brier Street

Summary:-

- Concerned that the cost of a permit will start at £10 but quickly rise with residents having no choice but to pay,
- Is against having the inconvenience of trying to arrange parking for visitors,
- Residents understand the movement of traffic on their streets and adapt to suit the comings and goings of other vehicles,
- All the plan will do is create difficulties at the expense of residents,
- Objects to the inconsiderate parking of 'Blue Badge' holders.

10. From: - Resident of Brier Street

Summary:-

- Would like to see people who park all day charged and not residents.
- Already pays enough in Road tax / Council tax for the privilege of owning a vehicle.
- Is aware that the time of day when they finish work they will not be able to park on the street due to other users parking in the bays
- Is worried that the Council will not allow parking on Clarence Road with a permit if there isn't a space on Brier Street.
- Currently in a recession and cannot afford the additional costs being forced upon them.
- Do something that benefits the Council tax payer, not further charges which people cannot afford.

11. From: - Resident of Hawksley Avenue

## **HILLSBOROUGH PERMIT PARKING SCHEME – TRO CONSULTATION APPENDIX E – PUBLIC REPRESENTATIONS**

Summary:-

- Residents of Hawksley Avenue are not going to benefit from the permit parking scheme, they will be worse off from having to pay to park in their own street.
- Have been times that they have had to wait to find a space but what's a few minutes.
- Feels it is a dictatorship that residents who have nowhere else to go have to pay to park.
- Feels visitors will not be able to afford to park, it is a hassle for family and friends.

12. From: - Resident of Hillsborough.

Summary:-

- Doubts any objections will be taken seriously as the Council have always done what they've wanted to do anyway.
- Most people accept they cannot park outside their front doors and live with it
- The scheme when implemented as it surely will, will change nothing other than the fact that residents will have to pay for the inconvenience rather than get it for free.

### **Officer Response to general points made in the objections:-**

**Feedback from residents is always taken seriously. It is feedback from residents in the last consultation (June 2010) which led to the recommendation at Cabinet Highways Committee in September 2010, to drop the proposals for the match day scheme around Sheffield Wednesday Football Ground. Feedback has also been invaluable when making a number of adjustments to the Hillsborough Corner scheme throughout the previous three consultations.**

**Providing a scheme which suits everyone is extremely difficult. However, the experimental scheme on Hillsborough Road, Hillsborough Place and parts of Taplin Road was introduced in August 2010 and early indications from the feedback received and surveys undertaken is that the scheme is working well. The scheme seems to be meeting a balance of parking demands, between resident vehicles and short stay parking for local shops and businesses. This is something that the Council hopes will be mirrored throughout the rest of Hillsborough.**

**Any migration of parking will be monitored and adjustments made in future if felt necessary. There are a number of people who accept the current situation and live with it. These people may be out at work during the day and therefore do not see any parking problems within the area. Over a number of years however and through recent letters of support, it is also evident that another large group in Hillsborough welcome the proposals to tackle long standing parking issues.**

## **HILLSBOROUGH PERMIT PARKING SCHEME – TRO CONSULTATION APPENDIX E – PUBLIC REPRESENTATIONS**

**In terms of the detail of the ‘No Waiting at Any Time’ restrictions proposed for Hawksley Avenue, the Council has received a couple of calls from residents of Hawksley Avenue supporting the proposals on road safety grounds. One e-mail of support has also been received from a resident who hopes the lines will be respected more by drivers than the current single yellow line.**

**There are no plans to issue general permits free. For residents and businesses, vehicles registered from 1 March 2001 in Band A or Band B CO<sub>2</sub> emissions will be eligible for a free parking permit. It is however possible to purchase a second permit at a reduced rate if one is only required for a period of six months. The Parking Services team would be able to provide residents who feel they would like to purchase a second permit for a shorter duration all the information they need if a scheme in Hillsborough is implemented.**

**It is acknowledged that everyone pays Road tax and Council tax but not everyone has long stay parking problems on their street from vehicles from outside the area. Therefore, the Council feel it is only fair that residents and businesses make a contribution to a scheme which is aimed at helping them. There is a current Council policy with regard to permit charges. This modest charge is seen to be essential to contribute to the running (administration, enforcement and maintenance) costs associated with a new permit parking scheme. However, the cost of parking permits has significantly reduced.**

**If surveys had indicated that long stay parking wasn't a problem then the Council would not be proposing any measures. The scheme has always been based on survey data and local support provided by residents and businesses.**

### **Support: - 15 in total**

**1. From: - Resident of Hawksley Mews**

**Summary:-**

- **Personally very much welcome efforts to keep residents informed of the developments for Hillsborough,**
- **Wish to express their gratitude for the endeavours and wish to point out that if the Council needs any further information they can be contacted by letter or telephone.**

## HILLSBOROUGH PERMIT PARKING SCHEME – TRO CONSULTATION APPENDIX E – PUBLIC REPRESENTATIONS

2. From: - Resident of Rudyard Road

Summary:-

- Glad to hear about the step forward to permit parking on Rudyard Road,
- Have supported the proposals from the beginning,
- Life will be that little bit easier for us and it will stop the park and ride as it happens now.

3. From: - Resident of Trickett Road

Summary:-

- In reply to the letter about the parking permit scheme around Hillsborough. Thinks it is a very good idea, the sooner the better.

4. From: - Resident of Middlewood Road

Summary:-

- Hopes the scheme will come to fruition as the current parking restrictions equate to a great deal of trouble being a resident of Middlewood Road.

5. From: - Resident of Rudyard Road

Summary: -

- Not a car driver but finds it difficult to drive mobility scooter and therefore keeping junctions free and dropped kerbs from parked cars would be of great benefit to get in and around the local area.

6. From: - Resident of Broughton Road

Summary:-

- Would like to add support to the scheme as it is increasingly difficult to find a parking space, and not just on match days. A parking scheme would be of benefit to local residents,
- Doesn't expect to park outside their house but feels it would be nice to park within the same street,
- Hope the scheme is implemented as soon as possible.

## **HILLSBOROUGH PERMIT PARKING SCHEME – TRO CONSULTATION APPENDIX E – PUBLIC REPRESENTATIONS**

7. From: - Resident of Hawksley Avenue

Summary:-

- Supports the scheme outlined in (TM/BN549/ATM/05),
- Supports the Double Yellow lines half way up Hawksley Avenue as getting in and out of accesses at that point is difficult,
- Hopes drivers will pay more attention to the proposed double yellow lines than the current single,
- Would also like some assurance that offending drivers will be ticketed.

8. From: - Resident of Roselle Street

Summary:-

- Have lost count of the number of occasions when they have been unable to park on their own street as shoppers and businesses regularly use the street as a glorified long term free car park,
- Support the scheme wholeheartedly and hope that support is obtained to implement it.

9. From: - Resident of Trickett Road

Summary:-

- Fully in agreement with the scheme as they have been trying for years to get permits,
- Trickett Road has got steadily worse over the last few years,
- Have problems on a match day but also from the nearby school, shoppers, office workers and the police.

10. From: - Resident of Middlewood Road

Summary:-

- As a resident of Middlewood Road they feel that they should have residents parking permits as currently they find it difficult to park outside their house,
- Will be able to park on Middlewood Road and not on side roads taking up other spaces if the scheme comes in,
- Thanks in anticipation for your help in dealing with this problem and hope that the situation can be resolved.

## HILLSBOROUGH PERMIT PARKING SCHEME – TRO CONSULTATION APPENDIX E – PUBLIC REPRESENTATIONS

11. From: - Resident of Trickett Road

Summary:-

- Really pleased that at long last (hopefully) the residents Permit Parking Scheme is coming to Hillsborough,
- Concerned over permits being bought from Hammerton Road, Ripley Street and School Staff.

12. From: - Resident of Dykes Hall Road

Summary:-

- As a home owner living within the effected area they write to express general support for the proposals around Hillsborough Corner,
- Doesn't understand why there is a need for 4 hours pay and display on Clarence Road. Would like to see a standard 2 hours limit throughout the scheme.

13. From: - Resident of Hawksley Road

Summary:-

- Thinks the proposals for the Hawsley Avenue area is a step in the right direction as the parking problems are dreadful,
- Thinks it is a pity though that Hawksley Road cannot be 'Permit Holders Only'.

14. From: - Resident of Hawksley Road

Summary:-

- Thinks the proposals will be welcomed by the residents,
- Would also like 'Permit Holder Only' parking on Hawksley Road,
- Only concern is that the scheme is not properly 'policed' i.e. people who outstay the two hour limit are not penalised.

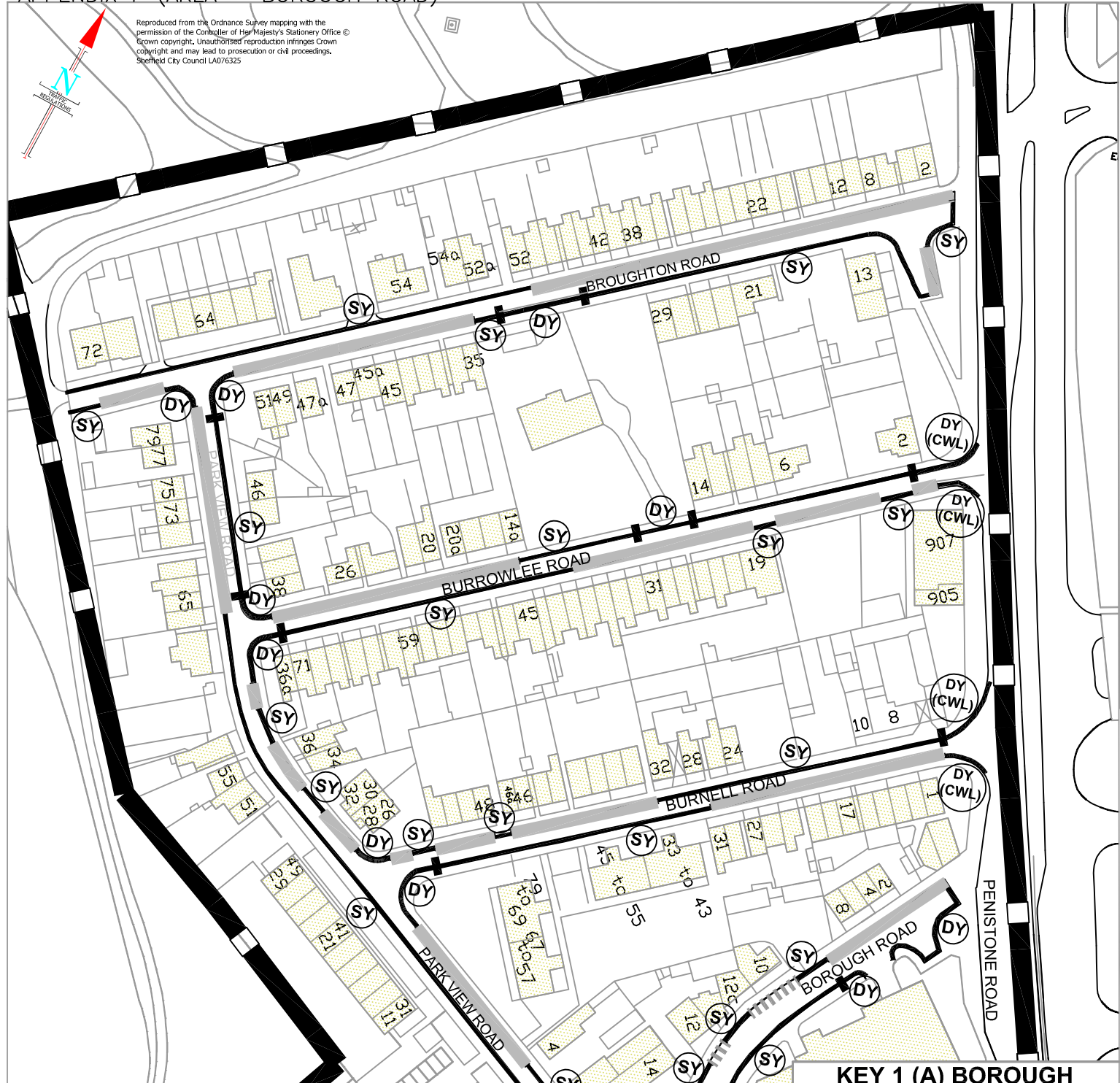
15. From: - Resident of Brier Street

Summary:-

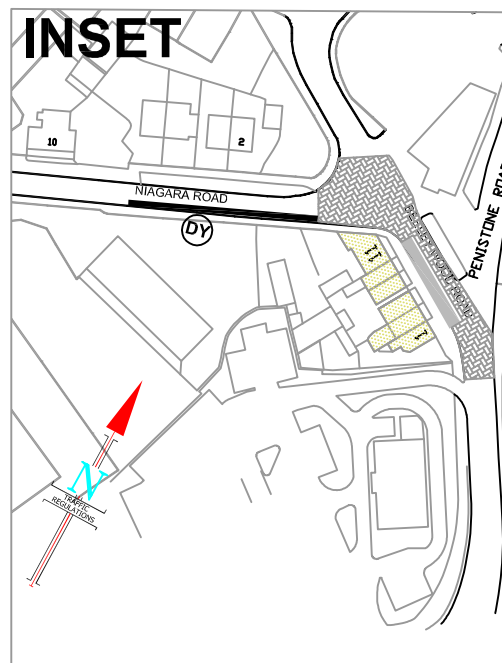
- Hopes the scheme is introduced sooner rather than later as Christmas approaches the disruption will become worse,
- Hopes the scheme on Brier Street will still mean that business permit holders cannot park.

# APPENDIX F (AREA – BOROUGH ROAD)










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## INSET



### KEY 1 (A) BOROUGH ROAD AREA







-  PROPOSED CONTROLLED ZONE BOUNDARY TO ADDRESS PARKING PROBLEMS IN HILLSBOROUGH.
-  PARKING RESTRICTIONS TO REMAIN AS EXISTING EXCEPT WHERE INDICATED.
-  PERMIT HOLDERS ONLY MON - SAT, 8AM - 6.30PM.
-  PARKING LIMITED TO 2 HOURS MON - SAT, 8AM - 6.30PM, NO RETURN WITHIN 3 HOURS. EXEMPTION FOR PERMIT HOLDERS.
-  Double Yellow Lines (No Parking At Any Time).
-  Double Yellow Lines with No Loading At Any time (No Parking or Loading At Any Time).
-  Double Yellow Lines (No Parking At Any Time) No Loading At Clear Way Times, Mon - Fri (7.30am - 9.30am and 4pm - 6.30pm).
-  Single Yellow Line, No Parking Mon - Sat, 8am - 6.30pm
-  Disabled Bay.



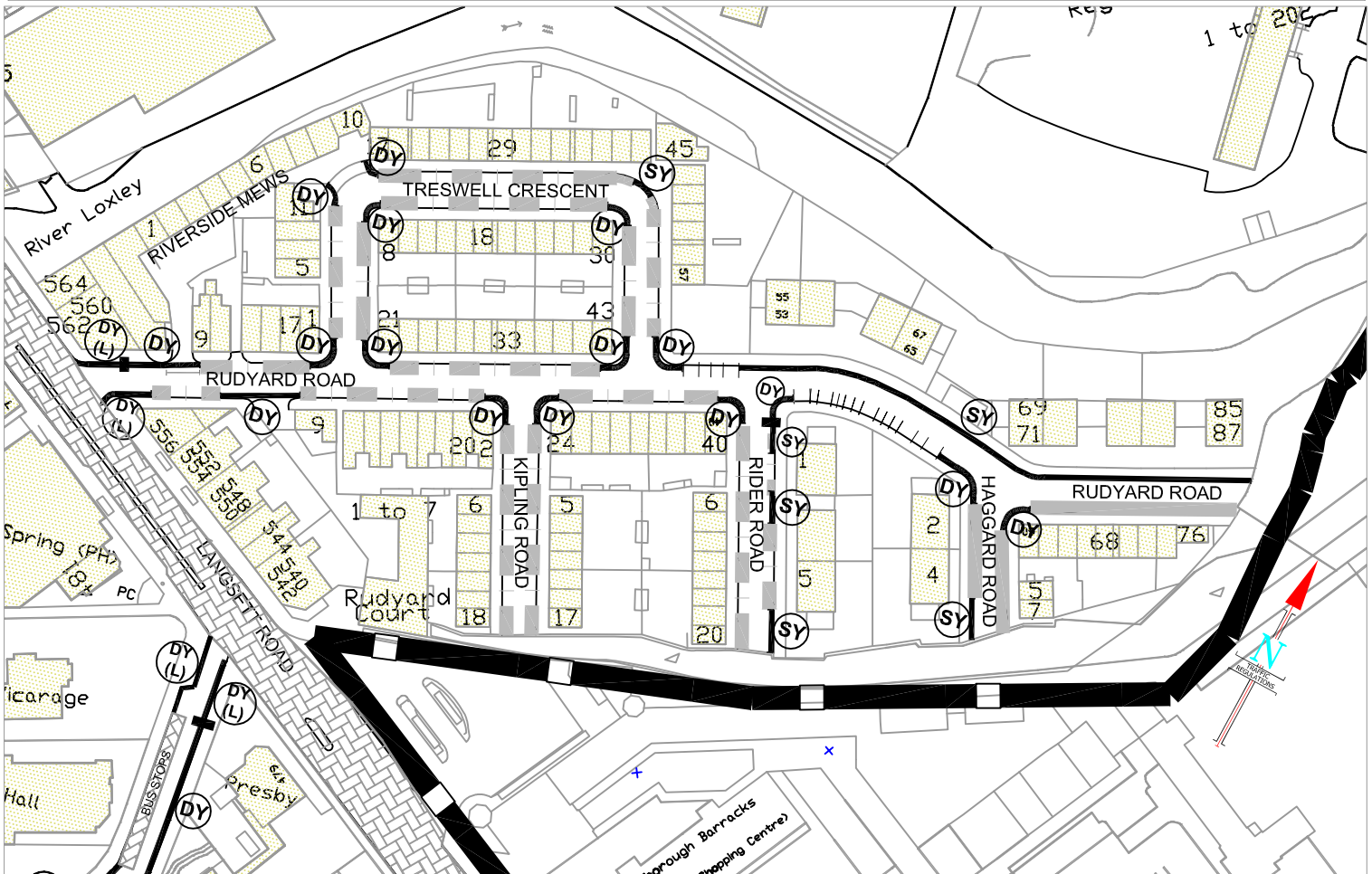
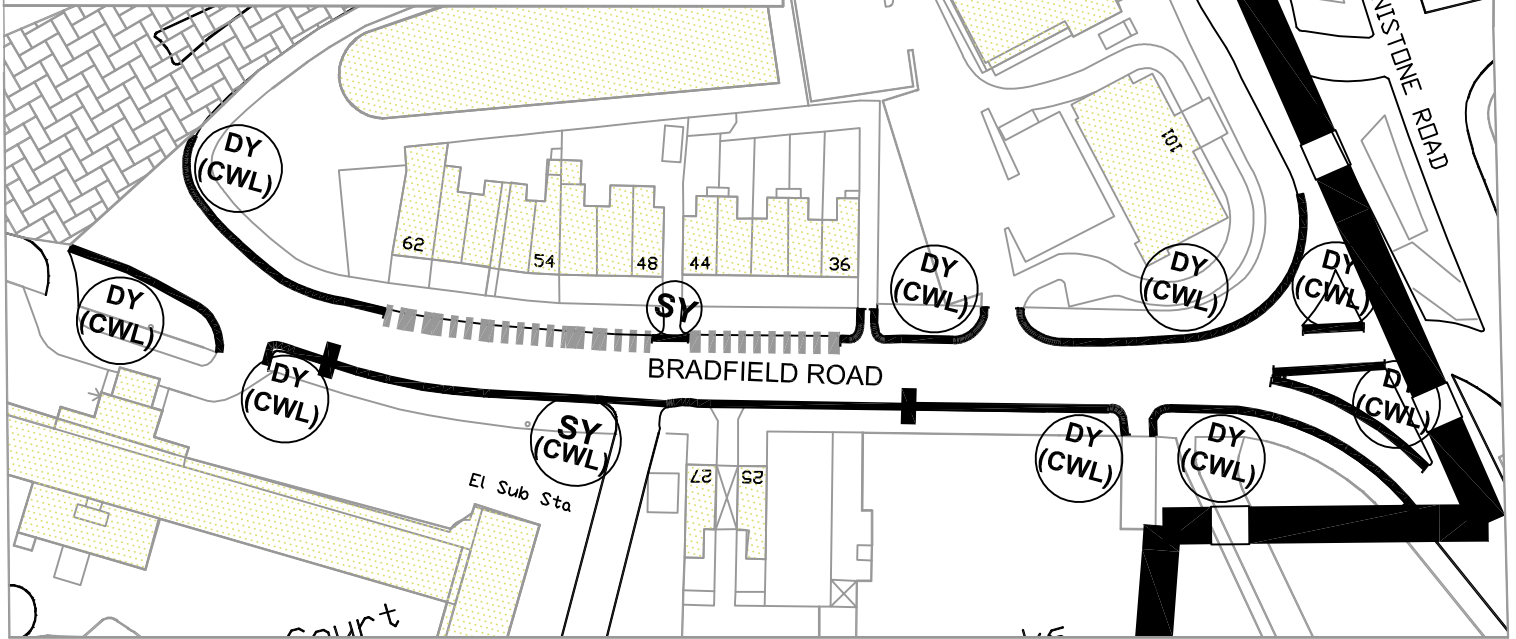
### KEY 1 (B) RUDYARD RD / BRADFIELD RD AREA

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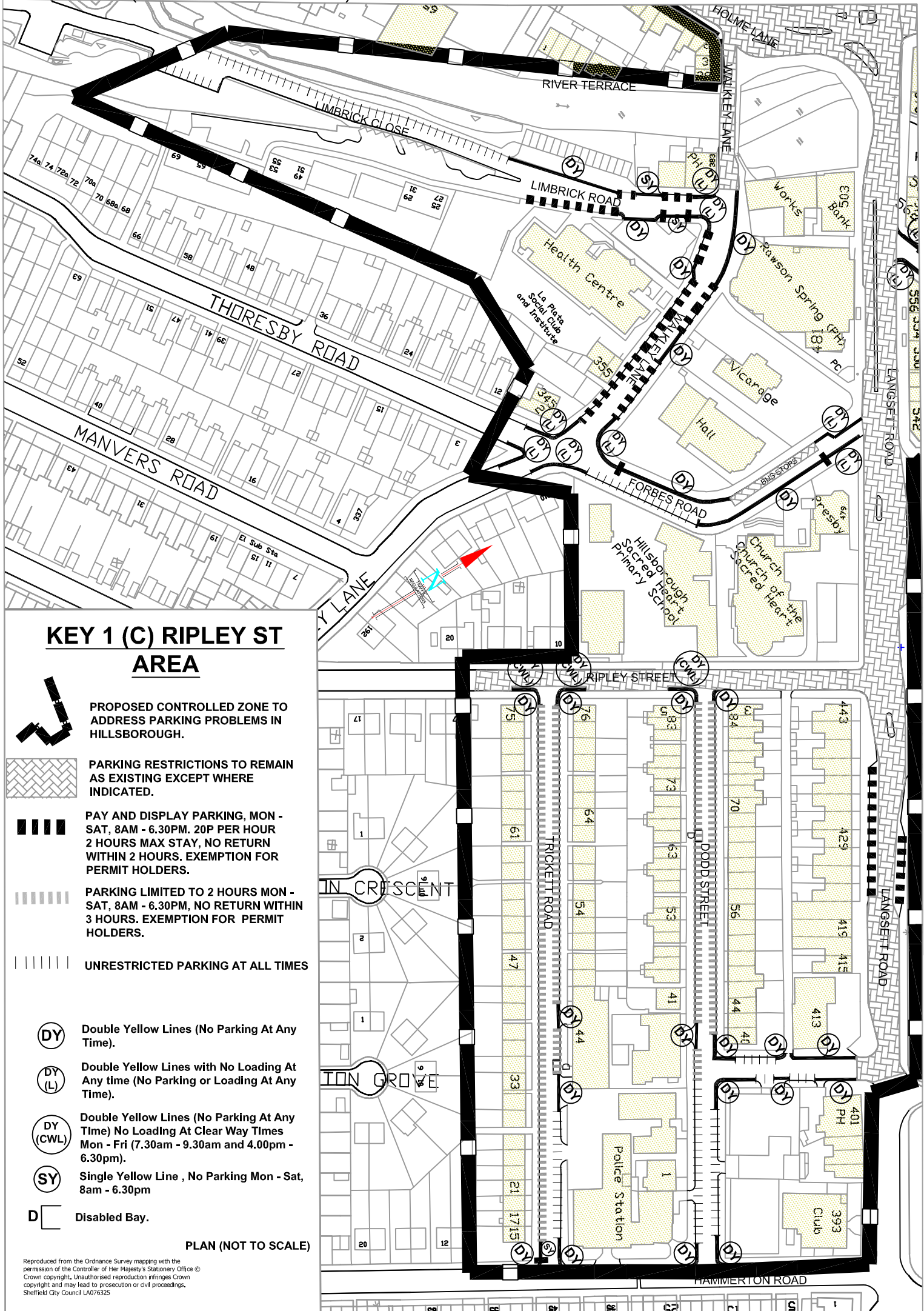
-  PROPOSED CONTROLLED ZONE TO ADDRESS PARKING PROBLEMS IN HILLSBOROUGH.
-  PARKING RESTRICTIONS TO REMAIN AS EXISTING EXCEPT WHERE INDICATED.
-  PERMIT HOLDERS ONLY MON - SAT, 8AM - 6.30PM.
-  PARKING LIMITED TO 1 HOUR MON - SAT, 8AM - 10PM, NO RETURN WITHIN 2 HOURS, EXEMPTION FOR PERMIT HOLDERS.
-  PARKING LIMITED TO 2 HOURS MON - SAT, 8AM - 6.30PM, NO RETURN WITHIN 3 HOURS, EXEMPTION FOR PERMIT HOLDERS.
-  UNRESTRICTED PARKING AT ALL TIMES

-  Double Yellow Lines (No Parking At Any Time).
-  Double Yellow Lines with No Loading At Any Time (No Parking or Loading At Any Time).
-  Double Yellow Lines (No Parking At Any Time) No Loading At Clear Way Times Mon - Fri (7.30am - 9.30am and 4pm - 6.30pm).
-  Single Yellow Line, No Parking Mon - Sat, 8am - 6.30pm
-  Single Yellow Line (No Parking Mon - Sat, 8am - 6.30pm) No Loading At Clear Way Times (Mon - Fri, 7.30am - 9.30am and 4pm - 6.30pm).
-  Disabled Bay.

PLAN (NOT TO SCALE)



APPENDIX F (AREA – RIPLEY STREET)



**KEY 1 (C) RIPLEY ST AREA**



PROPOSED CONTROLLED ZONE TO ADDRESS PARKING PROBLEMS IN HILLSBOROUGH.



PARKING RESTRICTIONS TO REMAIN AS EXISTING EXCEPT WHERE INDICATED.



PAY AND DISPLAY PARKING, MON - SAT, 8AM - 6.30PM. 20P PER HOUR 2 HOURS MAX STAY, NO RETURN WITHIN 2 HOURS. EXEMPTION FOR PERMIT HOLDERS.



PARKING LIMITED TO 2 HOURS MON - SAT, 8AM - 6.30PM, NO RETURN WITHIN 3 HOURS. EXEMPTION FOR PERMIT HOLDERS.



UNRESTRICTED PARKING AT ALL TIMES



Double Yellow Lines (No Parking At Any Time).



Double Yellow Lines with No Loading At Any time (No Parking or Loading At Any Time).



Double Yellow Lines (No Parking At Any Time) No Loading At Clear Way Times Mon - Fri (7.30am - 9.30am and 4.00pm - 6.30pm).



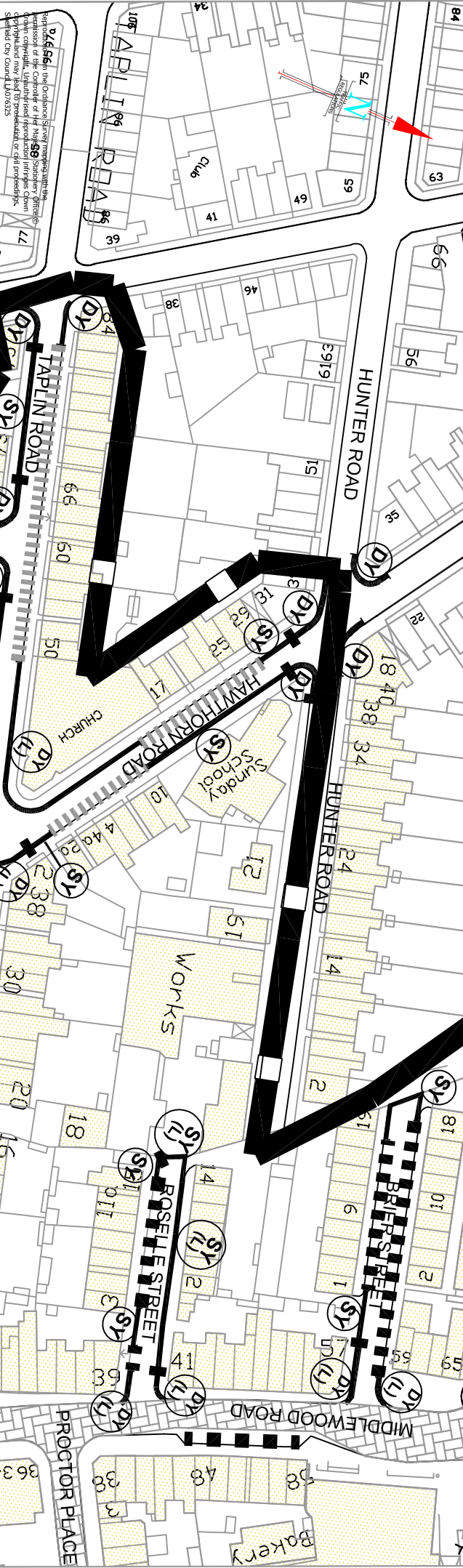
Single Yellow Line, No Parking Mon - Sat, 8am - 6.30pm



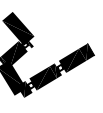
Disabled Bay.

PLAN (NOT TO SCALE)

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**KEY 1 (D) HILLSBOROUGH RD AREA PLAN (NOT TO SCALE)**



PROPOSED CONTROLLED ZONE TO ADDRESS PARKING PROBLEMS IN HILLSBOROUGH.



PARKING RESTRICTIONS TO REMAIN AS EXISTING EXCEPT WHERE INDICATED.



PLAY AND DISPLAY PARKING, MON - SAT, 8AM - 6:30PM, 20P PER HOUR 2 HOURS MAX STAY, NO RETURN WITHIN 2 HOURS, EXEMPTION FOR PERMIT HOLDERS.

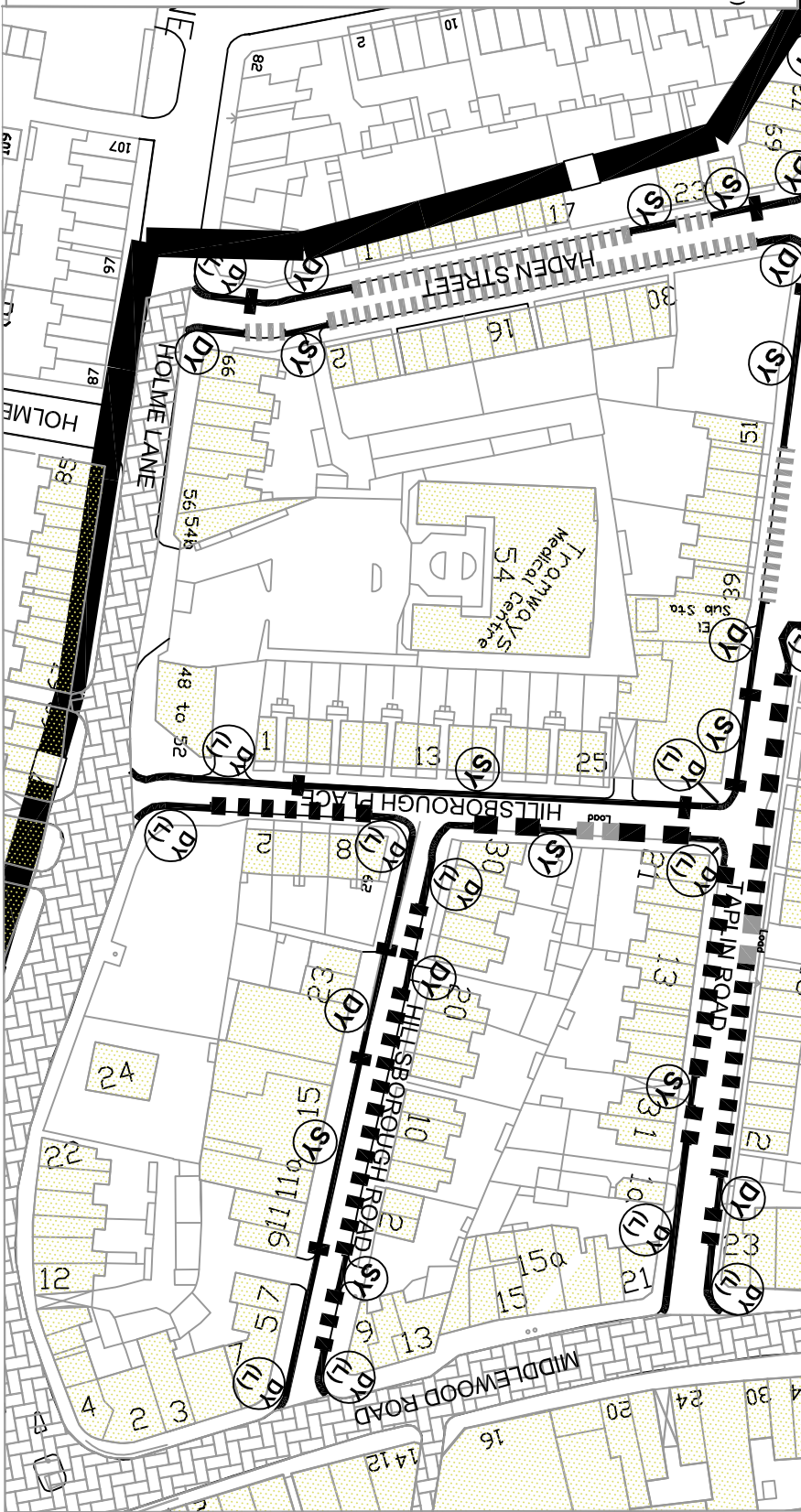


PARKING LIMITED TO 2 HOURS MON - SAT, 8AM - 6:30PM, NO RETURN WITHIN 3 HOURS, EXEMPTION FOR PERMIT HOLDERS.



LOADING ONLY - AT ALL TIMES

- DY** Double Yellow Lines (No Parking At Any Time).
- DY (L)** Double Yellow Lines with No Loading At Any time (No Parking or Loading At Any Time).
- DY (CW/L)** Double Yellow Lines (No Parking At Any Time) No Loading At Clear Way Times Mon - Fri (7.30am - 9.30am and 4pm - 6.30pm).
- SY** Single Yellow Line, No Parking Mon - Sat, 8am - 6.30pm
- SY (L)** Single Yellow Line, No Parking Mon - Sat, 8am - 6.30pm, No Loading Mon - Sat, 8am - 6.30pm.



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### KEY 1 (E) DYKES HALL RD AREA

**PROPOSED CONTROLLED ZONE TO ADDRESS PARKING PROBLEMS IN HILLSBOROUGH.**

**PARKING RESTRICTIONS TO REMAIN AS EXISTING EXCEPT WHERE INDICATED.**

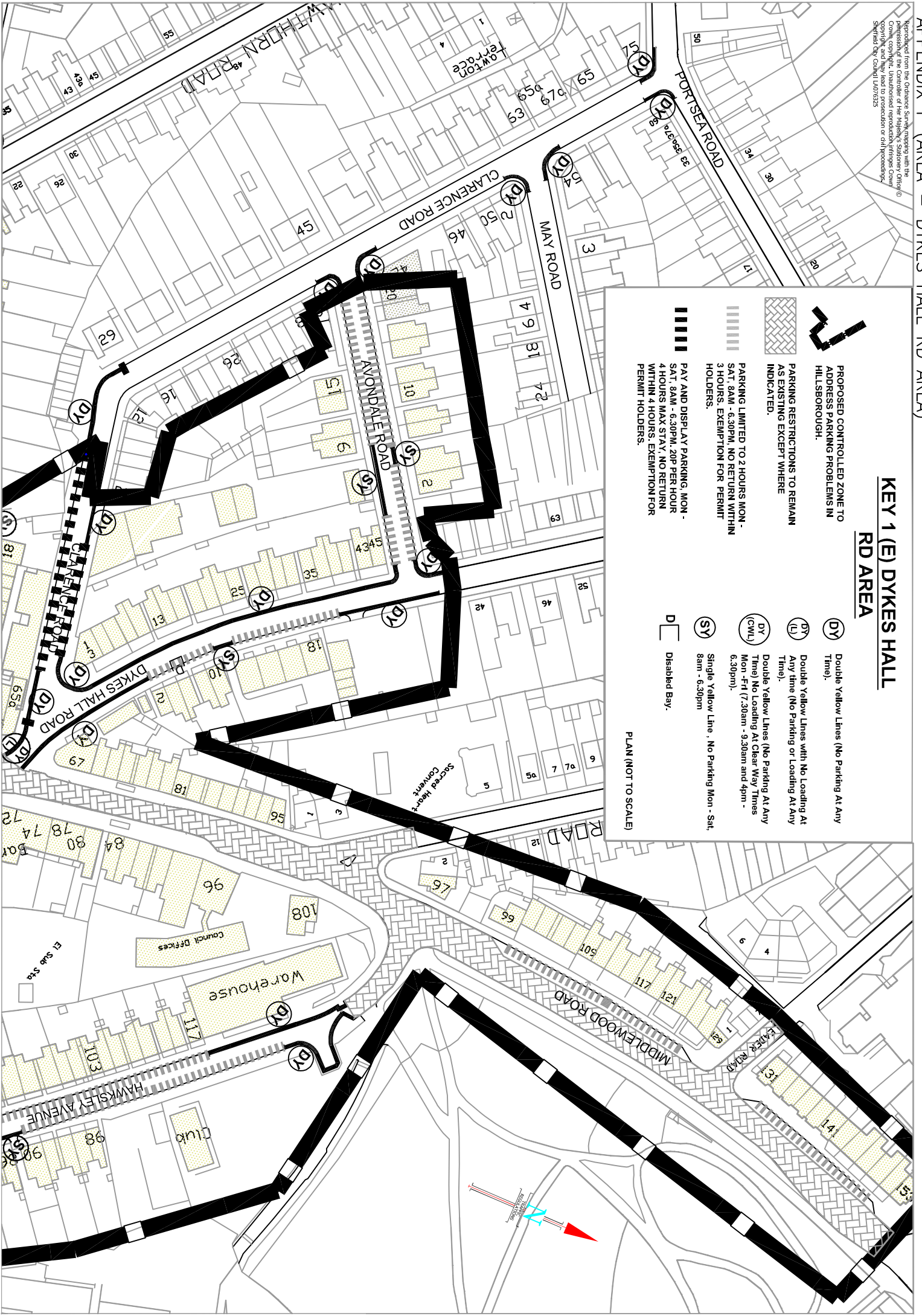
**PARKING LIMITED TO 2 HOURS MON - SAT. 8AM - 6.30PM. NO RETURN WITHIN 3 HOURS. EXEMPTION FOR PERMIT HOLDERS.**

**PAY AND DISPLAY PARKING. MON - SAT. 8AM - 6.30PM. 20P PER HOUR 4 HOURS MAX STAY. NO RETURN WITHIN 4 HOURS. EXEMPTION FOR PERMIT HOLDERS.**

**Legend:**

- PROPOSED CONTROLLED ZONE TO ADDRESS PARKING PROBLEMS IN HILLSBOROUGH.
- PARKING RESTRICTIONS TO REMAIN AS EXISTING EXCEPT WHERE INDICATED.
- PARKING LIMITED TO 2 HOURS MON - SAT. 8AM - 6.30PM. NO RETURN WITHIN 3 HOURS. EXEMPTION FOR PERMIT HOLDERS.
- PAY AND DISPLAY PARKING. MON - SAT. 8AM - 6.30PM. 20P PER HOUR 4 HOURS MAX STAY. NO RETURN WITHIN 4 HOURS. EXEMPTION FOR PERMIT HOLDERS.
- Disabled Bay.
- Double Yellow Lines (No Parking At Any Time).
- Double Yellow Lines with No Loading At Any time (No Parking or Loading At Any Time).
- Double Yellow Lines (No Parking At Any Time) No Loading At Clear Way Times Mon-Fri (7.30am - 9.30am and 4pm - 6.30pm).
- Single Yellow Line - No Parking Mon - Sat. 8am - 6.30pm.
- Disabled Bay.

PLAN (NOT TO SCALE)



# KEY 1 (F) HAWKSLEY AVENUE AREA

PROPOSED CONTROLLED ZONE TO ADDRESS PARKING PROBLEMS IN HILLSBOROUGH.



PARKING RESTRICTIONS TO REMAIN AS EXISTING EXCEPT WHERE INDICATED.



PERMIT HOLDERS ONLY MON - SAT, 8AM - 6.30PM.



PARKING LIMITED TO 2 HOURS MON - SAT, 8AM - 6.30PM, NO RETURN WITHIN 3 HOURS. EXEMPTION FOR PERMIT HOLDERS.



Double Yellow Lines (No Parking At Any Time).



Double Yellow Lines with No Loading At Any time (No Parking or Loading At Any Time).



Double Yellow Lines (No Parking At Any Time) No Loading At Clear Way Times Mon -Fri (7.30am - 9.30am and 4pm - 6.30pm).



Single Yellow Line, No Parking Mon - Sat, 8am - 6.30pm



Disabled Bay.

PLAN (NOT TO SCALE)

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