



## Report to Policy Committee

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**Report of:** *Kate Martin, City Futures*

**Report to:** *Transport, Regeneration and Climate*

**Date of Decision:** *11<sup>th</sup> December 2023*

**Subject:** *Kelham/Neepsend parking scheme update – results of additional engagement with businesses in Neepsend*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? 2236.				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				
<i>“The (<b>report/appendix</b>) is not for publication because it contains exempt information under Paragraph (<b>insert relevant paragraph number</b>) of Schedule 12A of the Local Government Act 1972 (as amended).”</i>				

### Purpose of Report:

The first phase of the Kelham/Neepsend parking scheme was approved in July 2023. The approved proposal included a recommendation to undertake further engagement with businesses in Neepsend to see if there could be changes to the proposed Traffic Regulation Order (TRO) to mitigate the effect of it. The proposed TRO was therefore made only in part, with the pay and display/permit scheme for Neepsend not included.

This report considers the results of extra parking surveys and the outcome of the additional engagement with businesses in Neepsend. It includes a recommendation on how to progress with a parking scheme in Neepsend by making a TRO to implement the remainder of the original proposal, albeit with modifications. It will not re-consider decisions already made at the July 2023 committee meeting regarding the implementation of a parking scheme in Kelham Island and ‘no waiting’ restrictions in Neepsend; those are considered to have been approved in July 2023.

**Recommendations:**

It is recommended that the Transport, Regeneration and Climate Committee:

- Having considered the objections included in Appendix A, decide to make the Traffic Regulation Order (as amended) in accordance with the Road Traffic Regulation Act 1984.
- Approve a more flexible approach to the number of permits issued to business during the implementation of the proposed pay and display/permit parking scheme in Neepsend, operating Monday to Friday (0900-1500) in bays on Boyland Street, Bardwell Road and Neepsend Lane (between Rutland Road and Bardwell Road) and operating Monday to Sunday (0900-1500) in bays in all other areas of Neepsend.
- Note that the Council's Traffic Regulations team will inform all consultation respondents accordingly;
- Note that a review of the scheme will be carried out after around 12 months of the approved scheme being active;
- Note the need to monitor the effects of the scheme and the potential for advertising a further Traffic Regulation Order should the effect of displaced parking lead to one needing to being promoted;
- Note that the recommendations being implemented are subject to funding being confirmed.

**Background Papers:**

**Appendix A:** Traffic Regulation Order consultation responses from the July 2023 report that covered the whole Kelham Island and Neepsend scheme

**Appendix B:** Neepsend business engagement leaflet

**Appendix C:** Neepsend parking scheme business engagement report

**Appendix D:** Sample parking demand maps (2018 and 2023)

Lead Officer to complete:		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Damian Watkinson/Holly Nicholl
		Legal: Richard Cannon
		Equalities & Consultation: Ed Sexton

		Climate: Laura Ellendale
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	<b>SLB member who approved submission:</b>	<i>Kate Martin</i>
3	<b>Committee Chair consulted:</b>	<i>Ben Miskell</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	<b>Lead Officer Name:</b> <i>David Whitley</i>	<b>Job Title:</b> <i>Transport Schemes Manager</i>
	<b>Date:</b> 11 <sup>th</sup> December 2023	

## 1. PROPOSAL

- 1.1 In July 2023, the Transport, Regeneration and Climate Policy Committee resolved unanimously to approve the making of a Traffic Regulation Order (TRO) so as to:
- implement a pay and display parking scheme in Kelham Island;
  - implement 'no loading and no waiting' restrictions within Kelham Island and Neepsend; and
  - undertake additional engagement within the Neepsend area to see how the effects of a proposed pay and display/permit scheme could be reduced.
- 1.2 The committee also resolved to undertake additional engagement within the Neepsend area to see how the effects of a proposed pay and display/permit scheme could be reduced.
- 1.3 Although the committee had approved the implementation of some aspects of the Kelham Island and Neepsend parking scheme, a TRO was made only in part so as to bring the approved aspects of the proposal into effect.
- 1.4 The decision whether to make of a separate, additional TRO dealing with the proposed pay and display/permit scheme for the Neepsend area was deferred until the additional engagement had been carried out. This report details the outcome of that engagement and proposes the making of a TRO with the pay and display/permit scheme included.
- 1.5 The engagement outcome is being reported to the committee in a similar context to that which existed when the larger Kelham/Neepsend scheme proposal was reported in July 2023; there remains a high demand on the available parking spaces in many areas of the city.
- 1.6 The Council has previously implemented several Controlled Parking Zones (CPZs), mainly in the area immediately around the City centre as well as in the district shopping centre at Hillsborough. It was originally envisaged that these parking schemes would form a complete ring around the city centre and be used as appropriate in district centres too. The proposed Kelham Island/Neepsend scheme is not a CPZ, but the restrictions included within it have a similar effect. The difference is simply how the scheme is signed and lined.
- 1.7 In line with the City Council's Transport Strategy 2019 to 2035, there is a priority action of 'Introducing a programme of new Controlled Parking Zones', with the priority being uncontrolled areas adjacent the city centre'. Managing the demand for spaces by permits or price is a method of demand management commonly employed by local authorities.

- 1.8 The Kelham Island and Neepsend areas of Sheffield are areas of expected housing growth in the current draft Local Plan but are already popular for long stay commuter parking because they are close to the city centre and parking is free and unrestricted. However, parking in the area will be used by employees of businesses within the area and not just those who may walk into the City centre. This can lead to a lack of parking and/or loading opportunities for customers of local businesses as well as for residents.
- 1.9 As described in paragraph 1.1, the pay and display/permit scheme in Kelham Island was approved in July 2023, as were the 'no waiting at any time' (double yellow line) restrictions within Neepsend. Although there was an expectation that there would still be a parking scheme implemented in Neepsend, there was a recommendation within the report that additional engagement with businesses was undertaken to see how the effect of the introduction of a parking scheme that was proposed to operate seven days a week between the hours of 8.00am and 8.30pm in Neepsend could be mitigated.
- 1.10 In addition,
- P&D tariffs were advertised at a cost of £6.50 for a full day. However,
  - Twenty minutes free parking was still available throughout the area and special evening 'flat' rates of £2 (after 4.30pm, Monday to Saturday) and all-day Sunday were also advertised
- 1.11 This report focusses on the response to the additional engagement with businesses in Neepsend, and is in addition to the report approved in July 2023. However, although the strategic case (as set out in Section Two of the July 2023 report) is relevant to this report, it will not be repeated in full here.
- 1.12 **Appendix A** includes the details of the Council responses to themes from the original Traffic Regulation Order consultation. This is repeated here as any decision to implement a pay and display/permit scheme in Neepsend has to be based on this report and all of the relevant representations must be included.
- 1.13 In total, the parking capacity in Neepsend will be reduced from around 510 spaces (although while surveys showed more people were parked in the area, some were parking on/near junctions or on the footway) to around 300. The aim of parking controls is to help manage parking pressures for local businesses, organisations, visitors and residents. However, it is always difficult to balance the oft conflicting needs of these different user groups.

## 2. HOW DOES THIS DECISION CONTRIBUTE?

2.1 The proposed Neepsend parking scheme aims to:

- Improve conditions for local businesses residents by improving the likelihood of convenient parking spaces for residents, business and visitors and giving them a greater level of priority where appropriate through issuing permits;
- Improve access through the area and loading and unloading opportunities for all vehicles (especially larger ones) by better management of kerb space

2.2 Local authorities can have positive influences on congestion by:

- Influencing travel mode choice (i.e. encouraging drivers to use more sustainable travel modes, like walking, cycling and public transport for at least some trips) where they can, or even encouraging the reduction in a need to travel; and
- Managing parking spaces to ensure that they are available in convenient locations that drivers will be able to access.

2.3 In line with the City Council's Transport Strategy 2019 to 2035, there is a priority action of *'Introducing a programme of new Controlled Parking Zones, with the priority being uncontrolled areas adjacent the city centre'*. The Sheffield Strategic Vision document (March 2022) highlights Neepsend as *'A growing residential area which retains its industrial heritage character. An outdoor neighbourhood destination with independent and maker commercial offer'* highlighting that there is scope for significant residential growth in this area. The Burton Road area was specifically referenced. It is prudent to plan for future changes in advance of the development starting. However, has led to feedback that there is not a *current* parking problem

2.4 Section Three covers the recent engagement with Neepsend businesses in more detail, with the headlines from the recent Parking Surveys in Neepsend being covered too.

## 3. HAS THERE BEEN ANY CONSULTATION?

3.1 The Council carried out additional engagement with businesses in Neepsend on a number of potential options for changes to the original scheme including:

- Operating the parking scheme on days where surveys show demand is the highest, which could be on fewer days than the original proposal
- The Council providing more flexibility in the number of permits businesses can apply for.

- Reducing the number of hours the parking restrictions are active. For example, 1000-1600. Parking would still cost £1.30 per hour or £6.50 all day.

3.2 A two-week consultation was held on these proposals between 26 October 2023 and 12 November 2023. Within this period, a leaflet notifying businesses of the consultation were distributed to around 160 addresses, while residents in the wider Kelham and Neepsend area were informed about the extra engagement with businesses. The leaflet included a link (and a QR code) for an online 'Typeform' survey. A copy of the leaflet is included as **Appendix B**.

3.3 Direct engagement with seven larger businesses through face-to-face or online meetings took place during the week commencing Monday 23 October 2023 too. Larger businesses are defined as those with more than 25 employees.

### **Consultation response**

3.4 23 Neepsend businesses responded to the online survey (two also had a face-to-face meeting). Five other face-to-face meetings were held. Out of these 28 responses, 21 were from 'manufacturing' companies, five 'leisure' and two 'office based'. All respondents to the survey from Neepsend businesses identified themselves as 'Owners/Managers'. We received additional emails from nine businesses in Neepsend during the consultation period, two contacted us through the Freephone line.

3.5 For the purpose of this survey, the following definitions have been used:

- **Manufacturing Business:** enterprises engaged in the production of goods through the use of labour, machines, and processing. These businesses tend to operate on weekdays, with some businesses also operating on weekends. A number of business operated from 0600.
- **Leisure Business:** centred around providing recreational and entertainment activities within the area. These businesses within Neepsend tend to operate extended business hours with their main operational needs being during the weekend.
- **Office-based business:** These businesses operate on regular business hours during weekdays.

3.6 Ten businesses had four or less employees, while four had five to nine, 10 to 19 and eight had 20-29. One identified as having over 50.

3.7 Key points raised from the emails received included:

- Many businesses shared their view that two permits are not sufficient to allow for operation of their business.
- Some respondents expressed concern regarding the cost implications of the parking scheme. They tended to comment that either pay and display parking or permit parking will incur additional costs which will negatively impact their business operation. This is in line with the feedback received when the TRO was originally proposed. This feedback is included in Appendix A.
- Some businesses asked questions about the transferability of parking permits, requesting pool parking permits. (This is something that the Council does offer)
- One business expressed general opposition, commenting that the proposed changes will inconvenience their business operation.

3.8 *Which measures which could help to reduce some of the potential effects of the parking scheme on Neepsend businesses?*

The on-line survey ask respondents to rank options in the following order (1 is most preferred, 3 is least preferred). It is important to note that the ranking of these responses provided represents average trends and there was variability in the way that respondents answered questions.

1. Operate the parking scheme on days where surveys show demand is the highest, which could be on fewer days than the current proposal, for example, Monday to Friday only. **(Average ranking 1.44)**
2. Sheffield City Council provides flexibility in the number of permits businesses can apply for. **(Average ranking 2)**
3. Reduce the number of hours the parking restrictions are active. For example, 10am-4pm. Parking would still cost £1.30 per hour or £6.50 all day. **(Average ranking 2.22)**

Manufacturing and leisure businesses provided the same ranking to this question. Access to permits was the highest priority for both the office-based and larger businesses.

3.9 *If parking restrictions were put in place, which hours of scheme operation would work best for your business?*

Respondents to this question, tended to rank the options in the following order (1 is most preferred, 6 is least preferred).

*An average response of all respondents is provided below:*

1. 09:00 – 15:00 **(Average ranking 2.55)**
2. 14:30 – 20:30 **(Average ranking 2.65)**



3. 11.00 – 17.00 (**Average ranking 2.65**)
4. No reduction in the number of hours (**Average ranking 3.0**)
5. 08.00 – 18:30 (**Average ranking 3.05**)
6. 10.00 – 16.00 (**Average ranking 3.15**)

3.10 Although Manufacturing (and leisure based) companies ranked 09.00 – 15.00 first, it was only ranked second for office businesses, who preferred 08.00 – 18.30.

3.11 When it came to '*days of the week a scheme should operate*' manufacturing (and office based) businesses preferred weekends only, leisure-based businesses weekdays only.

3.12 A report on the feedback from the additional business engagement is included as **Appendix C**. However, section 3.8 highlights that a scheme based on parking demand was ranked highest in the business survey. The next section looks at the sample parking surveys in more detail.

### 3.13 **Parking demand Surveys**

Parking Surveys were initially undertaken on two midweek and two weekend days in November 2018. This confirmed that the parking demands in Kelham Island and Neepsend are quite different. The following provides some 'headlines' in Neepsend based on the late 2018 data:

- 516 spaces 'before'/ 302 'after' – with sample weekday usage of around 500 parked each weekday – although not all in appropriate places. This means the scheme could leave an uncatered demand of around 210 vehicles.
- Sample weekend demand (1400 on a Saturday) is around 95% of the *new* number of parking spaces that will be available.
- Sample weekend demand (1400 on a Sunday) is around 85% of the *new* number of parking spaces that will be available.
- The majority of weekday overnight parking takes place in the mainly residential areas of Neepsend, specifically on Neepsend Lane and Mowbray Street.
- There is more evening and weekend than weekday parking on Boyland Street and Bardwell Road – due to the nature of businesses in the area.

3.14 Parking Surveys were then repeated on one midweek and two weekend afternoon/evenings in June 2023. There will be some seasonal differences between the two separate survey months, but the following provides some 'headlines':

- 516 spaces 'before'/ 302 'after' – with sample weekday daytime usage of over 360 parked each weekday (at 1400), a reduction

since 2018, but still around more than the reduced number of spaces planned in the Neepsend scheme. Areas where parking demand was observed to be significantly lower in 2023 than in 2018 included Percy Street, Hicks Street and Wilson Street but there were significant increases on Platt Street and Harvest Lane.

- Weekday evening demand reduces after 1600, apart from on Boyland Street and Bardwell Road. This is likely due to the 'leisure' nature of the destinations on these streets. These streets are on the edge of the scheme so there will still be some single yellow lines (on Neepsend Lane, between Bardwell Road and Hillfoot Bridge) near these roads where parking is allowed in the evenings (after 1830) and at weekends. In order to encourage maximum use of the parking bays within the scheme (as opposed to on the single yellow lines on Neepsend Lane) it would be prudent to operate a scheme on Boyland Street and Bardwell Road just on Monday to Fridays – the same days as the yellow line restrictions. Parking is currently possible on both sides of Neepsend Lane, which is around 7.5m wide in this area. 7.5m is wide enough for a 2m parking bay and still having room for a larger vehicle to pass a smaller vehicle at slower speeds. It is recommended that ongoing monitoring is undertaken on this section of Neepsend Lane to see if additional parking affects the traffic flow on the road. If so, it is recommended that a further Traffic Regulation Order is promoted to implement further restrictions on one side of Neepsend Lane. The length of the restriction would be determined by traffic surveys, observations and road widths in the area.
- Saturday weekend demand (1400) is around 100% of the *new* number of parking spaces that will be available. Parking demand has increased slightly since 2018, although again much higher on Boyland Street and Bardwell Road than others. As discussed above, parking on single yellow lines is available near these roads – just outside the scheme boundary – at a weekend. Parking demand levels on the survey dates are similar throughout the survey period, which was from 1400 to 2000.
- Sunday weekend demand (1400) is around 70% of the *new* number of parking spaces that will be available. Based on existing demand, there could be parking capacity within a new scheme. Parking demand on a Sunday has reduced slightly on survey dates – by around 30 vehicles - since 2018. Parking demand levels on the survey date fell by around 30% between 1400 and 2000.

3.15 The parking survey data highlights that current demand suggests merit in implementing a pay and display/permit scheme as a demand management tool across most of Neepsend on Mondays to Saturdays,

especially between 0900-1500. Current parking demand is lower on Sunday, but this does not take account any potential parking 'displaced' from Kelham, including by residents in 'car free' developments who won't be able to buy a permit. Coupled with helping to manage regular weekend events in the area, it is recommended to still implement a scheme on Sunday between 0900-1500 and review the days and hours of operation within the scheme after 12 months. It is not proposed to change the pay and display tariff on Sundays which was advertised at a maximum of £2 all day.

- 3.16 The exception to the above analysis is Boyland Street, Bardwell Road and the section of Neepsend Lane between Rutland Road and Bardwell Road where the recommendation would be to operate restrictions in bays on a Monday to Friday, 0900-1500. This would mean that bays would be available to use, free of charge, at times of peak demand – thus reducing the number of vehicles likely to park on Neepsend Lane (between Rutland Road and Hillfoot Bridge).
- 3.17 The results of the 2018 and 2023 parking surveys (shown by sample days and times) are shown in map format in **Appendix D**. The weekend maps show an average of Saturday and Sunday, with Saturday being the busier day.
- 3.18 Parking surveys would need to be undertaken regularly during the first few months of scheme operation to understand the effect of the changes that the scheme leads too, including parking displacement over a much larger area than the scheme boundary.
- 3.19 **Flexibility in permit allocations**
- 3.20 Flexibility in accessing permits was mentioned on a number of occasions during the face-to-face conversations, so with larger organisations. The requests came from businesses on the basis that a number start work at 0600 – when public transport options are more limited, but also a concern about the ability to retain skilled staff. The maximum number requested was 20 'pool' permits, which could be managed by a small number of businesses and used by different users throughout the day. The aspiration would be to reduce the number of permits issued in future years.
- 3.21 The effect of providing a greater level of priority to businesses through permits could be that the number of spaces available for visitors would be reduced. This would need to be monitored, primarily through correspondence during the first few weeks and months of the schemes operation. Historically, parking schemes could include a small number of 'short stay pay and display only' bays (where permits can't be used) to help improve access to parking spaces for visitors. However, this

approach is not in line with the current parking strategy, which promotes schemes with a standard parking bay type of shared use permit/pay and display.

#### **4. Other Implications**

##### **4.1 Equality Implications**

4.1.1 Overall, the screening and assessment of equality impacts of the Kelham and Neepsend parking Scheme is only likely to result in a minor negative equality impact for the 'Age' (based on the likely number of young professionals in the area) and 'Poverty and Financial Inclusion' groups. Although no additional mitigation measures are proposed, the effect on 'Cohesion' will be monitored through monitoring of correspondence during the schemes operation and will be backed up by parking surveys too. This may lead to proposed changes to the scheme in the future.

##### **4.2 Financial and Commercial Implications**

- 4.2.1 The Outline Business case (OBC) for the Kelham Island and Neepsend parking scheme was approved in August 2023, but a revised OBC will need to be submitted once the scheme funding package for the Neepsend element is confirmed.
- 4.2.2 The implementation of the pay and display scheme in Kelham and 'loading and waiting' restrictions in Neepsend are currently expected to be funded using a capital grant (through the Local Area Neighbourhood Transport Complimentary programme – formerly Local Transport Plan) but options to include revenue contributions from the parking account will be explored in future, if necessary.
- 4.2.3 The additional cost of implementing the Neepsend pay and display/permit scheme is also currently expected to be funded using the same capital grant (the Local Area Neighbourhood Transport Complimentary programme – formerly Local Transport Plan).
- 4.2.4 Any income assumptions are difficult to assess as there are many variables to consider including permit take up, how many permits will be used during the day (reducing pay and display spaces available) and willingness to pay new pay and display rates – both daytime and into the evening. Current assumptions are based on similar parking schemes on the edge of the City centre – but Neepsend in particular has more business properties than residential, which is different to previous schemes.
- 4.2.5 Ongoing costs are variable depending on assumptions around how many pay and display machines are used in a scheme (there is an expectation that the use of phone/app payments will increase, but there is still a need to provide pay and display machines which need to

be maintained and emptied) and the amount of dedicated enforcement resource funded as part of the scheme.

- 4.2.6 The cost of the pay and display scheme in Kelham and 'loading and waiting' restrictions in Neepsend full scheme was approved at £539,581. The *additional* cost of the Neepsend scheme is broken down roughly as follows:
- £202,000 construction
  - £30,000 monitoring & surveys;
  - £30,000 commuted sum for the scheme's future maintenance.
  - £8,000 additional communications in Neepsend
  - £9,000 additional detailed design in Neepsend
  - £279,000 total
- 4.2.7 If the Committee support approve the scheme, a recommend budget variation will be made to Finance Committee through the Council's capital approval process.
- 4.2.8 Based on around 470 bays across the Kelham and Neepsend area (with only 15% available for P&D per work day in Neepsend to reflect the request for greater flexibility in permit availability from the additional engagement with businesses in Neepsend), annual income could be around £170,000 across the three income areas (pay and display, enforcement and permits) for a scheme that operates Monday to Saturday. Annual costs would be around £112,000 if the scheme was enforced by just two additional full time equivalent civil enforcement officers.
- 4.3 Legal Implications
- 4.3.1 The Council has the power to make Traffic Regulation Orders (TRO) under section 1 of the Road Traffic Regulation Act 1984 ("the 1984 Act") which include any provision prohibiting, restricting or regulating the use of a road, or any part of the width of a road, by vehicular traffic of any class specified in the order. This includes prohibiting or restricting the waiting of vehicles so as to implement a scheme for parking as set out in this report.
- 4.3.2 A TRO may be made where it appears expedient to the Council to do so for the reasons set out in section 1 of the 1984 Act - this includes the avoidance of danger to people or traffic, for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), preserving or improving the amenities of the area through which the road runs and for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality). The proposal in this report is considered to align with these purposes.

- 4.3.3 Part IV of the 1984 Act gives the Local Authority powers to designate parking places on a highway by order and make such provision as may appear to that authority to be necessary or expedient for regulating or restricting the use of any parking place designated by order, including via permit. These powers are proposed to be used accordingly.
- 4.3.4 Before the Council can make a traffic order, it must consult with relevant bodies and publish notice of its intention in a local newspaper in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("the 1996 Regulations") as well as take such steps as it considers appropriate for ensuring that adequate publicity is given to the proposed order. This includes the display of notices on street. The Council has complied with these requirements in respect of the original proposal for the TRO. This took place prior to the decision reached by the Transport, Regeneration and Climate Policy Committee in July 2023.
- 4.3.5 The proposal described in this report relates to the remaining aspects of a proposed TRO which was made only in part. Regulation 19 of the 1996 Regulations states that the Council may choose to make an order only in part, and deal with the remaining aspects of the original proposal by deferring a decision on them. This is what the Council chose to do in July 2023.
- 4.3.6 The Council may then later reach a decision in respect of the remaining part and make an order to bring it into effect. This is the proposal included in this report. However, there are also modifications to the remaining part recommended.
- 4.3.7 These modifications appear to the Council to be 'substantial changes' for the purposes of regulation 14 to the 1996 Regulations. This means that the Council must take such steps as appear appropriate so as to inform the persons likely to be affected by the modifications and to give them an opportunity to make representations. The Council has carried out these additional steps in respect of the proposal detailed in this report, as described in section 3 ('Consultation').
- 4.3.8 The Council must ensure that any representations received in response to the additional steps above are duly considered by the Council. The representations are summarised and presented for consideration in this report. A full list of the objections is also appended to this report.
- 4.3.9 In deciding whether to make a TRO, the Council must have regard to its duty under section 122 of the 1984 Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as well as the provision of suitable and adequate parking facilities on and off the highway, so far as practicable while having regard to the matters specified below:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (d) any other matters appearing to the Council to be relevant.

- 4.3.10 The proposal detailed in this report is considered to align with the objectives of the aforementioned duty.
- 4.3.11 The Council is under a further duty contained in section 16 of the Traffic Management Act 2004 to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in its road network. The proposals described in this report are considered to fulfil that duty.
- 4.3.12 Section 55 of the Road Traffic Regulation Act 1984 ("the Act") requires that the Local Authority keep an account of their income and expenditure in respect of designated parking places. This includes 'pay and display' income. The ring-fenced account is referred to as the Specialist Parking Account. Section 55(4) of the Act sets out the purposes for which any surplus income in respect of designated parking places can be used. These purposes include:
- Provision and maintenance of off-street parking
  - Meeting costs incurred in the provision or operation of public transport
  - Highway and road improvements and maintenance
  - Reducing environmental pollution
  - Improvement and maintenance of public open space
  - Provision of outdoor recreational facilities open to the public without charge
- 4.3.13 All these functions are carried out by a combination of the Council's service areas, which includes Strategic Transport, Sustainability and

Infrastructure, Streetscene Services and the Highways Maintenance. Any surplus in income in respect of designated parking places is currently utilised in accordance with Section 55(4) of the Act to underpin the activities of these service areas.

#### 4.4 Climate Implications

4.4.1 The climate impact assessment has considered how the proposed measures impact on climate change.

4.4.2 The Council declared a Climate Emergency in February 2019 and through its 10-Point Plan for climate action is committed to being carbon neutral by 2030. The Kelham Island and Neepsend parking scheme helps us to achieve this commitment, by:

- Reducing the number of vehicles travelling to Kelham Island and Neepsend to park and commute;
- Improving conditions for sustainable travel modes, encouraging commuters to consider more sustainable travel options for their daily journeys, especially for shorter journeys;
- Improve conditions for local businesses residents by improving the likelihood of convenient parking spaces for residents, business and visitors and giving them a greater level of priority where appropriate through issuing permits;
- Improve access through the area and loading and unloading opportunities for all vehicles (especially larger ones) by removing parking at or near junctions; and
- Reducing the number of vehicles travelling to Kelham Island and Neepsend to park and commute

4.4.3 Transport is a major contributor to CO2 emissions in Sheffield and parking schemes are a small but important aspect of how we can help to make our roads safer and less congested while improving air quality.

4.4.4 The potential for reduced emissions will contribute to the overall resilience to climate change.

#### 4.5 Other Implications

4.5.1 Although the proposal described in this report concerns the pay and display/permit scheme in Neepsend, it is part of a larger scheme (the Kelham Island and Neepsend parking scheme) which has already been partially approved and implemented. Consequently the making of the TRO recommended in this report will share the broader implications set out below, in addition to those which are specific to the Neepsend pay and display/permit scheme.



- 4.5.2 There will be an expectation from residents and businesses that it will be easier for them to park near their homes and businesses. However, there is a risk that this will not happen which could lead to complaints or reduced service satisfaction levels.
- 4.5.3 Implementing permit/pay and display parking in Kelham Island in advance of permit/pay and display parking in Neepsend – as well as reducing the number of parking spaces in Neepsend - will increase parking pressure in Neepsend as those who aren't entitled to a permit (or don't want to pay the daily pay and display charge in Kelham Island) will look to park in the nearest available free, all day, parking spaces which will be in Neepsend. The aspiration is to implement both parts of the scheme at the same time, but this may not be feasible as elements of the Neepsend scheme will need to be implemented in parallel with the Housing Zone North scheme.
- 4.5.4 The introduction of the parking scheme goes against the feedback received through the TRO consultation as there is substantial public opposition to the change.
- 4.5.5 The implementation of double yellow lines in an area that is already parked up will be difficult. Although our contractor would visit sites on different days/times of days it is still expected that sections where lines are proposed will be parked up. It is therefore proposed, if required, to use a Temporary Traffic Regulation Order (TTRO) - to include tow away powers - to enable the construction of any approved scheme. This will enable the ticketing (and removal/tow away if required) of any vehicles parked in contravention of the temporary restrictions required so as to enable the carrying out of works. TTROs are made on the basis of officer decisions – the Committee is asked to note that they are merely being advised of their use, if necessary, should the scheme be approved.
- 4.5.6 Surveys to monitor the impact of the parking scheme will be carried out once the scheme has been in place for several months. If the scheme is not meeting its objectives, or has a negative impact on safety of roads on the periphery of the scheme, and subject to the availability of funding, additional measures will be considered to improve the schemes outcomes.

## **5. ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 Consideration was given to limited waiting, without charging (e.g. 4 hours, no return within 2 hours), with permits considered where appropriate. However, this was discounted for the following reasons:
- Enforcement of the restrictions are more resource intensive and time consuming;
  - Puts pressure on existing enforcement resources as limited extra income through enforcement may not cover additional costs;

- Lack of consistency of approach with other areas of the City;
- Residents and businesses could feel that they are being charged to park in the area where visitors (and potentially commuters) may not; and
- There is anecdotal evidence from schemes around the City that suggest that people may move their vehicles part way through the day to avoid the 4-hour restrictions.

5.2 Consideration was given to implementation of the whole scheme as initially advertised. However, this was discounted as it doesn't take account of the additional business engagement and revised parking surveys Neepsend.

5.3 Consideration was given to cheaper all day parking tariffs. However, this was discounted for the following reasons:

- Demand must properly be managed through the setting of appropriate tariffs. Otherwise, parking capacity for local businesses, residents and visitors could at times be inadequate
- Cheaper tariffs could also increase the occurrence of traffic circulating searching for car parking spaces, leading to increased traffic movements.
- Lack of integration with local and regional strategies.

## **6. REASONS FOR RECOMMENDATIONS**

6.1 The proposed Neepsend parking scheme should:

- Improve conditions for local businesses by ensuring the availability of convenient parking spaces for residents, business and visitors and giving them a greater level of priority where appropriate through issuing permits;

It is therefore recommended that Committee:

- Having considered the objections included in Appendix A, decide to make the Traffic Regulation Order (as amended) in accordance with the Road Traffic Regulation Act 1984.
- Approve a more flexible approach to the number of permits issued to business during the implementation of the proposed pay and display/permit parking scheme in Neepsend, operating Monday to Friday (0900-1500) in bays on Boyland Street, Bardwell Road and Neepsend Lane (between Rutland Road and Bardwell Road) and operating Monday to Sunday (0900-1500) in bays in all other areas of Neepsend.
- Note that the Council's Traffic Regulations team will inform all consultation respondents accordingly;

- Note that a review of the scheme will be carried out after around 12 months of the approved scheme being active;
- Note the need to monitor the effects of the scheme and the potential for advertising a further Traffic Regulation Order should the effect of displaced parking lead to one needing to be promoted;

Note that the recommendations being implemented are subject to funding being confirmed.

## **Appendix A: Traffic Regulation Order consultation responses from the July 2023 report that covered the whole Kelham Island and Neepsend scheme**

In order to mitigate the effects of the originally advertised scheme, it is proposed to promote a new TRO for additional restrictions on Douglas Road/Wallace Road (just outside current scheme boundary) to help reduce the effect (particularly on larger vehicles) of potential displaced parking.

Overall, 130 respondents said that the scheme would discourage them from living, working or visiting the area. However, 159 people said that they would continue to pay to park in the area should charges be introduced.

It should be noted that having a permit does not guarantee a parking space outside a business, but it should make it easier to find one. To make sure that this works fairly, the parking scheme will be enforced by uniformed Civil Enforcement Officers (CEOs), funded in part by the cost of a permit. The income from permits alone is unlikely to cover the enforcement costs of a scheme. The cost of enforcement is also met from pay and display and enforcement income.

### Accessing permits (typically relating to 'Car Free' developments) or number of permits available

The Council has a number of policies which have the effect of managing parking demand. One mechanism to do this is by restricting access to parking permits for on street spaces from occupiers of new developments which are designated as car-free during the planning process and where the implications of that development are assessed to have an adverse impact on parking demand. It is one of a suite of measures which also have the effect of reducing car use and encourage travel by other means, including walking, cycling and public transport. This use of car free developments and their entitlement to permits was confirmed at the Transport, Regeneration and Climate Change Committee in December 2022.

New residents moving in should have been made aware of the designation of car/permit-free status (as detailed in the planning permission decision notice) through the conveyancing process if purchasing a property, or within the lease if renting. This would enable a more informed decision about whether they wish to move (or rent) a property where they would not be entitled to purchase a permit for on street parking. Many local responses suggested that this information had not been passed on to them, which is disappointing but the Council bears no responsibility for this failure to communicate car-free status. Other comments suggested that the value of their property could be reduced as a result of the scheme. Traffic authorities may

restrict parking on highways pursuant to their duties and the consequence of that is that no-one has an unlimited right to park on a road in perpetuity where that right is incidental to its status as highway. A potential reduction in value owing to the possibility that on-street parking may become unavailable as a consequence of a traffic authority properly exercising its powers should be factored into decision making when purchasing property.

There were 131 (24% of objectors) respondents (117 through the Citizen space webpage and 14 email responses) that said the scheme would exacerbate existing parking problems - the assumption being due to the reduction in spaces where people will be able to park or removing their ability to parking on-street as they are not entitled to a permit. The responses were primarily from residents in 'car free' developments (51) but also a much smaller number from residents and businesses (8) highlighting the limited number of permits (initially one resident and two business) available to them. Allowing unlimited additional access to permits would cut across the Council's Transport and Clean Air Strategies.

Residents in 'car free' developments may be eligible for other types of parking permit (carer, visitor etc) in the usual way according to the relevant criteria.

Most of the development within Kelham Island isn't actually car free. The level of parking provision varies but is generally less than the maximum City council car parking guidelines. Some of the larger developments have 60% to 70% provision per unit (some more than 100%), but a few do have 0%. Although the 'Little Kelham' development (14/04300/FUL (CITU phase 1)) was included as 'car free' development in the consultation leaflet, it has subsequently been confirmed that residents in these properties will be able to purchase a permit as the original condition/directive has been formerly removed.

### Fairness

There were 21 (4% of objectors) respondents (all through the Citizen space webpage) who said the scheme is unfair as it penalises residents who purchased properties on the basis of freely available on-street parking; and it's a tax on the hard-working poor – the need for those on low wages to potentially have to pay parking charges were mentioned several times, as was the lack of public transport alternatives and a Council being out of touch during a cost of living crisis; there is a general feeling among users that the majority of users (in Neepsend especially) live and work in the area rather than park to access town.

As mentioned previously, there was a significant number of respondees that commented that the proposed scheme would negatively impact residents and local businesses more than the targeted group (commuters).

In addition, as outlined in the previous responses above:

- The Kelham Island /Neepsend area has seen significant housing growth over the past decade, and this is expected to increase over the next 10 to 15 years. It is always better to plan for a parking issue proactively rather than reactively.
- New people moving in should have been made aware of the proposed restrictions through the conveyancing process; and
- In common with other highway authorities, the Council applies a fixed tariff that does not distinguish between a person's ability to afford the charges. For those that are entitled to purchase a permit, this is at a cost of around £0.71 per day.

Having regard to the Council's applicable duties, it is considered that the scheme is necessary and that it provides a proportionate means of achieving a legitimate aim.

The Council must take into account all relevant considerations; while this does include the impact on residents and businesses affected and their concerns should be weighed accordingly, there is a balance to be struck and the Committee should be aware that the relevant criteria for the exercise of the Council's powers to deliver the scheme has been met.

#### Not being necessary

There were 15 (3% of objectors) respondents (14 through the Citizen space webpage and 1 email response) that said the scheme is unnecessary as there are currently no parking issues to resolve.

- Several people stated that spaces could be found if you were willing to drive around to search for one.
- 187 respondees told us that parking in the area was sufficient (including 55 from car free developments, 52 visitors and 38 businesses): but
- 160 respondees told us that parking in the area was insufficient (including 43 Kelham residents, 46 visitors and 23 businesses) with comments including: 'there are too many yellow lines already' - 'issues for visitor parking, especially during the day' and 'competition with commuters is an issue in Kelham'
- 55 visitors did say they have problems parking (six said there were no problems). Respondents could tick more than one box, with the main issues being in the afternoon (29 responses), weekday evening (30), morning (40) afternoon (99) and weekend evening (47).

There were also 6 (1% of objectors) respondents (all through the Citizen Space website) that said the scheme would overly reduce the

number of spaces available. As outlined above in Section 2, the additional double yellow lines are designed to:

- Improve access through the area and loading and unloading opportunities for all vehicles (especially larger ones) by removing parking at or near junctions
- Improve conditions for sustainable travel modes
- Introduce double yellow line restrictions that enable the change of use of sections of roads in the area proposed through the HZN scheme.
- Move away from enabling pavement parking – including ‘two wheels up’, even in areas where walking demand is currently low
- Maintaining adequate carriageway widths for emergency service vehicles or where active travel routes are promoted.

#### Lack of safe and suitable alternatives

There were 10 (2% of objectors) respondents (all through the Citizen space website) that said there wasn't any safe or suitable alternatives to parking on-street in the proposed parking area. In addition, 12 respondees from car free developments highlighted that they often have to park some distance from their properties.

Streets will be safer because the proposed parking area designates where it's safe to park and where it's not, creating better visibility at junctions and making it easier to get across roads. There will be better access for emergency and utility vehicles and other larger vehicles (such as rubbish and recycling lorries, delivery or removals vans). However, the scope of the project does not currently include the provision of additional off-street parking areas, all of which are currently managed privately.

#### OTHER CONSULTEES

No response have been received from other consultees, including South Yorkshire Police, South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service, or South Yorkshire Passenger Transport Executive (now part of the Mayoral Combined Authority)

## **Appendix B: Neepsend business engagement leaflet**

See separate document

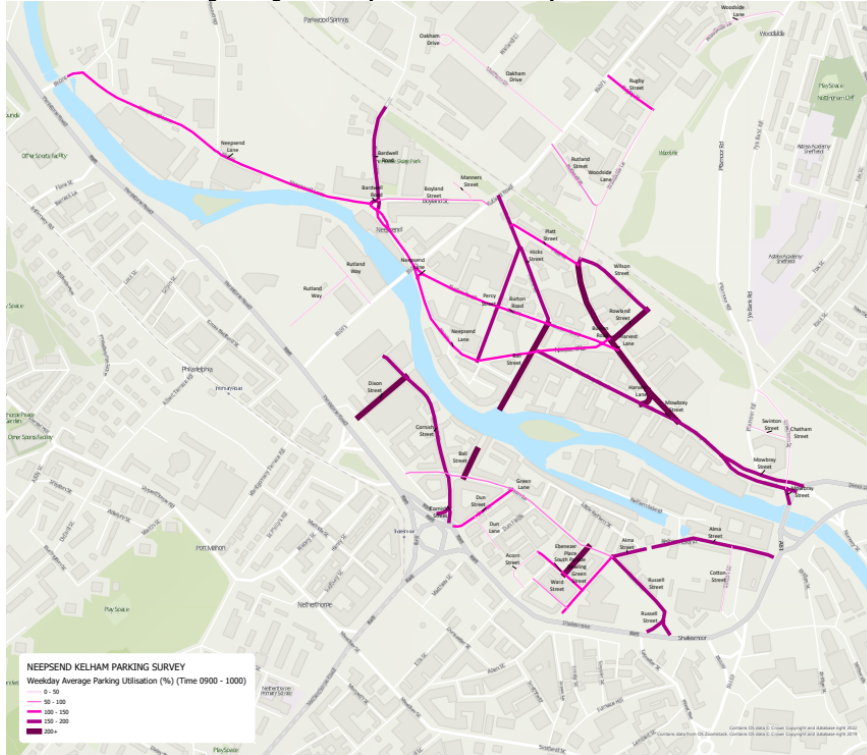
## **Appendix C: Neepsend parking scheme business engagement report**

See separate document



**Appendix D: Sample parking demand maps.** The plans show the results of the parking survey as a percentage of new spaces available. Higher demand is shown by thicker, darker lines.

**2018 Weekday daytime (09:00-10:00)**

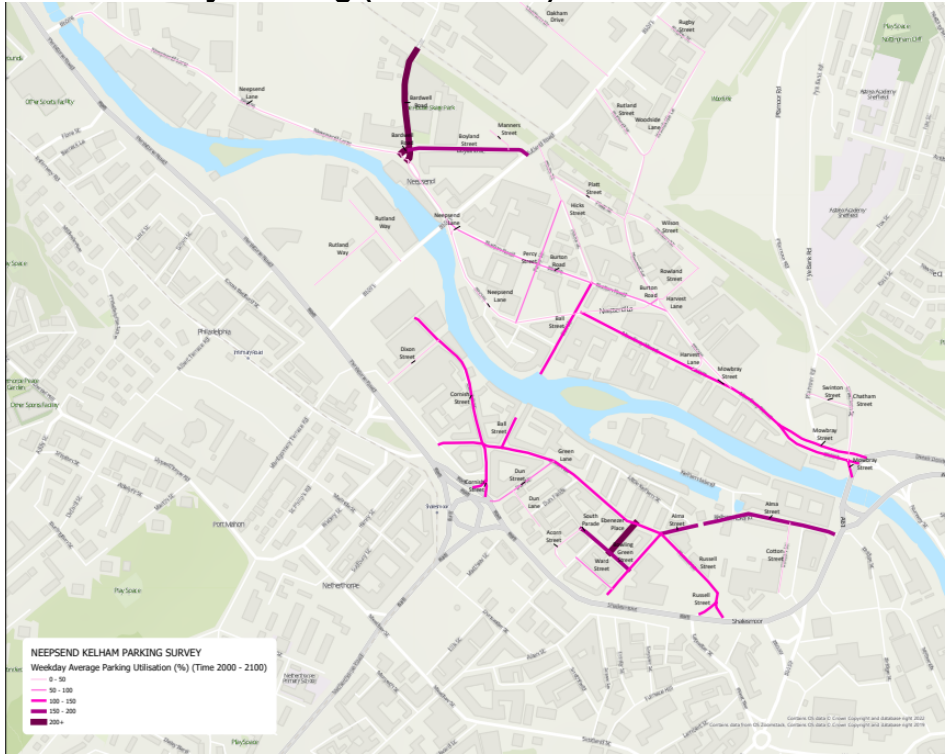


**2023 Weekday daytime (14:00-15:00)**

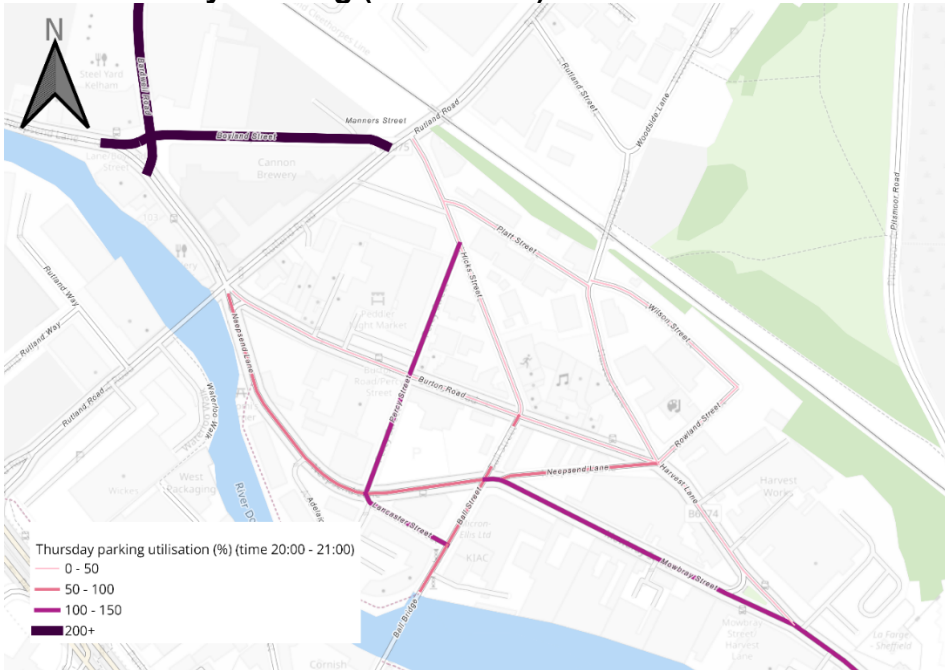


Surveys showed that the difference between the two time periods was that the morning period was around 5%-10% busier (CONFIRM)

**2018 Weekday evening (20:00-21:00)**

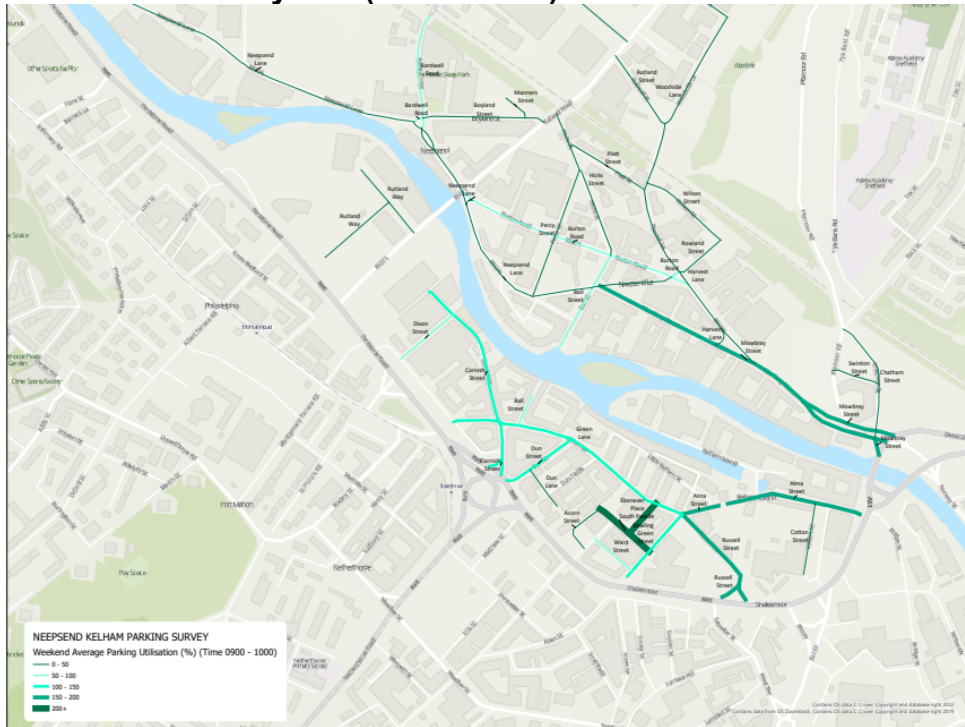


**2023 Weekday evening (20:00-21:00)**



# Weekend average

## 2018 Weekend daytime (09:00-10:00)

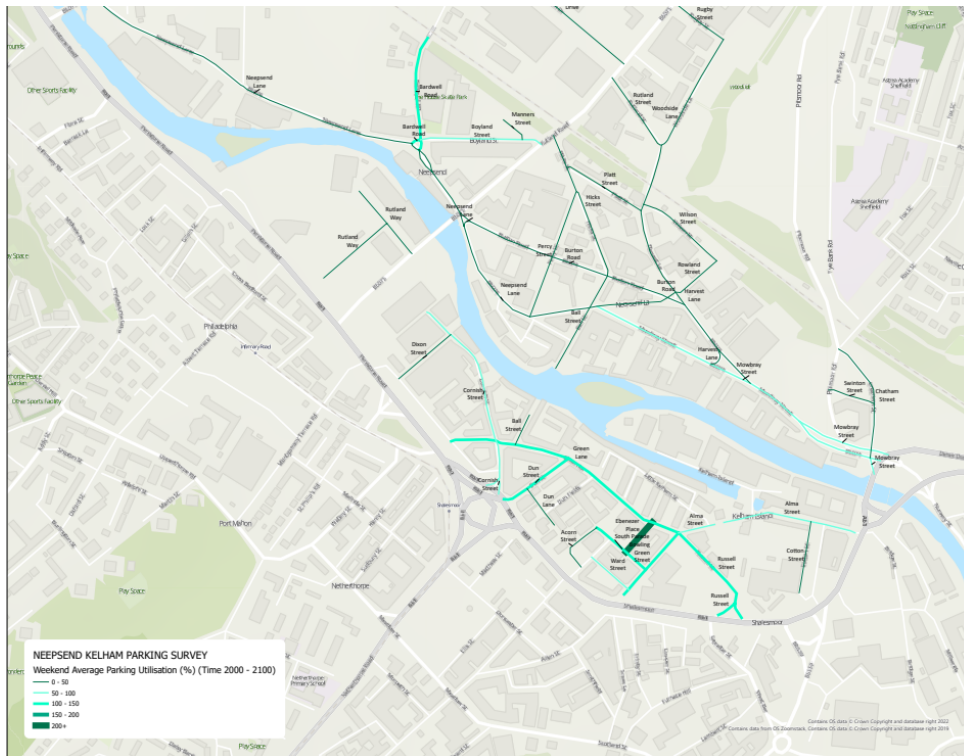


## 2023 Weekend daytime (14:00-15:00)

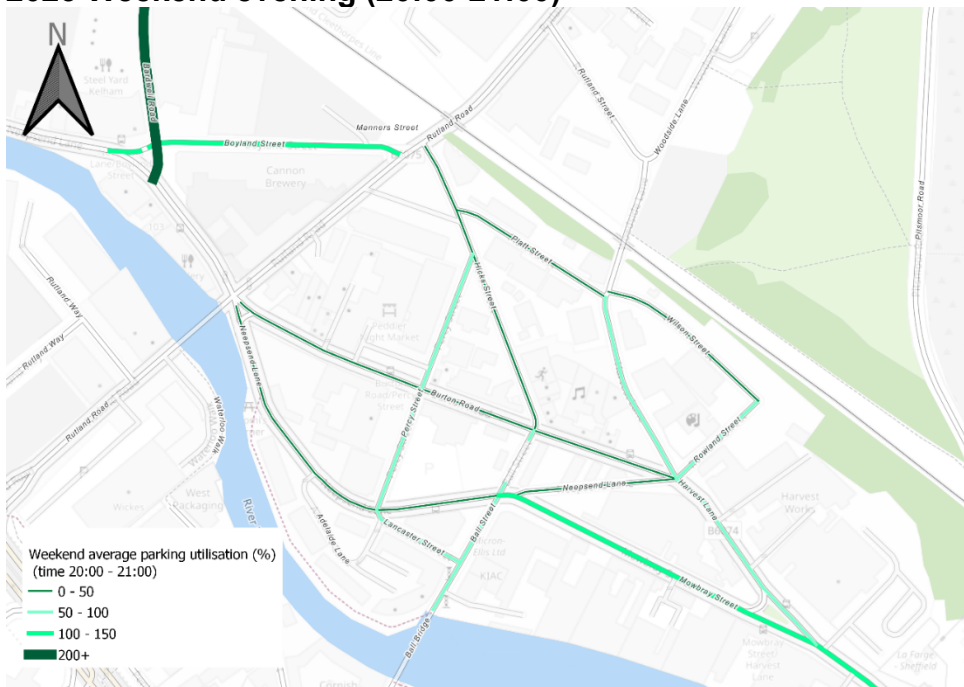


Surveys showed that the difference between the two time periods was that the morning period was around x%-x% busier (CONFIRM)

## 2018 Weekend evening (20:00-21:00)



## 2023 Weekend evening (20:00-21:00)





# Kelham Island and Neepsend Parking Scheme Next steps

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Consultation with businesses  
in Neepsend

Page 29

This consultation is open until midnight Sunday 12 November 2023

# Introduction

## The Kelham Island and Neepsend Parking Scheme (KINPS) has been brought forward by Sheffield City Council with the following aims:

- Help manage the flow of traffic, and provide more kerb space for deliveries, particularly in relation to larger vehicles.
- Support the delivery of the Connecting Sheffield: Neepsend – Kelham – City Centre scheme.
- Reduce the impact of current and future housing developments on parking in the area.

On 19 July 2023, Sheffield City Council's Transport, Regeneration and Climate Policy Committee approved the proposals for the parking scheme in relation to Kelham Island. From early 2024, we will start putting the following measures in place in Kelham Island:

- Double yellow lines on corners and at junctions.
- Shared use Pay & Display/permit parking bays.
- Parking permits for eligible residents and businesses.

At the same committee meeting, the Council's Transport, Regeneration and Climate Policy Committee approved the proposals for the installation of double yellow lines in Neepsend. These measures will improve the flow of traffic through the area and provide more kerb space for deliveries.

The council wants to work with businesses in the area to look at options to reduce the impact of the implementation of the rest of the parking scheme in Neepsend as originally proposed.

This leaflet provides an overview of the measures for the parking scheme that could be put in place in Neepsend.

## We are asking businesses to fill out an online survey to let us know your views.

# Original parking scheme proposed in Neepsend

## The original plans for a controlled parking scheme in Neepsend included:



Marked bays for parking which allow for both Pay & Display and permit parking. Sections of the road not marked for parking would have double yellow lines.



Parking restriction in operation seven days a week from 8.00am to 8.30pm.



The option for businesses to buy up to two parking permits. The first would cost £93.60 and the second would cost £187.20.



Pay & Display bays which would cost £1.30 per hour or £6.50 all day. There would be a flat rate of £2 between 4:30pm and 8:30pm on Monday to Saturday and £2 all day on Sunday.



Free parking for up to 20 minutes for short pick-ups or drop-offs. Loading would also be permitted in permit bays and on double yellow lines.

As previously mentioned, the proposals for double yellow lines have already been approved.

In the next section, we outline some options which could help to reduce the impacts of these proposed measures on businesses in Neepsend.

# Parking scheme options

**We want to consult local businesses to identify how proposed changes to parking could work better for the business community in Neepsend.**

Double yellow lines will be put in place to improve loading and unloading options for businesses, as well as on corners and at junctions as initially proposed. This will improve the flow of traffic and provide more kerb space for deliveries, particularly for larger vehicles, and enable the Connecting Sheffield: Neepsend - Kelham - City Centre scheme.

On pages three, four and five we have outlined the options that the council could include as part of the parking scheme in Neepsend together with some potential benefits and drawbacks of each one.

Page 3



## Option 1 Parking permits

Sheffield City Council provides some flexibility on the number of parking permits that businesses can apply for.

### BENEFITS

- Businesses are not restricted to two permits.
- Permits could be shared among business vehicles and would be managed by your business.
- Permits provide better value for money when parking.

### DRAWBACKS

- Permits do not guarantee a parking space.
- If businesses are allowed more permits, this makes getting a space less likely.
- Businesses will still have to pay for each parking permit they buy.



## Option 2 Hours of scheme operation

Reduce the number of hours the parking restrictions are active, for example between 10am-4pm rather than 8am-8:30pm.

Parking would still cost £1.30 per hour and £6.50 for 5 hours or more.

### BENEFITS

- Business vehicles can come and go freely, for example, up to 10am and after 4pm. This means operational vehicles which go out during the day can come and go without charge and/or be parked in the area overnight.
- Visitors will still be able to access businesses outside of the parking scheme operating hours without paying for parking.
- Commuters who walk into town would still need to pay the full day rate of £6.50.

### DRAWBACKS

- There would still be a cost to businesses for permits.
- Users without a permit would need to pay the Pay & Display rate.
- Residents would be able to park for free between 4pm and 10am, which could restrict the number of spaces available to businesses in the early morning or evening.
- Permits do not offer as much value since they would cost the same but cover fewer hours under this scheme option.



## Option 3 Days of scheme operation

Operate the parking scheme on days where surveys show demand is the highest, which could be on fewer days than the current proposal, for example Monday to Friday only.

### BENEFITS

- The times of operation would be influenced by data from parking surveys - so the scheme would help to manage times of highest parking demand.

### DRAWBACKS

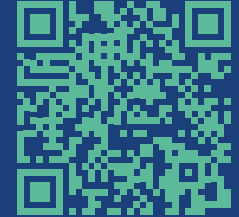
- Residents and commuters would also not have to pay to park, which means the area will remain a popular place to park. This would make it harder for businesses/employees to find a parking space. As development continues over the next few years, the situation may get worse.



## Next steps

### Share your views

We want to know what you think would work better for your business in Neepsend. Please complete our online survey to share your views by scanning this QR code:



The survey will be open from Wednesday 25 October 2023 until midnight on Sunday 12 November 2023

You can also access this survey by visiting Sheffield City Council's website at [sheffield.gov.uk/parking/new-parking-zones](https://sheffield.gov.uk/parking/new-parking-zones), or contact us on 0808 196 5105 to access this survey in a different format.

### Understanding your feedback

At the end of the consultation period, we will review and analyse all of the feedback we have received before presenting our recommendations to the Transport, Regeneration and Climate Policy Committee.

### Decision making

We currently expect that a final decision on the parking scheme in Neepsend will be made by Sheffield City Council's Transport, Regeneration and Climate Policy Committee in December 2023. The decision to amend the scheme will be informed by the results of business responses to this survey and parking data. We will communicate the decision the committee makes to the local community.



# Contact us

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To get in touch about the Kelham Island and Neepsend Parking Scheme, you can contact us using the channels below:



**info@connecting-sheffield.co.uk**



**0808 196 5105**



**sheffield.gov.uk/parking/new-parking-zones**



**FREPOST Connecting SHF**

You can scan the QR code below to access our online survey, and share your views on the options for the parking scheme in Neepsend.

If you require the survey in an alternative format, please get in touch with us using the channels listed above.



**This consultation is open until midnight on Sunday 12 November 2023.**

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# Kelham Island and Neepsend Parking Scheme: Neepsend Business Engagement

November 2023

## Overview

The Kelham Island and Neepsend areas of Sheffield are popular for long stay commuter parking because they are close to the city centre and parking is free and unrestricted. This leads to a lack of parking opportunities for local businesses, customers of local businesses as well as for residents.

In response to both residential and business developments, which could put more pressure on parking provision, Sheffield City Council proposed the introduction of a controlled parking scheme, named the Kelham Island and Neepsend Parking Scheme (KINPS), that would operate seven days a week between the hours of 8.00am and 8.30pm throughout the area.

In addition, a lack of parking spaces can inhibit the ability of companies in the area to receive deliveries. Some changes to parking are also required to facilitate the Connecting Sheffield: Neepsend – Kelham – City Centre scheme which aims to improve cycling, walking and public transport in the area.

KINPS has been brought forward by Sheffield City Council with the following aims:

- Help manage the flow of traffic and provide more kerb space for deliveries, particularly in relation to larger vehicles;
- Support the delivery of the Connecting Sheffield: Neepsend – Kelham – City Centre scheme; and
- Manage the impact of current and future housing developments on parking in the area.

At the beginning of 2022, Sheffield City Council held a statutory public consultation on proposals to create the Kelham Island and Neepsend Parking Scheme (KINPS). The six-week public consultation was held on these proposals between the 27 January 2022 and the 24 February 2022.

### The parking scheme in Kelham Island

On 19 July 2023, Sheffield City Council's Transport, Regeneration and Climate Policy Committee approved proposals for the parking scheme in relation to Kelham Island. From early 2024, Sheffield City Council will start putting the following measures in place in Kelham Island to create the parking scheme:

- Double yellow lines on corners and at junctions;
- Shared use Pay & Display and permit parking bays; with
- Parking permits for eligible residents and businesses.

Resident/business permits will cost £93.60 per year for the first permit, and £187.20 per year for a second permit. Each resident and business will be entitled to purchase a maximum of two permits.

Pay & Display will be priced at £1.30 per hour or £6.50 all day on Monday to Saturday between 8:00am and 8:30pm, and £2 on Monday to Saturday between 4:30pm and 8:30pm or on Sunday all day.

### The parking scheme in Neepsend

At the same committee meeting in July 2023, the Committee also approved elements of the parking scheme proposals for Neepsend, specifically proposals for the installation of double yellow lines in Neepsend. These measures will help to improve the flow of traffic through the area and provide more kerb space for deliveries.

However, before any other measures are put in place in Neepsend, the Committee asked Council officers to conduct further engagement with local businesses to identify how changes to parking could work better for the business community in Neepsend.

Potential options for changes to the proposals include:

- Operate the parking scheme on days where surveys show demand is the highest, which could be on fewer days than the initial proposal, for example, Monday to Friday only.
- Sheffield City Council provides flexibility in the number of permits businesses can apply for.
- Reduce the number of hours the parking restrictions are active, for example, 10am-4pm. Parking would still cost £1.30 per hour or £6.50 all day.

The outcome of this further engagement with businesses in Neepsend is the subject of this report.

## Neepsend Business Engagement

During a two-week period, we engaged with businesses in Neepsend in relation to the potential options for changes to the proposals by Sheffield City Council between 26 October 2023 and 12 November 2023. Responses provided by businesses in Neepsend during this engagement period are presented in this report.

### Publicising the engagement

Leaflets notifying businesses of the engagement period, the original proposals and details of the potential alterations the Council could make to the scheme were posted to an agreed distribution area which comprised 160 commercial addresses within Neepsend. The addresses within the distribution area were found using the 'Address List' software and the leaflets were delivered to businesses via Royal Mail. The distribution area is available as Appendix 1.

Additionally, a letter was sent to a wider distribution area providing a general update on the scheme for Kelham Island and Neepsend. This letter also publicised the opportunity for businesses in Neepsend to provide feedback. The letter was issued via Royal Mail to an agreed distribution area of 2,080 addresses including both commercial and residential addresses.

On behalf of Sheffield City Council, Counter Context sent emails directly to 21 businesses, who had provided contact information during the previous consultation period, informing them of the beginning of the engagement period and ways that businesses were able to provide feedback.

### Direct engagement

Sheffield City Council conducted direct engagement with seven large businesses through face-to-face or online meetings during the week commencing Monday 23 October. Large businesses are defined as those with more than 25 employees. Large businesses were engaged with directly because they are more likely to have additional demand for parking space in the area.

Large businesses were identified through responses provided in the previous round of consultation on the scheme, local knowledge and additional web-based research including the Companies House website, online business directories and business websites. These businesses were initially emailed with a link where they could book an appointment with a Council officer. Where a response was not received, a chaser email was sent. If a response was still not received, the invitation was followed up with a phone call. All large businesses identified were engaged with the exception of one.

Details of the scheme and possible changes to the scheme in Neepsend were shared on Sheffield City Council's website at <https://www.sheffield.gov.uk/parking/new-parking-zones>. This gave businesses the opportunity to read further details about the proposals before providing feedback.

## Feedback Analysis

In total, representatives from 23 Neepsend businesses filled in and submitted the online feedback form. The Connecting Sheffield inbox (info@connecting-sheffield.co.uk) was advertised on all engagement materials and nine businesses from Neepsend emailed during the consultation period.

Similarly, the Connecting Sheffield Freephone number was provided on all engagement materials (0808 196 5105) and two businesses got in touch to provide feedback over the phone.

A table outlining the response type and the number of respondents who got in touch with us is below.

Response type	Number of respondents
Online feedback form	23
Direct engagement feedback provided	7
Email	9
Freephone	2
Total	41

The data represented below shows responses provided via the online feedback form. In cases where we conducted face to face engagement with local businesses, additional included responses are explained in the accompanying text.

## Business Categorisation

All respondents to the online feedback form from Neepsend businesses identified themselves as 'Owners/Managers'.

In order to better understand feedback responses, business respondents have been categorised according to the type of business. These are explained below:

*Businesses engaged with during face-to-face consultation are also represented in this chart and table.*

### Manufacturing business:

In this report, manufacturing businesses are defined as enterprises engaged in the production of goods through the use of labour, machines, and processing. These businesses tend to operate on weekdays, with some businesses also operating on weekends. Many of these businesses have early operational hours, with some operations beginning from 5am onwards on weekdays.

### Leisure business:

In this report, leisure businesses are defined as being centred around providing recreational and entertainment activities within the area. These businesses within Neepsend tend to operate extended business hours with their main operational needs being during the weekend.

### Office-based business:

In this report, office-based businesses are defined as the core activities and operations of the business are conducted in an office environment, as opposed to a physical storefront, factory, or other non-office locations. These businesses operate on regular business hours during weekdays.

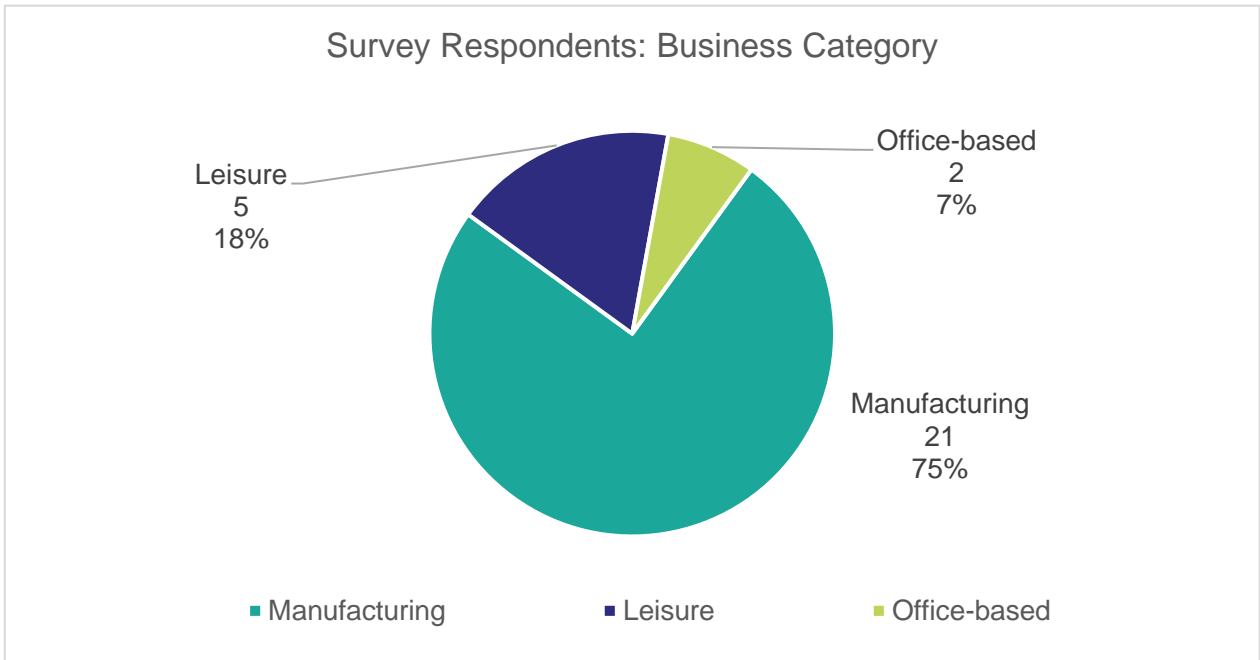


Figure 1: Pie chart showing the type of businesses who responded to the survey.

Industry category	Number of business respondents
Manufacturing	21
Leisure	5
Office-based	2
Total	28

## Closed Question Analysis

### Question 1: How many employees does your business or organisation have, including yourself?

The chart below represents feedback provided via the online feedback form and face-to-face engagement sessions. Most survey respondents (10 respondents or 36%) selected that they had between one and four employees. Eight respondents (29%) said they have between 20 and 30 employees. One respondent (4%) said they had 41-50 employees and one other respondent (4%) said that they had more than 50 employees.

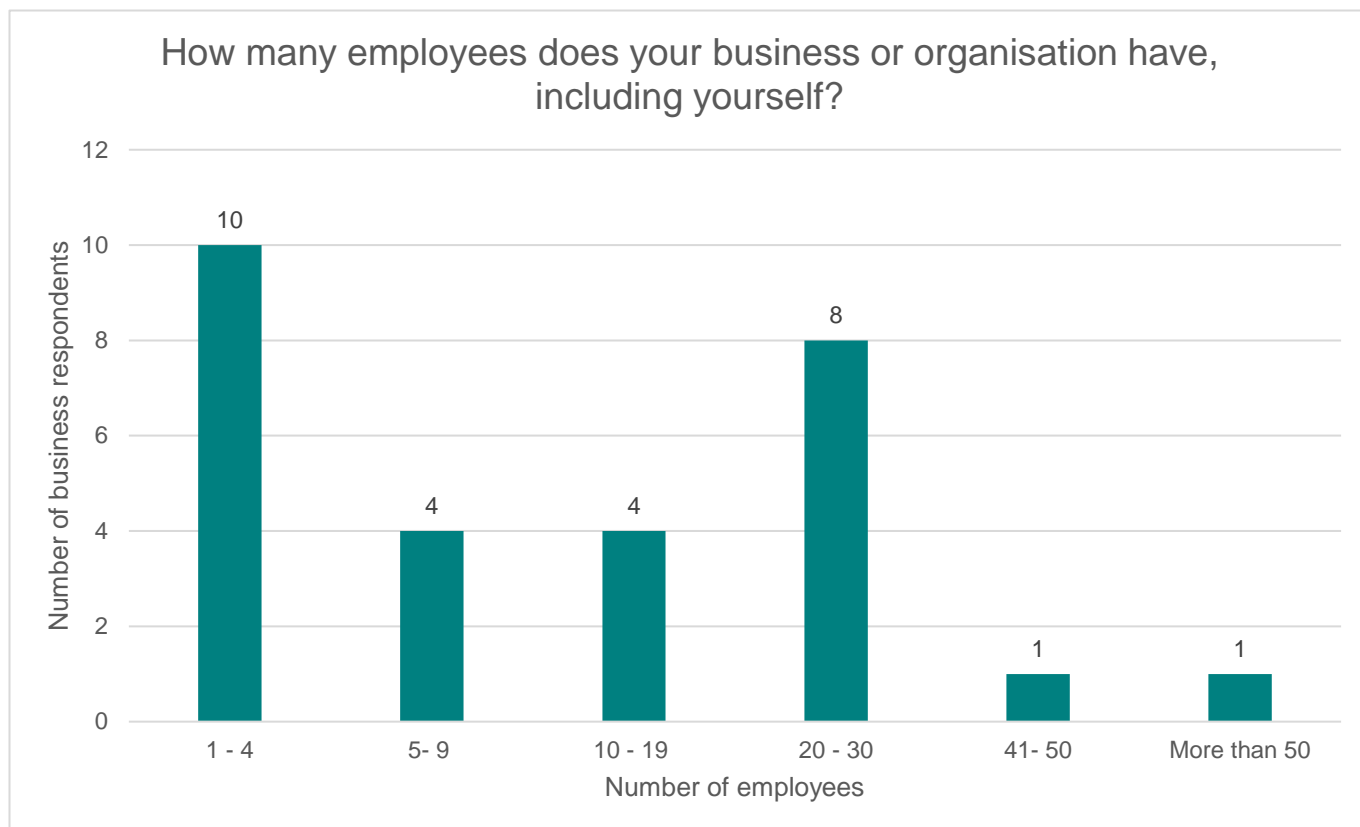


Figure 2: Bar graph showing the number of employees respondent businesses have.

Number of employees	Number of businesses respondents	Percentage of total respondents
1-4	10	36%
5- 9	4	14%
10 - 19	4	14%
20 - 30	8	29%
41- 50	1	4%
More than 50	1	4%
Total	28	

## Question 2: What days and times does your business operate?

The response option to the question ‘What days and times does your business operate?’ was left as an ‘open response’, meaning that businesses could give the exact times of their operation. Exact times are available as Appendix 5. The chart below represents feedback provided via the online feedback form and face-to-face engagement sessions.

The chart below represents feedback provided via the online feedback form only. We spoke to seven businesses during our face-to-face engagement period. Two of these businesses completed the online feedback form whilst five businesses who we spoke with face-to-face did not. Those five businesses who did not respond to the online feedback form informed us that their business operation started from 6am or 7.30am and operated until up to 5pm on weekdays.

We have categorised the hours of operation, so they are easier to read at a glance. Definitions of the categories of hours of operation are given below.

- **Open 24/7:** Businesses that operate 24 hours, every day of the week.
- **Regular Business Hours:** Businesses that follow a standard Monday to Friday, 9 am to 5 pm schedule.
- **Extended Business Hours:** Businesses with extended hours on weekdays, possibly including Saturdays and Sundays.
- **Shift and Rota Schedule:** Businesses with 24-hour operations due to shifts, rota scheduling, or occasional night shifts.
- **Weekend Operations:** Businesses that exclusively operate on weekends.
- **Flexible Hours:** Businesses with varying hours, potentially different each day or with unique schedules

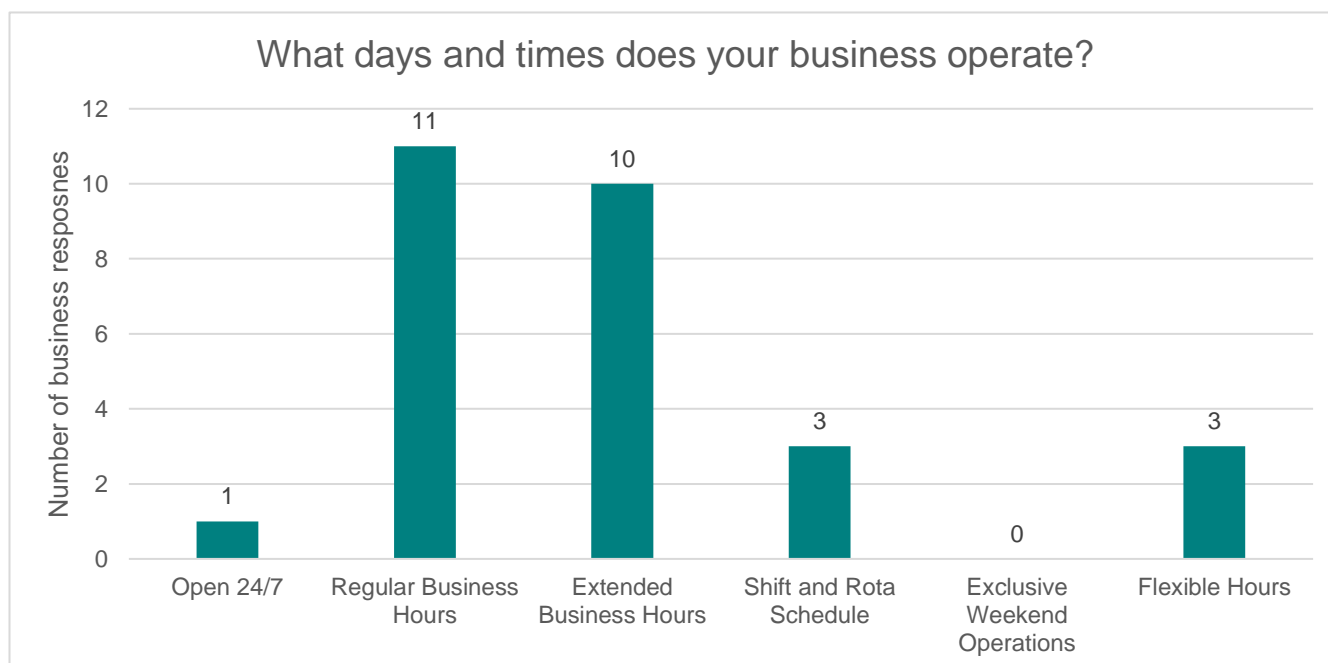


Figure 3: Bar graph showing the times and dates of respondent businesses operation.

Operational hours	Number of business respondents	Percentage of total respondents
Open 24/7	1	4%
Regular Business Hours	11	39%
Extended Business Hours	10	36%
Shift and Rota Schedule	3	11%
Exclusive Weekend Operations	0	0%
Flexible Hours	3	11%
<b>Total</b>	<b>28</b>	



### Question 3: How many vehicles does your business need to operate?

The chart below represents feedback provided via the online feedback form only. Response to this question varied, with respondents selecting that they needed from one up to 40 vehicles for their business to operate. Seven businesses (35%) selected that they needed between one and two vehicles to operate, with 13 businesses (65%) selecting that they needed more than two vehicles to operate.

In some cases, it is likely that businesses may have responded to this question with the number of permits that would be required for visitor and customer access rather than operational vehicle requirements.

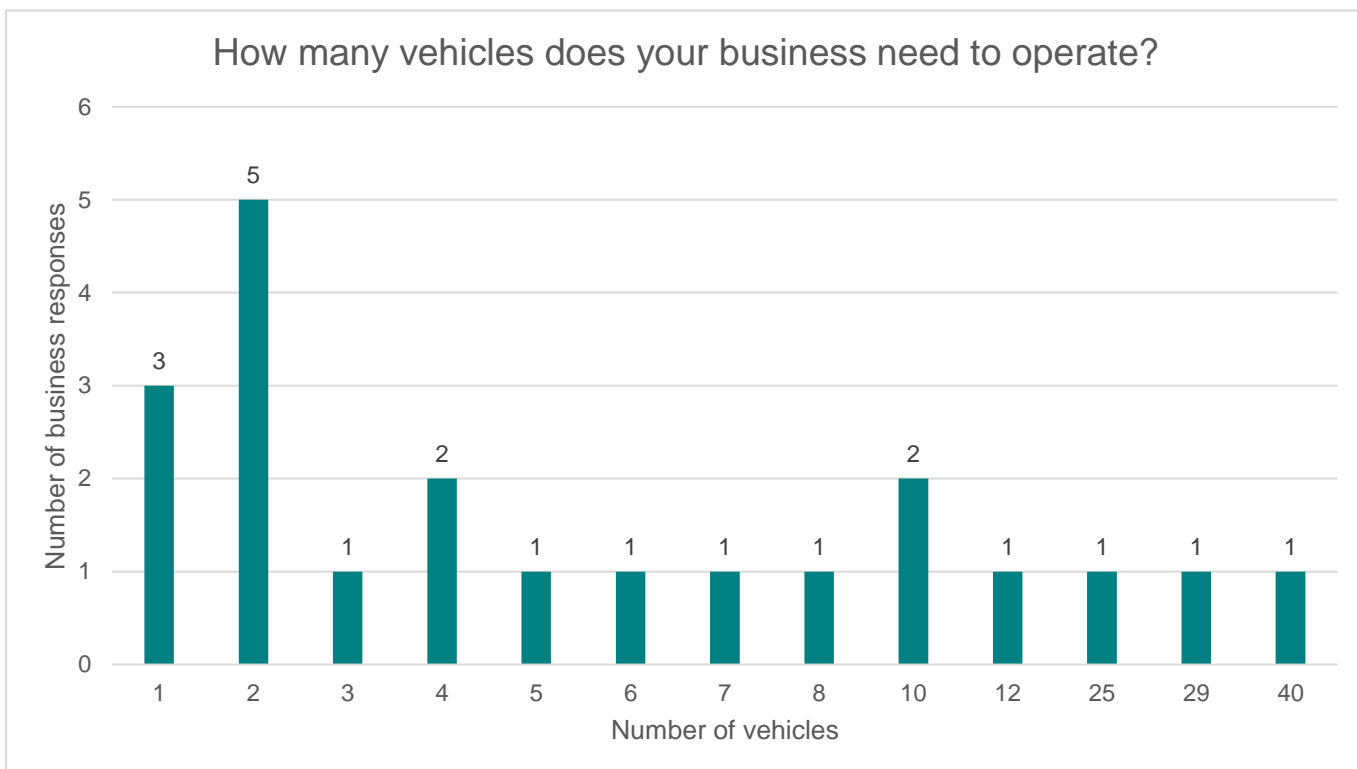


Figure 4: Bar graph showing the number of vehicles respondent businesses need to operate.

Number of vehicles required	Number of business responses	Percentage of total respondents
1	3	13%
2	5	22%
3	1	4%
4	2	8%
5	1	4%
6	1	4%
7	1	4%
8	1	4%
10	2	8%
12	1	4%
25	1	4%
29	1	4%
40	1	4%

**Question 4: If the council provided greater flexibility on the number of permits your business could have, ideally, how many permits would your business/organisation need?**

The chart below represents feedback provided via the online feedback form only. Eight businesses (34%) said they would want between zero and two permits, the number originally proposed in the scheme. 10 businesses (41%) said they would want between three and 10 permits, while five businesses (20%) said they would want more than 10 permits.



Figure 5: Bar graph showing the number of parking permits respondent businesses would want if flexibility was provided.

Number of permits required	Number of business responses	Percentage of total respondents
0	1	4%
1	4	17%
2	3	13%
3	2	8%
4	3	13%
5	1	4%
6	1	4%
8	1	4%
10	2	8%
12	1	4%
19	1	4%
20	1	4%
30	1	4%
40	1	4%

**Question 5: We have developed some options for measures which would help to reduce some of the potential effects of the parking scheme on Neepsend businesses and organisations. Please rank these measures in order of preference.**

Respondents were asked to rank the options provided with '1' being the most preferred option and '3' the least preferred option.

There was significant variability in the way that respondents answered this question. As such, average rankings across all business types have been calculated and presented as the '**average response**' below. This method provides a way to understand the collective preferences of each group of respondents.

This reflects feedback provided via the online feedback form only.

Overall, the **average response**, suggesting a collective preference of all 23 respondents, is provided below:

1. Operate the parking scheme on days where surveys show demand is the highest, which could be on fewer days than the current proposal, for example, Monday to Friday only. **(Average ranking 1.44)**
2. Sheffield City Council provides flexibility in the number of permits businesses can apply for. **(Average ranking 2)**
3. Reduce the number of hours the parking restrictions are active. For example, 10am-4pm. Parking would still cost £1.30 per hour or £6.50 all day. **(Average ranking 2.22)**

*Responses to this question showing overall preference within respondent categories is provided below:*

**Manufacturing businesses** ranked the options, on average, in the following order:

1. Operate the parking scheme on days where surveys show demand is the highest, which could be on fewer days than the current proposal, for example, Monday to Friday only. **(Average ranking 1.5)**
2. Reduce the number of hours the parking restrictions are active. For example, 10am-4pm. Parking would still cost £1.30 per hour or £6.50 all day. **(Average ranking: 2)**
3. Sheffield City Council provides flexibility in the number of permits businesses can apply for. **(Average ranking 2.25)**

**Leisure businesses** ranked the options, on average, in the following order:

1. Operate the parking scheme on days where surveys show demand is the highest, which could be on fewer days than the current proposal, for example, Monday to Friday only. **(Average ranking 1.44)**
2. Sheffield City Council provides flexibility in the number of permits businesses can apply for. **(Average ranking 2)**
3. Reduce the number of hours the parking restrictions are active. For example, 10am-4pm. Parking would still cost £1.30 per hour or £6.50 all day. **(Average ranking 2.22)**

**An office-based business** ranked the options, on average, in the following order (only one office-based business responded to this question):

1. Sheffield City Council provides flexibility in the number of permits businesses can apply for.
2. Operate the parking scheme on days where surveys show demand is the highest, which could be on fewer days than the current proposal, for example, Monday to Friday only.
3. Reduce the number of hours the parking restrictions are active. For example, 10am-4pm. Parking would still cost £1.30 per hour or £6.50 all day.

**Larger businesses with more than 20 employees** ranked the options, on average, in the following order. *(There were four businesses of this size, three provided a response to this question):*

1. Sheffield City Council provides flexibility in the number of permits businesses can apply for. **(Ranked 1 by all 3 respondents)**
2. Operate the parking scheme on days where surveys show demand is the highest, which could be on fewer days than the current proposal, for example, Monday to Friday only.
3. Reduce the number of hours the parking restrictions are active. For example, 10am-4pm. Parking would still cost £1.30 per hour or £6.50 all day.

### Question 5: Analysis

Analysis of Question 5 is provided below to help provide additional context and explanation for these rankings.

- Manufacturing businesses tend to want reduced hours of scheme operation to allow for easier loading and unloading of large operational vehicles.
- Larger manufacturing businesses tend to want flexibility in the number of permits because they have a larger number of employees.
- A number of larger manufacturing business respondents informed us that their operational hours started from 6am and flexibility in permit availability could support their operational needs.
- Smaller businesses may have been less concerned about the number of permits provided, as the majority of survey respondents selected that they had 1-4 employees.

### **Question 6: If parking restrictions were put in place, which hours of scheme operation would work best for your business?**

Respondents to this question were asked to rank the options provided with '1' representing the most preferred option and '6' representing the least preferred option.

There was significant variability in the way that respondents answered this question. As such, average rankings across all business types have been calculated and presented as the 'average response' below. This method provides a way to understand the collective preferences of each group of respondents.

Overall, the average response, suggesting a collective preference of all 23 respondents, is provided below:

1. 09.00 – 15.00 (**Average ranking 2.55**)
2. 14:30 – 20:30 (**Average ranking 2.65**)
3. 11.00 – 17.00 (**Average ranking 2.65**)
4. No reduction in the number of hours (**Average ranking 3.0**)
5. 08.00 – 18:30 (**Average ranking 3.05**)
6. 10.00 – 16.00 (**Average ranking 3.15**)

*Responses to this question showing overall preference within respondent categories is provided below:*

**Manufacturing businesses** ranked the options, on average, in the following order:

1. 09.00 – 15.00 (**Average ranking 2.64**)
2. 11.00 – 17.00 (**Average ranking 3.55**)
3. 10.00 – 16.00 (**Average ranking 3.64**)
4. 08.00 – 18:30 (**Average ranking 3.82**)
5. 14:30 – 20:30 (**Average ranking 4**)
5. No reduction in the number of hours (**Average ranking 4**)

**Leisure businesses** ranked the options, on average, in the following order:

1. 09.00 – 15.00 (**Average ranking 2**)
2. 10.00 – 16.00 (**Average ranking 3**)
3. 08.00 – 18:30 (**Average ranking 3.66**)
4. 14:30 – 20:30 (**Average ranking 4**)
4. 11.00 – 17.00 (**Average ranking 4**)
5. No reduction in the number of hours (**Average ranking 4.33**)

**Office-based businesses** ranked the options, on average, in the following order:

1. 08.00 – 18:30 (**Average ranking 3**)
2. 09.00 – 15.00 (**Average ranking 3.5**)
2. 11.00 – 17.00 (**Average ranking 3.5**)
2. 10.00 - 16.00 (**Average ranking 3.5**)
2. 14:30 – 20:30 (**Average ranking 3.5**)
3. No reduction in the number of hours (**Average ranking 4**)

## Question 7: If parking restrictions were put in place, what days of operation would work best for your business?

Respondents to this question were asked to rank the options provided with 1 being the most preferred option and 6 being the least preferred option.

Engagement material including the leaflet issued to businesses in Neepsend explained that the decision to amend the scheme would be informed by the results of responses to the online feedback form as well as parking data. As such, recommendations for a parking scheme in Neepsend made by Sheffield City Council to the Transport, Regeneration and Climate Policy Committee may not directly reflect the response to this question.

There was significant variability in the way that respondents answered this question. As such, average rankings across all business types have been calculated and presented as the 'average response' below. This method provides a way to understand the collective preferences of each group of respondents.

Overall, the average response, suggesting a collective preference of all 23 respondents, is provided below:

1. Weekends only (**Average ranking 2.3**)
2. Weekdays and Saturdays only (**Average ranking 2.45**)
3. Everyday (**Average ranking 3**)
4. Weekdays only (**Average ranking 3.15**)

*Responses to this question showing overall preference within respondent categories is provided below:*

**Manufacturing businesses** ranked the options, on average, in the following order:

1. Weekends only (**Average ranking 2**)
2. Weekdays and Saturdays only (**Average ranking 2.27**)
3. Weekdays only (**Average ranking 3**)
3. Everyday (**Average ranking 3**)

**Leisure businesses** ranked the options, on average, in the following order:

1. Weekdays only (**Average ranking 1.67**)
2. Weekends only (**Average ranking 2**)
3. Weekdays and Saturdays only (**Average ranking 2.33**)
4. Everyday (**Average ranking 4**)

**Office-based businesses** ranked the options, on average, in the following order:

1. Weekends only (**Average ranking 1**)
2. Weekdays only (**Average ranking 2**)
3. Weekdays and Saturdays only (**Average ranking 3**)
4. Everyday (**Average ranking 4**)

## Open feedback responses

### Summary of feedback provided in direct engagement with large businesses

As part of the engagement with Neepsend businesses, Sheffield City Council officers visited the area to speak to large businesses, defined as those with more than 25 employees.

The key points raised by the **seven** large businesses we met with are summarised below:

- Five businesses raised concern regarding access for larger vehicles such as articulated lorries and loading and unloading HGVs.
- Four businesses raised concern regarding the impact of the parking scheme on ease of visitor access and staff parking.
- Three businesses highlighted that their operational hours begin at either 6am or 7.30am which could affect the preferred operational hours of the scheme.
- Two businesses raised concern regarding general increased congestion in the area as a result of the Connecting Sheffield: Neepsend-Kelham-City Centre scheme and the way in which this scheme, in conjunction with the parking scheme, would make business operation more difficult.
- Two businesses expressed concern regarding the cost of purchasing multiple permits for multiple employees and the impact of parking costs on staff retention.
- Two businesses said that they require the use of both personal employee vehicles and commercial vehicles for their business to operate.
- One business requested that a double yellow is shortened over their business access in order to provide additional parking space to allow for ease of operation of their business.

### Summary of feedback provided via email and phone

- Key points raised by respondents in feedback provided by **nine** businesses via email and **two** businesses via phone to the Connecting Sheffield contact channels is summarised below.
- Six business expressed general opposition, commenting that the proposed changes will inconvenience their business operation.
- Four respondents expressed concern regarding the cost implications of the parking scheme. They tended to comment that either Pay & Display parking or permit parking will incur additional costs which will negatively impact their business operation.
- Three businesses shared their view that two permits are not sufficient to allow for operation of their business.
- Two businesses asked questions about the transferability of parking permits, requesting pool parking permits.

## Conclusion

In conclusion, the feedback received through the online feedback form, direct engagement sessions and Freephone and email submissions highlights some common perceptions and concerns amongst businesses in Neepsend. Collaboration and engagement with business in Neepsend has helped provide insight into the ways in which Sheffield City Council could mitigate negative effects on businesses in the area.

It is important to recognise that concerns raised by businesses are diverse and dependent upon their individual needs, including factors such as the number of employees and specific operational requirements. Additionally, it is important to note that this report reflects the feedback provided by 41 different businesses, out of the 161 businesses directly invited to participate in this engagement. This represents a 25% response rate which means that although feedback may not be representative of the entire business population in Neepsend, it does represent a considerable sample size in relation to the overall number of businesses we contacted and is a good overall response rate.

Survey results suggested that the collective preference of all survey respondents was that Sheffield City Council operates the parking scheme on days where surveys show demand is the highest, which could be on fewer days than the current proposal, for example, Monday to Friday only. However, larger businesses unanimously preferred the option for the scheme whereby Sheffield City Council provides flexibility in the number of permits businesses can apply for.

Overall, the preference of survey respondents and feedback received suggests that most preferred operational hours of a scheme in Neepsend would be from 09.00 – 15.00.

The overall preference of all survey respondents suggested that the most preferred days of operation would be Weekends only, or Weekdays and Saturdays only.

A recurring theme amongst larger businesses is the apprehension related to the accessibility of larger vehicles, such as articulated lorries and HGVs, during loading and unloading activities. Many businesses are also worried about the potential impact of the parking scheme on visitor access and staff parking. The financial aspects of the parking scheme are an additional concern; some businesses expressed concern about the cost of purchasing multiple permits for their employees, anticipating a potential negative effect on business operation and staff retention. Additionally, the overall cost implications of the parking scheme, whether through pay and display or permit parking, are seen as a potential burden on business operations.

## Appendices

### Appendix 1 – Distribution Areas

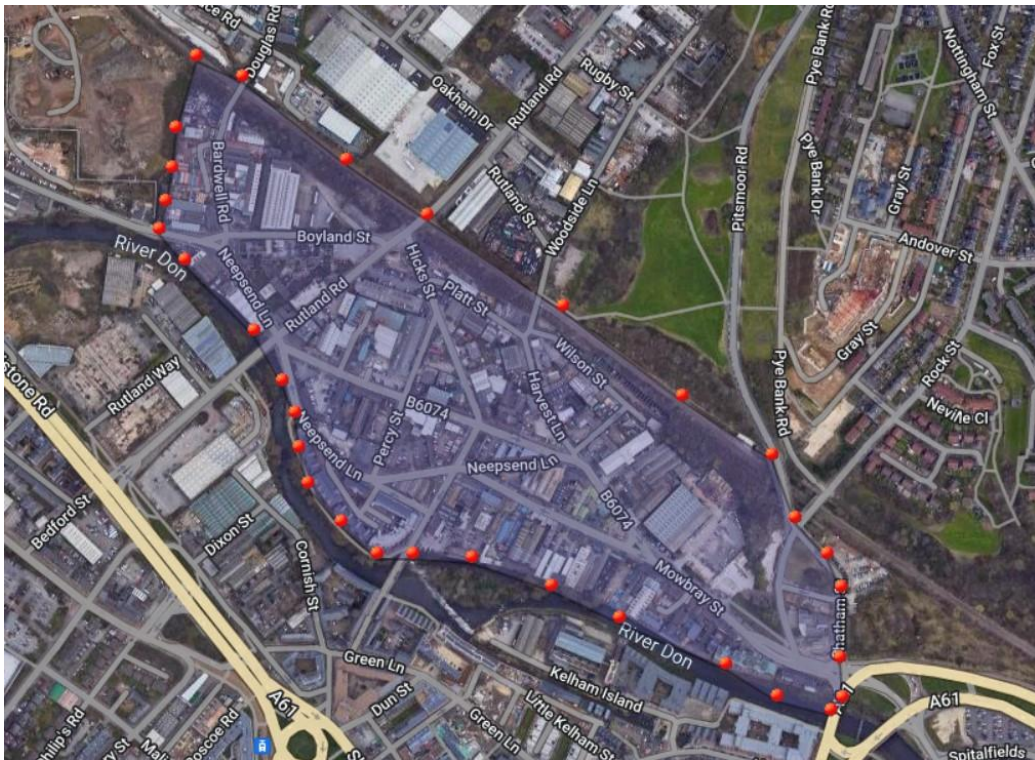


Figure 6: Distribution area for leaflet issued to Neepsend businesses.



Figure 7: Distribution area for letter issues to Kelham Island and Neepsend businesses and residents





## Introduction

The Kelham Island and Neepsend Parking Scheme (KINPS) has been brought forward by Sheffield City Council with the following aims:

- Help manage the flow of traffic, and provide more kerb space for deliveries, particularly in relation to larger vehicles.
- Support the delivery of the Connecting Sheffield: Neepsend – Kelham – City Centre scheme.
- Reduce the impact of current and future housing developments on parking in the area.

On 19 July 2023, Sheffield City Council's Transport, Regeneration and Climate Policy Committee approved the proposals for the parking scheme in relation to Kelham Island. From early 2024, we will start putting the following measures in place in Kelham Island:

- Double yellow lines on corners and at junctions.
- Shared use Pay & Display/permit parking bays.
- Parking permits for eligible residents and businesses.

At the same committee meeting, the Council's Transport, Regeneration and Climate Policy Committee approved the proposals for the installation of double yellow lines in Neepsend. These measures will improve the flow of traffic through the area and provide more kerb space for deliveries.






The council wants to work with businesses in the area to look at options to reduce the impact of the implementation of the rest of the parking scheme in Neepsend as originally proposed.

This leaflet provides an overview of the measures for the parking scheme that could be put in place in Neepsend.

**We are asking businesses to fill out an online survey to let us know your views.**

## Original parking scheme proposed in Neepsend

The original plans for a controlled parking scheme in Neepsend included:

-  Marked bays for parking which allow for both Pay & Display and permit parking. Sections of the road not marked for parking would have double yellow lines.
-  Parking restriction in operation seven days a week from 8.00am to 8.30pm.
-  The option for businesses to buy up to two parking permits. The first would cost £93.60 and the second would cost £187.20.
-  Pay & Display bays which would cost £1.30 per hour or £6.50 all day. There would be a flat rate of £2 between 4:30pm and 8:30pm on Monday to Saturday and £2 all day on Sunday.
-  Free parking for up to 20 minutes for short pick-ups or drop-offs. Loading would also be permitted in permit bays and on double yellow lines.

As previously mentioned, the proposals for double yellow lines have already been approved.

In the next section, we outline some options which could help to reduce the impacts of these proposed measures on businesses in Neepsend.

## Parking scheme options

We want to consult local businesses to identify how proposed changes to parking could work better for the business community in Neepsend.

Double yellow lines will be put in place to improve loading and unloading options for businesses, as well as on corners and at junctions as initially proposed. This will improve the flow of traffic and provide more kerb space for deliveries, particularly for larger vehicles, and enable the Connecting Sheffield: Neepsend - Kelham - City Centre scheme.

On pages three, four and five we have outlined the options that the council could include as part of the parking scheme in Neepsend together with some potential benefits and drawbacks of each one.



### Option 1 Parking permits

Sheffield City Council provides some flexibility on the number of parking permits that businesses can apply for.

BENEFITS	DRAWBACKS
<ul style="list-style-type: none"> <li>Businesses are not restricted to two permits.</li> <li>Permits could be shared among business vehicles and would be managed by your business.</li> <li>Permits provide better value for money when parking.</li> </ul>	<ul style="list-style-type: none"> <li>Permits do not guarantee a parking space.</li> <li>If businesses are allowed more permits, this makes getting a space less likely.</li> <li>Businesses will still have to pay for each parking permit they buy.</li> </ul>

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Parking scheme options || Sheffield City Council



### Option 2 Hours of scheme operation

Reduce the number of hours the parking restrictions are active, for example between 10am-4pm rather than 8am-8:30pm.

Parking would still cost £1.30 per hour and £6.50 for 5 hours or more.

BENEFITS	DRAWBACKS
<ul style="list-style-type: none"> <li>Business vehicles can come and go freely, for example, up to 10am and after 4pm. This means operational vehicles which go out during the day can come and go without charge and/or be parked in the area overnight.</li> <li>Visitors will still be able to access businesses outside of the parking scheme operating hours without paying for parking.</li> <li>Commuters who walk into town would still need to pay the full day rate of £6.50.</li> </ul>	<ul style="list-style-type: none"> <li>There would still be a cost to businesses for permits.</li> <li>Users without a permit would need to pay the Pay &amp; Display rate.</li> <li>Residents would be able to park for free between 4pm and 10am, which could restrict the number of spaces available to businesses in the early morning or evening.</li> <li>Permits do not offer as much value since they would cost the same but cover fewer hours under this scheme option.</li> </ul>

Parking scheme options || Sheffield City Council

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### Option 3 Days of scheme operation

Operate the parking scheme on days where surveys show demand is the highest, which could be on fewer days than the current proposal, for example Monday to Friday only.

BENEFITS	DRAWBACKS
<ul style="list-style-type: none"> <li>The times of operation would be influenced by data from parking surveys - so the scheme would help to manage times of highest parking demand.</li> </ul>	<ul style="list-style-type: none"> <li>Residents and commuters would also not have to pay to park, which means the area will remain a popular place to park. This would make it harder for businesses/employees to find a parking space. As development continues over the next few years, the situation may get worse.</li> </ul>



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Parking scheme options || Sheffield City Council

## Next steps

### Share your views

We want to know what you think would work better for your business in Neepsend. Please complete our online survey to share your views by scanning this QR code:



The survey will be open from Wednesday 25 October 2023 until midnight on Sunday 12 November 2023

You can also access this survey by visiting Sheffield City Council's website at [sheffield.gov.uk/parking/new-parking-zones](https://sheffield.gov.uk/parking/new-parking-zones), or contact us on 0808 196 5105 to access this survey in a different format.

### Understanding your feedback

At the end of the consultation period, we will review and analyse all of the feedback we have received before presenting our recommendations to the Transport, Regeneration and Climate Policy Committee.

### Decision making

We currently expect that a final decision on the parking scheme in Neepsend will be made by Sheffield City Council's Transport, Regeneration and Climate Policy Committee in December 2023. The decision to amend the scheme be informed by the results of business responses to this survey and parking data. We will communicate the decision the committee makes to the local community.

Next steps || Sheffield City Council


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## Contact us

To get in touch about the Kelham Island and Neepsend Parking Scheme, you can contact us using the channels below:

 [info@connecting-sheffield.co.uk](mailto:info@connecting-sheffield.co.uk)

 0808 196 5105

 [sheffield.gov.uk/parking/new-parking-zones](https://sheffield.gov.uk/parking/new-parking-zones)

 FREEPOST Connecting SHF

You can scan the QR code below to access our online survey, and share your views on the options for the parking scheme in Neepsend.

If you require the survey in an alternative format, please get in touch with us using the channels listed above.



**This consultation is open until midnight on Sunday 12 November 2023.**

Figure 8: Leaflet issued to businesses in Neepsend.

## Appendix 3

### Letter issued to Kelham Island and Neepsend residents and businesses.

Website: <https://www.sheffield.gov.uk/parking/new-parking-zones>  
Email: [info@connecting-sheffield.co.uk](mailto:info@connecting-sheffield.co.uk)  
Phone: 0808 196 5105  
Freepost: Freepost Connecting SHF



24 October 2023

Dear neighbour,

#### **Kelham Island and Neepsend Parking Scheme update**

At the beginning of 2022, Sheffield City Council held a statutory public consultation on proposals to create the Kelham Island and Neepsend Parking Scheme (KINPS). If you submitted feedback to this consultation, either via email or our online feedback form then we would like to thank you - your comments and feedback contributed to decision making around the scheme.

#### **The parking scheme**

The Kelham Island and Neepsend Parking Scheme (KINPS) has been brought forward by Sheffield City Council with the following aims:

- Help manage the flow of traffic and provide more kerb space for deliveries, particularly in relation to larger vehicles;
- Support the delivery of the Connecting Sheffield: Neepsend – Kelham – City Centre scheme; and
- Manage the impact of current and future housing developments on parking in the area.

#### **The parking scheme in Kelham**

On 19 July 2023, Sheffield City Council's Transport, Regeneration and Climate Policy Committee approved proposals for the parking scheme in relation to Kelham Island. From early 2024, we will start putting the following measures in place in Kelham Island to create the parking scheme:

- Double yellow lines on corners and at junctions;
- Pay & Display parking bays; and
- Parking permits for eligible residents and businesses.

Resident/business permits will cost £93.60 per year for the first permit, and £187.20 per year for a second permit. Each resident and business will be entitled to purchase a maximum of two permits.

Pay & Display will be priced at £1.30 per hour or £6.50 all day on Monday – Saturday between 8:00am and 8:30pm, and £2 on Monday to Saturday between 4:30pm and 8:30pm or on Sunday all day.

**We will write to you again and notices will be put up on affected streets to let you know when you need to apply for a permit or Pay & Display.**

#### **The parking scheme in Neepsend**

At the same committee meeting, the Committee also approved proposals for the installation of double yellow lines in Neepsend. These measures will improve the flow of traffic through the area and provide more kerb space for deliveries.

The council wants to work with businesses in the area to look at options to reduce the impact of the implementation of the rest of the parking scheme in Neepsend as originally proposed.

Before any other measures are put in place in Neepsend, we will be consulting local businesses to identify ways in which these impacts could be reduced.



**counter  
context**

Website: <https://www.sheffield.gov.uk/parking/new-parking-zones>  
Email: [info@connecting-sheffield.co.uk](mailto:info@connecting-sheffield.co.uk)  
Phone: 0808 196 5105  
Freepost: Freepost Connecting SHF



We expect that a final decision on what is implemented as part of the scheme in Neepsend will be made by the Committee in December 2023. The decision will be informed by feedback received during the consultation with businesses and parking data. We will communicate the decision the committee makes to the local community.

### Next steps

As mentioned, we will be engaging with businesses in Neepsend to identify and make suitable changes to the parking scheme proposals.

Following approval of these changes to the scheme in Neepsend, we expect any permit parking restrictions to be implemented in early 2024 in both Kelham Island and Neepsend. We will write to you again and issue notices in advance of these restrictions being put in place and we expect eligible residents and businesses to be able to apply for permits approximately 4-6 weeks prior to the start of these restrictions.

All parking spaces within the scheme are currently expected to be 'shared use' for both Pay & Display and permit holders.

Some developments within the proposed parking scheme area have been granted planning consent on the grounds that they would be 'car free'. Residents of these developments will not be eligible for a parking permit.

You can find out more information about eligibility and permit availability by visiting [sheffield.gov.uk/parking/apply-parking-permit](https://www.sheffield.gov.uk/parking/apply-parking-permit) and you can also find more information about the scheme by visiting <https://www.sheffield.gov.uk/parking/new-parking-zones>

If you have any questions, please get in touch with us using the contact channels listed below.

Email: [info@connecting-sheffield.co.uk](mailto:info@connecting-sheffield.co.uk)  
Phone: 0808 196 5105  
Freepost: Freepost Connecting SHF

Kind regards,

**David Whitley**  
Transport Schemes Manager  
Sheffield City Council

Figure 9: Letter issued to residents and businesses in Kelham Island and Neepsend.



## Appendix 5

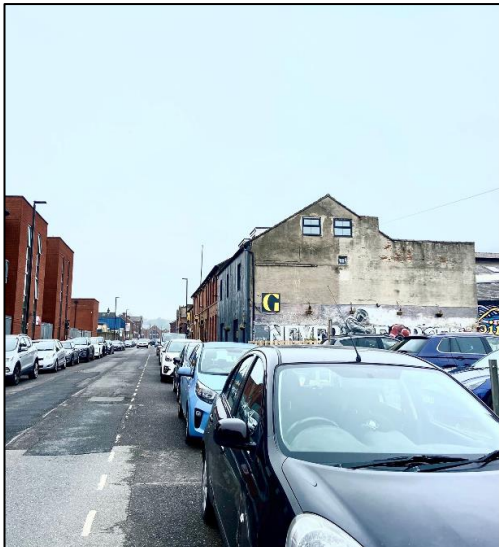
### Responses to the question: 'What days and times does your business operate?'

*This includes response from businesses during face-to-face engagement.*

Responses to the question: 'What days and times does your business operate?'	
Days of operation	Times of operation
Monday – Thursday	05:00 – 16:00
Monday – Thursday	08:00 – 19:00
Monday - Friday	06.00 – 16.00, 16.00 – 03.00
Monday – Friday	07:00 – 04:00
Monday – Thursday, Friday	07.30 – 17.00, 07.30 – 15.30
Monday - Friday	06.00 – 16.30
Monday – Friday	08:00 – 17:30
Monday – Friday	08:00 – 18:00
Monday – Friday	08:30 – 17:30
Monday – Friday	09:00 – 17:00
Monday – Friday	09:00 – 17:00
Monday – Friday	10:00 – 18:00
Monday – Friday	11:00 – 16:00
Monday – Friday; occasional Saturday mornings	08:00 – 16:30
Monday – Saturday	05:00 – 17:00
Monday – Saturday	07:30 – 16:30
Monday – Saturday	24 hours
Monday – Wednesday / Thursday – Friday / Saturday	05:30 – 15:00 / 04:00 – 15:00 / 04:00 – 10:00
Monday – Friday / Saturday – Sunday	08:00 – 22:00 / 10:00 – 20:00
Monday – Friday / Saturday – Sunday	06:00 – 18:00 / 06:00 – 14:00; Occasional night shifts
Monday – Sunday	08:00 – 18:00
Monday – Sunday	09:00 – 22:00
Monday – Sunday	09:00 – 23:30
Monday – Sunday	24 hours
Wednesday – Sunday	10:00 – 18:00
Friday / Saturday / Sunday; some access required all week	17:00 – 23:00 / 14:00 – 23:00 / 12:00 – 22:00

## Appendix 7

### Online feedback form




Kelham Island and Neepsend Parking Scheme

Consultation with businesses in Neepsend

**Start** press Enter ↵

● Takes X minutes



#### 1 → What is your name?\*

You do not have to supply personal details. However, it will help us work towards meeting the needs of businesses during the consultation period and enable us to contact you with updates on the scheme. Your personal details will be stored in compliance with the GDPR by Counter Context acting on behalf of Sheffield City Council. Personal data will not be passed onto any other third parties. You can view our [full privacy policy here](#)

Type your answer here...



#### 2 → What is your email address?\*

*Description (optional)*

Type your answer here...



3 → What is the name of your business/organisation?\*

*Description (optional)*

Type your answer here...

---



4 → Please share your business/organisation's postcode\*

*Description (optional)*

Type your answer here...

---



5 → What is your role in the business/organisation?

*Description (optional)*

- A Owner/Manager
- B Employee
- C Other

[Add choice](#)



counter  
context



6 → How many employees does your business or organisation have, including yourself?\*

Description (optional)

- A 1 - 4
- B 5 - 9
- C 10 - 19
- D 20 - 30
- E 31 - 40
- F 41 - 50
- G More than 50

[Add choice](#)



7 → What days and times does your business operate?\*

E.g. Monday - Friday, 09.00 - 17.00

Type your answer here...



8 → Please rank the following measures in order of preference.

Double yellow lines will be put in place on corners and at junctions, as initially proposed, to improve the flow of traffic.

Drag and drop to rank options

- Sheffield City Council provides some flexibility in the number of parking permits businesses can apply for.
- Reduce the number of hours the parking restrictions are active. For example between 10am-4pm rather than 8am-8:30pm. Parking would still cost £1.30 per hour and £6.50 for 5 hours or more.
- Operate the parking scheme on days where surveys show demand is the highest, which could be on fewer days that the current proposal, for example, Monday to Friday only.

[Add choice](#)



9 → How many vehicles does your business need to operate?

*Description (optional)*

Type your answer here...



10 → If the council provided greater flexibility on the number of permits your business could have, ideally, how many permits would your business/organisation need?

*Description (optional)*

Type your answer here...



11 → If parking restrictions were put in place over a shorter number of hours, which hours of scheme operation would work best for your business?

*Description (optional)*

Drag and drop to rank options

- 09.00 - 15.00
- 10.00 - 16.00
- 11.00 - 17.00
- 08.00 - 18:30
- 14:30 - 20:30
- No reduction in the number of hours

[Add choice](#)



12 → If parking restrictions were put in place, what days of scheme operation would work best for your business?

*Description (optional)*

Drag and drop to rank options

- v	Weekdays only	⋮
- v	Weekends only	⋮
- v	Weekdays and Saturdays only	⋮
- v	Everyday	⋮

[Add choice](#)



## Thank you for taking the time to complete this survey

At the end of the consultation period, we will review and analyse all of the feedback we have received presenting our recommendations to the Transport, Regeneration and Climate Policy Committee.

For more information about the scheme, visit:  
<https://www.sheffield.gov.uk/parking/new-parking-zones>



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## PART A Introductory Information

### Proposal name

Kelham and Neepsend parking scheme

### Brief aim(s) of the proposal and the outcome(s) you want to achieve

There are high demands on the available parking spaces in many areas of the city. The Kelham and Neepsend area is no different and is very popular for long stay commuter parking because of its close proximity (within a 20min walk) to the city centre and also because parking is free and unrestricted.

Parking pressure is anticipated to continue to grow as the area is developed. There are planned to be around an additional 2,000 new homes developed in Kelham over the next 10-15 years.

The Council has previously implemented a number of Controlled Parking Zones (CPZs), mainly in the area immediately around the city centre as well as in the district shopping centre at Hillsborough. These were areas which suffered from the effects of high levels of unrestricted commuter parking.

There is also a need to introduce restrictions that complement the change of use of sections of roads in the area through the Transforming Cities Housing Zone North scheme. This includes 'no through roads', bus priority and revisions to 'one-way' sections. In total, the parking capacity in the area will be reduced from over 760 spaces to around 480.

The council proposes to introduce a parking scheme in Kelham and Neepsend that would operate Monday to Sunday between the hours of 8.00am and 8.30pm. Initially this would be pay and display in Kelham only but could extend to Neepsend once more work has been undertaken with local businesses. This additional work has now been undertaken, so this EIA is an update from EIA number 2236.

The marked bays would allow for shared use pay & display and permit holder parking. All other sections of the road that are not marked up for parking will have a no waiting at any time restriction (i.e. double yellow lines). Residents who do not live in a car free development will be able to apply for up to two resident parking permits per household. Businesses were initially able to apply for up to two businesses parking permits, but the additional work with businesses has highlighted that they would appreciate the ability to purchase more permits, not least as some start at 0600 where public transport alternatives are very limited. The concern for businesses was that significant parking charges would lead to a loss of staff which would undermine the sustainability of many businesses.

Much of the area in and around the City Centre is already covered by CPZs, with the implementation of further parking schemes (that include similar restrictions to CPZs, but are signed in a different way) being underway or planned and which are required to support the Transport Strategy and Emerging Draft Sheffield Plan.

Parking schemes form part of Sheffield's 2018 Local Transport Strategy (adopted in 2019) and Emerging Draft Sheffield Plan. The vision for the city requires more effective management of parking and use of kerbside space. In managing this, the aim is to maintain good access to homes and businesses and try to reduce the amount of avoidable congestion from traffic circulating seeking a parking space.

High levels of parking can also restrict the access for service vehicles and emergency services, as well as parking for business customers and visitors. However, it is always difficult to strike a balance between the often conflicting needs of residents, businesses and visitors to an area.

In deciding whether to implement the scheme proposals (or what changes could be proposed to the original scheme in Neepsend) proper consideration must be given to any representations, to the original objectives behind the proposals, to the financial and legal implications and to the Equalities Impact Assessment. This EIA has therefore been prepared to assess the impact of the proposals on the needs and requirements of the community and determine whether these affect or discriminate directly or indirectly against people from some racial groups, sexuality, gender, age, faith or belief or disability etc.

**Proposal type**

- Budget       Non-Budget

**If Budget, is it Entered on Q Tier?**

- Yes       No

If yes what is the Q Tier reference

**Year of proposal (s)**

<input type="radio"/> 21/22	<input type="radio"/> 22/23	<input checked="" type="radio"/> 23/24	<input checked="" type="radio"/> 24/25	<input type="radio"/> other
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**Decision Type**

- Coop Exec
- Committee (e.g., Health Committee) which committee
- Leader
- Individual Coop Exec Member
- Executive Director/Director
- Officer Decisions (Non-Key)
- Council (e.g., Budget and Housing Revenue Account)
- Regulatory Committees (e.g. Licensing Committee)

**Lead Committee Member**

**Lead Director for Proposal**

**Person filling in this EIA form**

**EIA start date**

### Equality Lead Officer

- |  |  |
|--|--|
| <input type="radio"/> Adele Robinson   | <input checked="" type="radio"/> Ed Sexton |
| <input type="radio"/> Richard Bartlett | <input type="radio"/> Louise Nunn          |
| <input type="radio"/> Bashir Khan      | <input type="radio"/> Beverley Law         |

### Lead Equality Objective ([see for detail](#))

<input type="radio"/> Understanding Communities	<input type="radio"/> Workforce Diversity	<input checked="" type="radio"/> Leading the city in celebrating & promoting inclusion	<input type="radio"/> Break the cycle and improve life chances
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## Portfolio, Service and Team

### Is this Cross-Portfolio?

- Yes  No

### Portfolio/s

Operational

### Is the EIA joint with another organisation (e.g. NHS)?

- Yes  No

Please specify

## Consultation

### Is consultation required? (Read the guidance in relation to this area)

- Yes  No

### If consultation is not required, please state why

The Council has carried out formal consultation with the local community on proposals to introduce a parking scheme in the Kelham and Neepsend area.

### If consultation has already been carried out, please provide details of the results with equalities analysis

The statutory legal consultation began on the 1<sup>st</sup> February 2022 and concluded on the 24<sup>th</sup> February 2022. The parking scheme proposal were advertised in the local press, street notices were put up throughout each affected area and letters were delivered to all affected properties inviting residents to comment on the proposals. The Cabinet Member for Transport and Development, local Ward Members, and Statutory Consultees have been informed about the proposals.

Equalities data is available from responses received (666) via the Citizen Space portal, but not for responses received by email (39). It should be noted that this consultation is not a demographically robust random sampling of public opinion, nor was it designed to specifically request feedback on the impact of the parking scheme on groups sharing protected characteristics. Respondents have freely chosen to take part, or not, so the views expressed through Citizen Space don't necessarily represent the views of everyone.

The following information provides details of the available equalities data of those providing feedback in relation to the Kelham and Neepsend parking scheme proposals, and whether they support the scheme or not.

Age Range	Percentage of Respondents	Percentage Support the Scheme	
		Yes	No
<b>24 and under</b>	12%	<b>13%</b>	<b>87%</b>
25-34	44%	18%	82%
35-44	20%	24%	76%
45-54	10%	32%	68%
55-64	9%	35%	65%
<b>65-74</b>	4%	<b>28%</b>	<b>72%</b>
<b>75-84</b>	<1%	<b>100%</b>	<b>0%</b>
<b>85 and over</b>	0%	-	-
Not Answered	1%	-	-

Disability or a Long-term Health Condition	Percentage of Respondents	Percentage Support the Scheme	
		Yes	No
<b>Yes</b>	<b>13%</b>	<b>14%</b>	<b>86%</b>
No	87%	23%	77%
Not Answered	1%	-	-

Sex	Percentage of Respondents	Percentage Support the Scheme	
		Yes	No
<b>Male</b>	<b>55%</b>	<b>22%</b>	<b>78%</b>
<b>Female</b>	<b>43%</b>	<b>23%</b>	<b>77%</b>
Other	1%	20%	80%
Not answered	2%	-	-

Overall, it can be seen that the majority of respondents did not support the scheme, whether they belong to a protected group or not. The concerns of the objectors were predominantly (76%) spread across three main categories, namely:

- Personal affordability;
- Harmful to businesses; and
- Accessing permits (typically relating to 'Car Free' developments).

#### Personal Affordability

In common with other highway authorities, the Council applies a fixed tariff that does not distinguish between a person's ability to afford the charges. Whilst this means that requiring to park in the parking scheme during its operational periods would be proportionally less affordable to those on low income, it would be disproportionate in terms of cost and complexity to operate any other method (e.g. a means-based cost).

#### Harmful to Business

Some people (residents, visitors and businesses) said the scheme will prevent delivery and business vehicles from unloading/loading; and will deter customers as one of the attractions to the area is because it's free to park. Unloading/loading could be undertaken on double yellow lines proposed within the scheme. Improving the unloading/loading opportunities for businesses was a key aim of the scheme. The scheme aims to mitigate the concern relating to customers in part by having a short (20 minute) free period. A ticket would still have to be displayed, but this free short stay period could help local businesses that rely on short stay passing trade. Also, parking schemes can discourage commuter parking and other long-stay parking, so there are more likely to be parking spaces for customers to park.



The current parking strategy (which includes a scheme design standard) defines the bay types, but it is proposed to look further at ways to reduce the impact of the scheme on businesses – particularly in Neepsend where business is the predominant land use. These include:

- Being more flexible in the provision of business permits;
- Reducing the scale of the pay and display scheme or changes to days and times of the week of the pay and display scheme;
- Working with the South Yorkshire Mayoral Combined Authority (MCA) to understand the feasibility of providing a Public Transport Season Ticket Trial for employees in the area; and
- Expanding the existing E-bike/E-cargo bike hire trial.

Also, having considered the objections, an amendment has been to the scheme in the short term. It is proposed to initially introduce pay and display (P&D) parking in Kelham Island, and not in Neepsend at this time due to a desire to undertake additional work with businesses and their employees to see how the effects of the originally proposed scheme could be mitigated.

This additional work has now been undertaken and businesses have said that the best that the scheme could change to reduce the impact for them is to be more flexible with the permit allocation criteria (essentially allowing them to purchase more than two permits), followed by the times of scheme operation then the days of the week that the scheme would operate. Allowing additional permits is achievable, but (during the working day) this is likely to have an effect on the amount of spaces available for residents and visitors to businesses as well as the income from the scheme. The full effect of this won't be known without monitoring, so it is suggested that monitoring take place over the first twelve months of the scheme operation.

#### Accessing permits (typically relating to 'Car Free' developments)

The Council has a number of policies which have the effect of managing parking demand. One mechanism to do this is by restricting access to parking permits for on street spaces from occupiers of new developments which are designated as car-free during the planning process and where the implications of that development are assessed to have an adverse impact on parking demand. It is one of a suite of measures which also have the effect of reducing car use and encourage travel by other means, including walking, cycling and public transport. This use of car free developments and their entitlement to permits was confirmed at the Transport, Regeneration and Climate Change Committee in December 2022.

The Council sometimes consider applications for additional permits, but allowing unlimited access to permits would cut across the Council's Transport and Clean Air Strategies. Furthermore, new residents moving in should have been made aware of the designation of car/permit-free status (as detailed in the planning permission decision notice) through the conveyancing process if purchasing a property, or within the lease if renting.

However, residents may still be able to apply for carer, visitor and disabled badge holder permits.

The proposed Kelham Island and Neepsend parking scheme is expected to:

- Provide some improvement for local businesses and residents by helping to manage the availability of convenient parking spaces through charging mechanisms and issuing permits. It is acknowledged that there could be an impact from potential decreased car-user customers
- However, the changes proposed in tandem with the proposed Transforming Cities Fund project are expected to increase the appeal of the area with improvements to other travel/access options (bus/cycling/walking) which will help to reduce the impact of decreased customer car usage.

- Improve access through the area and loading and unloading opportunities for all vehicles (especially larger ones) by removing parking at or near junctions; and
- Improve conditions for sustainable travel modes – the Kelham/Neepsend parking scheme includes restrictions that enable improved facilities for walking and cycling, as well as ensuring that public transport is not impeded by inappropriate parking.

**Are Staff who may be affected by these proposals aware of them?**

- Yes                       No

**Are Customers who may be affected by these proposals aware of them?**

- Yes                       No

**If you have said no to either please say why**

## Initial Impact

Under the [Public Sector Equality Duty](#) we have to pay due regard to the need to:

- eliminate discrimination, harassment and victimisation
- advance equality of opportunity
- foster good relations

For a range of people who share protected characteristics, more information is available on the [Council website](#) including the [Community Knowledge Profiles](#).

## Identify Impacts

**Identify which characteristic the proposal has an impact on tick all that apply**

<input checked="" type="radio"/> Health	<input type="radio"/> Transgender
<input checked="" type="radio"/> Age	<input checked="" type="radio"/> Carers
<input checked="" type="radio"/> Disability	<input type="radio"/> Voluntary/Community & Faith Sectors
<input checked="" type="radio"/> Pregnancy/Maternity	<input checked="" type="radio"/> Cohesion
<input type="radio"/> Race	<input type="radio"/> Partners
<input type="radio"/> Religion/Belief	<input checked="" type="radio"/> Poverty & Financial Inclusion
<input type="radio"/> Sex	<input type="radio"/> Armed Forces
<input type="radio"/> Sexual Orientation	<input type="radio"/> Other
<input checked="" type="radio"/> Cumulative	

## Cumulative Impact

### Does the Proposal have a cumulative impact?

Yes  No

<input type="radio"/> Year on Year	<input type="radio"/> Across a Community of Identity/Interest
<input type="radio"/> Geographical Area	<input type="radio"/> Other

*If yes, details of impact*

### Local Area Committee Area(s) impacted

All  Specific

*If Specific, name of Local Committee Area(s) impacted*

Central LAC

## Initial Impact Overview

### Based on the information about the proposal what will be the overall equality impact?

A screening exercise has been undertaken to record the Initial Impact Assessment. The screening considers the individual groups with protected characteristics and how the Kelham and Neepsend parking scheme may affect them. A 'score' has been assigned to each of the relevant groups. Provisional scoring criteria used is set out below:

- A **Major Positive** or **Major Negative** score would be given where the scheme is likely to have a disproportionate effect on large numbers of the relevant group;
- A **Minor Positive** or **Minor Negative** score has been given where the scheme is only likely to affect small numbers of the relevant groups; and
- A **Neutral** score has been given where there is no clear relationship between the scheme and the relevant group.

The Kelham and Neepsend parking scheme is aimed at maintaining good access to homes and businesses and try to reduce the amount of avoidable congestion from traffic circulating seeking a parking space. The underpinning analysis has focussed on a sub-area that reflects the parking area of the scheme proposals. The sub-area is based on two MSOAs being used to represent the demographic characteristics, namely:

- E02001632 (Burngreave & Grimesthorpe); and
- E02006843 (Cathedral & Kelham).

The Initial Impact Assessment screening is shown below (Impact Level) alongside the Full Impact Assessment (Full Impact Reasoning).

Characteristic	Impact Level	Full Impact Reasoning
----------------	--------------	-----------------------

<p><b>Health</b> (health inequalities)</p>	<p><b>Major Positive</b></p>	<p>Sheffield aspires to be a city where health inequalities are reduced, and air is healthy for all to breathe<sup>1</sup>.</p> <p>Air pollution can have a negative impact on the health of all Sheffield's residents. The adverse effects range from worsening respiratory symptoms and poorer quality of life to premature deaths from cardiovascular and respiratory diseases<sup>1</sup>.</p> <p>Transport is the biggest source of emissions damaging to health in Sheffield - around half of emissions (nitrogen oxides and particulate matter) come from road transport<sup>1</sup>.</p> <p>These pollutants are collectively estimated to cause around 500 equivalent deaths every year in Sheffield and impose an economic cost somewhere between £160 million per year<sup>1</sup>.</p> <p>While this is expected to reduce over time due to an increasing proportion of cleaner vehicles in Sheffield, evidence from the World Health Organization (WHO)<sup>2</sup> suggests that exposure to nitrogen oxide concentrations is associated with adverse health effects even when it's below the UK limit values.</p> <p>The communities suffering most from poor air quality are often the most vulnerable. Air pollution contributes to widening health inequalities as levels of emissions are higher on roads with the heaviest traffic which are used more by disadvantaged people as places where they live, work and shop<sup>3</sup></p> <p>Parking schemes remove free on-street commuter and other non-residential car parking spaces, thereby reducing traffic levels, and helping boost use of non-car modes. They also help to reduce overall traffic, improve traffic flow and tackle congestion.</p> <p>The introduction of this parking scheme will largely result in the reduction of transport emissions in the Kelham and Neepsend area and will therefore, have a beneficial effect on health. This could also help other areas that the traffic travels through including those neighbourhoods which have elevated air pollution.</p>															
<p><b>Age</b> (a person belonging to a particular age or range of ages)</p>	<p><b>Minor Negative</b></p>	<p>The following table shows the breakdown of ages across the Kelham and Neepsend area, and the wider Sheffield area.</p> <table border="1" data-bbox="847 1648 1356 1812"> <thead> <tr> <th>Age Group</th> <th>Catchment Area</th> <th>Sheffield</th> </tr> </thead> <tbody> <tr> <td>0-15</td> <td>17.1%</td> <td>18.0%</td> </tr> <tr> <td>16-24</td> <td>30.4%</td> <td>14.8%</td> </tr> <tr> <td>25-64</td> <td>47.8%</td> <td>50.2%</td> </tr> <tr> <td>65+</td> <td>4.7%</td> <td>17.0%</td> </tr> </tbody> </table> <p>Census 2021</p> <p>It can be seen from the table above that there are some differences in the proportion of the age groups based on location, namely:</p>	Age Group	Catchment Area	Sheffield	0-15	17.1%	18.0%	16-24	30.4%	14.8%	25-64	47.8%	50.2%	65+	4.7%	17.0%
Age Group	Catchment Area	Sheffield															
0-15	17.1%	18.0%															
16-24	30.4%	14.8%															
25-64	47.8%	50.2%															
65+	4.7%	17.0%															

<sup>1</sup> Air Quality Action Plan: Sheffield City Council (2015)

<sup>2</sup> Review of Evidence on Health Aspects of Air Pollution: WHO (2013)

<sup>3</sup> Transport & health: Briefing statement: UK Faculty of Public Health (2013)

- The proportion of children (0-15) is slightly lower than across Sheffield as a whole;
- The proportion of younger people (16-24) within the catchment area is significantly higher than across the wider Sheffield area and therefore their needs should be considered;
- The proportion of people of working age (25-64) is slightly lower in than across Sheffield as a whole; and
- The proportion of older people (65+) is significantly lower in the catchment area than across the wider Sheffield area.

There is no age data available to determine which group is parking with the Kelham and Neepsend area.

Children and young people under the age of 17 who do not drive will not be directly impacted by the proposals.

The Kelham and Neepsend area is home to a large student population who live in halls of residence or private accommodation that has car free status, this coupled with their likely low car ownership suggests younger people over the age of 17, won't be disproportionately affected.

The Kelham and Neepsend area is home to a larger number of young professionals (up to 24) who live in private accommodation that has car free status. Many may well still have a car and have chosen to rent or buy in the area as there has been free access to parking on the public highway, even though their developments may well have private parking, albeit charged at an extra cost. This suggests younger professionals could therefore be disproportionately affected, even though the 'car free' status of some developments have been in place for many years.

Those people of working age who have to drive to work and choose to park in the area may be more impacted than other car users. This is more likely in Neepsend than Kelham. Having considered the objections, amendments have been to the scheme in the short term. It is proposed to initially introduce pay and display (P&D) parking in Kelham Island, and not in Neepsend at this time. Although there is an expectation that there would still be a scheme in Neepsend, there was a desire to undertake additional work with businesses and their employees to see how the effects of the originally proposed scheme could be mitigated. This has now been completed. Availability of permits was the main outcome of this additional consultation.

Older people may have less disposable income to be able to pay the parking charges when visiting the area, but they do have access to free bus travel. Issues relating to disability are considered under that user group.

The parking scheme will reduce commuter parking, inconsiderate and indiscriminate parking from residential streets which collectively are expected to help improve the street scene and can make streets safer and more accessible for all road users including younger people.

<p><b>Disability</b> (covers various impairments that effect a person's ability to carry out normal day-to-day tasks)</p>	<p>Minor Positive</p>	<p>The following table shows the breakdown of activity limitation due to long term health problems or disability across both the Kelham and Neepsend area, and the wider Sheffield area.</p> <table border="1" data-bbox="849 253 1358 465"> <thead> <tr> <th>Limitation</th> <th>Catchment Area</th> <th>Sheffield</th> </tr> </thead> <tbody> <tr> <td>Day-to-day activities limited</td> <td>11.8%</td> <td>18.8%</td> </tr> <tr> <td>Day-to-day activities not limited</td> <td>88.2%</td> <td>81.2%</td> </tr> </tbody> </table> <p>Census 2011</p> <p>It can be seen from the table above that the proportion of individuals living in the Kelham and Neepsend parking scheme area suffering with a long-term health problem or disability that limits their day-to-day activities is lower than in the wider Sheffield area.</p> <p>Although this groups population is lower than in the wider Sheffield area it is worth noting that people with disabilities or long-term health conditions can face numerous barriers relating to travel. This could include specific travel requirements, limited mobility, and issues around accessibility with the fear of not being able to navigate areas where there is indiscriminate parking.</p> <p>Parking schemes can reduce commuter parking, inconsiderate and indiscriminate parking from residential streets which collectively are expected to help improve the street scene and can make streets safer and more accessible for all road users including people with disabilities (also see Health section).</p> <p>The specific operational measures that will be in place to support people with disabilities will be identified as the scheme progresses, however, it is expected that they will likely include the following:</p> <ul style="list-style-type: none"> <li>• Blue badge parking bays will be reserved for the use of Blue Badge holders;</li> <li>• Blue Badge holders will be able to apply for a disabled parking space near their home;</li> <li>• Blue Badge holders will be able to park without time limit in any parking bay. Provided the vehicle does not cause an obstruction, they can also park for up to 3 hours on yellow lines, where there are no loading restrictions in place; and</li> <li>• Residents will be able to apply for visitor parking permits which will be able to be used by their visitors to help them park</li> </ul>	Limitation	Catchment Area	Sheffield	Day-to-day activities limited	11.8%	18.8%	Day-to-day activities not limited	88.2%	81.2%
Limitation	Catchment Area	Sheffield									
Day-to-day activities limited	11.8%	18.8%									
Day-to-day activities not limited	88.2%	81.2%									
<p><b>Pregnancy/Maternity</b> (a)</p>	<p>Minor Positive</p>	<p>Exposure to poor air quality and pollutants</p>									

person being pregnant or on maternity leave in the employment context)		<p>can affect foetal development and cause low birth weights, premature births as well as stillbirths and miscarriages; sometimes having long-lasting effects on the health of the baby<sup>4</sup>.</p> <p>Parking schemes remove free on-street commuter and other non-residential car parking spaces, thereby reducing traffic levels, and helping boost use of non-car modes. They also help to reduce overall traffic, improve traffic flow and tackle congestion.</p> <p>The introduction of this parking scheme will largely result in the reduction of transport emissions in the Kelham and Neepsend area and will therefore, have a beneficial effect on exposure to poor air quality and pollutants. This could also help other areas that the traffic travels through including those neighbourhoods which have elevated air pollution.</p>
<b>Race</b> (includes ethnicity, nationality, and colour)	Neutral	The proposals are not expected to have any specific impact on the Race group. Issues relating to religion/belief are considered under that user group.
<b>Religion/Belief</b> (any religion/belief, including a lack of religion/belief)	Neutral	The proposals are not expected to have any specific impact on specific Religions or Beliefs. Issues relating to race and faith sectors are considered under those user groups.
<b>Sex</b> (applies to men and women of any age)	Neutral	The proposals are not expected to have any specific impact on Sex.
<b>Sexual Orientation</b> (whether a person's sexual attraction is towards their own sex, the opposite sex or both sexes)	Neutral	The proposals are not expected to have any specific impact on Sexual Orientation.
<b>Transgender</b> (term for people who understand or express their gender differently from what society expects of the sex they were assigned at birth)	Neutral	The proposals are not expected to have any specific impact on the Transgender group.
<b>Carers</b> (people who provide care on an unpaid basis for an older or disabled adult or a disabled child)	Minor Positive	<p>The minor positive impact of the scheme on disabled people can potentially also support unpaid carers in making it easier for them to provide the necessary support.</p> <p>Also, where essential care is being provided residents can apply for a resident's carer permit which allows their carer to use on street parking bays, without a time limit, while they're providing care.</p>
<b>Voluntary/Community &amp; Faith Sectors</b>	Neutral	<p>There are two places of worship listed in the Council's address database, namely: Potters House Christian Fellowship located on Burton Road in Neepsend, and City Life Christian Church located on South Parade in Kelham.</p> <p>There is likely to be a perceived negative impact on places of worship as a result of introducing the parking scheme. However, the scheme is expected to assist in ensuring a turnover of spaces thereby improving the availability for all visitors, including churchgoers.</p> <p>The City Life Christian Church has a private</p>

		<p>car park with a capacity of around 20 spaces.</p> <p>Blue Badge holders will be able to park without time limit in any parking bay. Provided the vehicle does not cause an obstruction, they can also park for up to 3 hours on yellow lines, where there are no loading restrictions in place.</p> <p>The churches are well served by a number of bus routes.</p> <p>Visitors who own Ultra Low Emission Vehicles (ULEVs) will be able to apply for a green parking permit which will allow them to park in the vicinity of the church for free.</p> <p>Also, on Sundays it was proposed to be a flat £2 all-day rate rather than an hourly charge. Following additional consultation in Neepsend, it is not now proposed to operate a scheme on Sundays.</p> <p>Overall, the proposals are not expected to disproportionately impact on Faith Sectors. Issues relating to race would be under that user group.</p> <p>The proposals are not expected to have any specific impact on other voluntary or community sectors.</p>
<p><b>Cohesion</b> (recognising, supporting and respecting diversity)</p>	<p>Neutral</p>	<p>Although the proposals are not expected to have any specific impact on Cohesion (in terms of the definition based on diversity) allowing additional permits to businesses at the same time that the overall number of parking spaces in the area will be reduced could lead to differing views between the residential and business communities. Spaces may be less likely to be available for visitors to the area too. The detailed effect of this won't be known without monitoring, both or communications from people living and working in the area as well as parking surveys undertaken too.</p>
<p><b>Partners</b></p>	<p>Neutral</p>	<p>During the consultation businesses said the scheme will prevent delivery and business vehicles from unloading/loading; and will deter customers as one of the attractions to the area is because it's free to park.</p> <p>Unloading/loading could be undertaken on double yellow lines proposed within the scheme. Improving the unloading/loading opportunities for businesses was a key aim of the scheme.</p> <p>The scheme aims to mitigate the concern relating to customers in part by having a short (20 minute) free period. A ticket would still have to be displayed, but this free short stay period could help local businesses that rely on short stay passing trade. Also, parking zones can discourage commuter parking and other long-stay parking, so there should more parking spaces for customers to park, although this could be reduced with enabling additional permit numbers to businesses in the area.</p> <p>The current parking strategy (which includes a scheme design standard) defines the bay types, but it is proposed to look further at ways to reduce the impact of the scheme on businesses. These include:</p>



		<p>business permits;</p> <ul style="list-style-type: none"> <li>• Reducing the scale of the pay and display scheme or changes to days and times of the week of the pay and display scheme;</li> <li>• Working with the South Yorkshire Mayoral Combined Authority (MCA) to understand the feasibility of providing a Public Transport Season Ticket Trial for employees in the area; and</li> <li>• Expanding the existing E-bike/E-cargo bike hire trial.</li> </ul> <p>Also, having considered the objections, an amendment has been to the scheme in the short term. It is proposed to initially introduce pay and display (P&amp;D) parking in Kelham Island, and not in Neepsend at this time due to a desire to undertake additional work with businesses and their employees to see how the effects of the originally proposed scheme could be mitigated. This has now been completed. Availability of permits was the main outcome of this additional consultation.</p>
<p><b>Poverty &amp; Financial Inclusion</b></p>	<p>Minor Negative</p>	<p>The introduction of parking charges for parking on-street within the parking scheme area is likely to have a negative impact on people on low incomes or who are from financially excluded backgrounds.</p> <p>Equalities data is not available exclusively for existing users of on-street spaces within the proposed Kelham and Neepsend parking area, but it is expected that they could come from any area within the City and elsewhere. Also, residents in any property (excluding car free developments) in the proposed parking scheme who keep and use a vehicle will be eligible for residential and visitor permits. Therefore, parking scheme and city-wide area data has been used for the purpose of evaluating the impact on Poverty &amp; Financial Inclusion.</p> <p>The last indices of multiple deprivation in 2019 provides the most up to date indicate on overall household poverty it is assumed that deprived areas include a higher proportion of low income households) in the immediate parking scheme areas and the wider Sheffield area. This found that nearly a quarter of Sheffield's LSOAS are in the most deprived 10% nationally. However, in these areas only around 50% have access to a car. In the immediate vicinity of the scheme (Burngreave &amp; Grimesthorpe and Cathedral &amp; Kelham) the rank of average deprivation scores range from 16<sup>th</sup> to 236<sup>th</sup> most deprived out of a total of 345 within the wider Sheffield area with only 41% having access to a car. This is likely to be partly due to the high student population within the Kelham and Neepsend area along with the Burngreave &amp; Grimesthorpe MSOA being in the bottom income quintile being linked to a lack of access to a car.</p> <p>This would indicate that whilst users from the most deprived areas will likely be impacted more than those on higher incomes, they have low levels of car ownership per household and the scheme should not bring about a disproportionate impact on low-income households.</p> <p>Also, if the Kelham and Neepsend area parking scheme is effective at limiting demand for driving, the introduction of the parking scheme can contribute to alleviating problems</p>

		of health inequality (see Health section).
<b>Armed Forces</b>	Neutral	The proposals are not expected to have any specific impact on the Armed Forces.

Is a Full impact Assessment required at this stage?  Yes  No

**If the impact is more than minor, in that it will impact on a particular protected characteristic you must complete a full impact assessment below.**

### Action Plan and Supporting Evidence

**What actions will you take to mitigate any equality impacts identified? Please include an Action Plan with timescales**

Having considered the objections, an amendment has been made to the scheme in the short term. It was proposed to initially introduce pay and display (P&D) parking in Kelham Island, and not in Neepsend at this time due to a desire to undertake additional work with businesses and their employees to see how the effects of the originally proposed scheme could be mitigated. This has now been completed. Availability of permits was the main outcome of this additional consultation, which may have a negative impact on cohesion in the area as managing the demand for limited spaces between the oft conflicting needs of residents, businesses and visitors is difficult. The effect on cohesion will be monitored through correspondence during the schemes operation and will be backed up by parking surveys too. This may lead to proposed changes to the scheme in the future.

Overall, the screening and assessment of equality impacts of the Kelham and Neepsend parking Scheme is only likely to result in a minor negative equality impact for the Age (based on the likely number of young professionals in the area) and Poverty and Financial Inclusion group. Although no additional mitigation measures are proposed, the effect on Cohesion will be monitored through correspondence during the schemes operation and will be backed up by parking surveys too. This may lead to proposed changes to the scheme in the future.

This EIA will be reviewed and updated as the scheme progresses.

**Supporting Evidence** (Please detail all your evidence used to support the EIA)

The evidence used is described above within the relevant sections of the EIA.

### Sign Off – Part A (EIA Lead to complete)

**EIAs must be agreed and signed off by the Equality lead Officer in your Portfolio or corporately. Has this been signed off?**

Yes  No

Date agreed

Name of EIA lead officer

**Review Date**

21/07/2024

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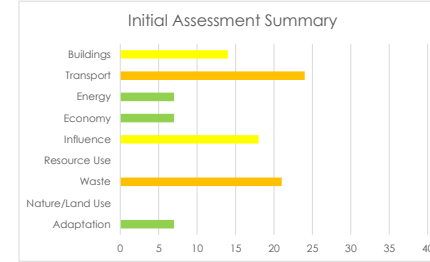
### Climate Change Impact Assessment Summary

<b>Project/Proposal Name</b>	Kelham and Neepsend parking scheme	<b>Portfolio</b>	City Futures
<b>Committee</b>	Transport, Regeneration and Climate	<b>Lead Member</b>	Ben Miskill
<b>Strategic Priority</b>	Climate Change, Economy and Development	<b>Lead Officer</b>	David Whitley
<b>Date CIA Completed</b>	07/06/23	<b>CIA Author</b>	David Whitley
		<b>Sign Off/Date</b>	

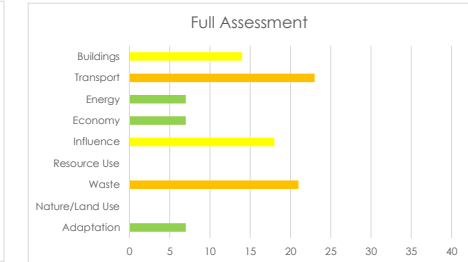
<b>Project Description and CIA Assessment Summary</b>	<p>This is a proposed parking scheme in the Kelham and Neepsend area of Sheffield. Each road within the scheme will be marked with a mix of 'shared use' residents permits and pay and display bays. The schen</p> <p>The parking scheme is aimed at improving access in the area and will look to address the types of parking that occurs near junctions and on footways. This will help reduce parking in unsuitable places.</p> <p>Improve conditions for local businesses residents by improving the likelihood of convenient parking spaces for residents, business and visitors and giving them a greater level of priority where appropriate through issuing permits</p> <p>Improve conditions for sustainable travel modes – the Kelham Island /Neepsend parking scheme includes restrictions that enable improved facilities for walking, cycling and public transport through the Housing Zone North' (HZN) scheme</p>
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<b>Rapid Assessment</b>	Does the project or proposal have an impact in the following areas? Select all those that apply. Only complete the sections you have selected here in the assessment.		
<b>Buildings and Infrastructure</b>	Yes	<b>Influence</b>	Yes
<b>Transport</b>	Yes	<b>Resource Use</b>	No
<b>Energy</b>	Yes	<b>Waste</b>	Yes
<b>Economy</b>	Yes	<b>Nature/Land Use</b>	No
		<b>Adaptation</b>	Yes

### Initial Assessment Summary



### Full Assessment Summary



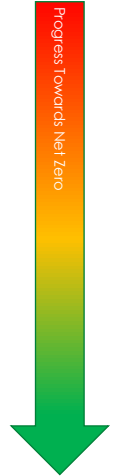
<b>&gt;=27</b>	The project will increase the amount of CO2e released compared to before.
<b>21-26</b>	The project will maintain similar levels of CO2e emissions compared to before.
<b>12-20</b>	The project will achieve a moderate decrease in CO2e emissions compared to before.
<b>3-11</b>	The project will achieve a significant decrease in CO2e emissions compared to before.
<b>0-2</b>	The project can be considered to achieve net zero CO2e emissions.

Chesterfield Borough Council Climate Impact Assessment Tool provided inspiration for this tool.

Initial Assessment

Category	Impact	Description of Project Impact	Score
Buildings and Infrastructure	Construction	There will be impacts from the embodied carbon in the building materials used. There are also potential impacts of works on site during construction phase (e.g. power supply to site works, and use of fuel in machinery etc.). However, the scale of the scheme is small and therefore this impact is expected to be negligible.	7
	Use	The project is designed to reduce traffic and pollution by discouraging people from circulating in the area looking for free parking and also encouraging travel by more sustainable modes. The impact will be a reduction in the highway maintenance on the wider road network, however, this is expected to be negligible overall. The scheme will also promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets. The parking machines will also be solar powered to limit energy use.	7
	Land use in development	NA	NA
Transport	Demand Reduction	The project is unlikely to impact on travel demand overall, but is anticipated to encourage travel by more sustainable modes (for those that can) thereby reducing the need to travel by private car.	6
	Decarbonisation of Transport	The Proposed Scheme is expected encourage travel by more sustainable modes thereby reducing the need to travel by private car.	6
	Public Transport	Scheme could slightly increase public transport and active travel use usage by reducing free commuter parking	6
	Increasing Active Travel	Installing a controlled parking zone aims to encourage commuters to use other forms of transport. This could be cycling/walking and even using the bus encourages people to be more active than they would be using their car.	6
Energy	Decarbonisation of Fuel	NA	NA
	Demand Reduction/Efficiency Improvements	The scheme does incorporate energy efficiency through design. The scheme will promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets. The parking machines will also be solar powered to limit energy use.	7
	Increasing infrastructure for renewables generation	NA	NA
Economy	Development of low carbon businesses	NA	NA
	Increase in low carbon skills/training	NA	NA
	Improved business sustainability	There could be positive impacts for businesses within the parking scheme area being more accessible by foot and bike as this could help businesses reduce their emissions if fewer staff/visitors/delivery vehicles are travelling by car. However, this impact is expected to be negligible.	7
Influence	Awareness Raising	The project provides a visible indication of the city's commitment to discouraging travel by private car.	6
	Climate Leadership	Scheme can be a clear example to other local authorities of the level of intervention required to address the climate crisis and encourage sustainable travel.	6
	Working with Stakeholders	Lessons are being learned from the development and implementation of similar schemes across the City. Communications (and messaging) is a key one, especially with members.	6
Resource Use	Water Use	NA	NA
	Food and Drink	NA	NA
	Products	NA	NA
	Services	NA	NA
Waste	Waste Reduction	There is the potential for impacts related to the production of waste during construction works. The scheme will also promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets.	7
	Waste Hierarchy	A suitable waste management plan for minimisation of waste will be produced in advance of any construction works taking place.	7
	Circular Economy	SCC service delivery partners, Amey, are tasked with recycling what they can.	7
Nature/Land Use	Biodiversity	NA	NA
	Carbon Storage	NA	NA
	Flood Management	NA	NA
Adaptation	Exposure to climate change impacts	NA	NA
	Vulnerable Groups	The scheme should help improve pedestrian accessibility and road safety for all. The parking restrictions will prevent obstructive parking and will improve safety for other vulnerable groups such as older people and those with small children and pushchairs, although this is not directly related to climate impacts.	7
	Just Transition	NA	NA

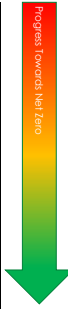
10	The project will significantly increase the amount of CO2e released compared to before.
9	The project will increase the amount of CO2e released compared to before.
8	The project will maintain similar levels of CO2e emissions compared to before.
7	
6	The project will achieve a moderate decrease in CO2e emissions compared to before.
5	
4	
3	The project will achieve a significant decrease in CO2e emissions compared to before.
2	
1	The project will achieve a significant decrease in CO2e emissions compared to before.
0	The project can be considered to achieve net zero CO2e emissions.
Carbon Negative	The project is actively removing CO2e from the atmosphere.



Full Assessment

Category	Impact	Description of Project Impact	Mitigation Measures	Mitigated Score	Procurement Action Required?	Proposed KPI/Measure
Buildings and Infrastructure	Construction	There will be impacts from the embodied carbon in the building materials used. There are also potential impacts of works on site during construction phase (e.g. power supply to site works, and use of fuel in machinery etc.). However, the scale of the scheme is small and therefore this impact is expected to be negligible.	No mitigation measures proposed	7	No	NA
	Use	The project is designed to reduce traffic and pollution by discouraging people from circulating in the area looking for free parking and also encouraging travel by more sustainable modes. The impact will be a reduction in the highway maintenance on the wider road network, however, this is expected to be negligible overall. The scheme will also promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets. The parking machines will also be solar powered to limit energy use.	No mitigation measures proposed	7	No	NA
	Land use in development	NA	NA	NA	NA	NA
Transport	Demand Reduction	The project is unlikely to impact on travel demand overall, but is expected to encourage travel by more sustainable modes thereby reducing the need to travel by private car. However, the change in being more flexible in permit availability for business during peak parking usage (Monday to Friday, daytime) will reduce the positive effect of the original scheme, although a number of businesses star at 0600 - where public transport options are much more limited.	No mitigation measures proposed	5	No	NA
	Decarbonisation of Transport	The Proposed Scheme is expected to encourage some extra travel by more sustainable modes thereby reducing the need to travel by private car.	No mitigation measures proposed	6	No	NA
	Public Transport	Scheme could slightly increase public transport usage by reducing the amount of free, all day, commuter parking	No mitigation measures proposed	6	NA	NA
Energy	Increasing Active Travel	Installing a controlled parking zone aims to encourage some commuters to use other forms of transport. This could be cycling/walking and even using the bus encourages people to be more active than they would be using their car.	No mitigation measures proposed	6	No	NA
	Decarbonisation of Fuel	NA	NA	NA	NA	NA
	Demand Reduction/Efficiency Improvements	The scheme does incorporate energy efficiency through design. The scheme will promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets. The parking machines will also be solar powered to limit energy use.	No mitigation measures proposed	7	No	NA
Economy	Increasing infrastructure for renewables generation	NA	NA	NA	NA	NA
	Development of low carbon businesses	NA	NA	NA	NA	NA
	Improved business sustainability	There could be positive impacts for businesses within the parking scheme being more accessible by foot and bike as this could help businesses reduce their emissions if fewer staff/visitors are travelling by car. However, this impact is expected to be negligible - especially as the mitigation of the effects of the initial scheme led to requests for more flexibility in the permit allocation criteria for businesses in the area - a recommendation of the report.	No mitigation measures proposed	7	No	NA
Influence	Awareness Raising	The project provides a visible indication of the city's commitment to discouraging travel by the private car, reducing the number of free, all day, places where people park by over 500 spaces. This is also around 270 spaces - or around 35% - of those places (not always spaces) where people parked.	No mitigation measures proposed	6	No	NA
	Climate Leadership	Scheme can be a clear example to other local authorities of the level of intervention required to help address the climate crisis and encourage sustainable travel.	No mitigation measures proposed	6	NA	NA
	Working with Stakeholders	Lessons are being learned from the development and implementation of similar schemes across the City. Communications (and messaging) is a key one, especially with members.	No mitigation measures proposed	6	No	NA
Resource Use	Water Use	NA	NA	NA	NA	NA
	Food and Drink	NA	NA	NA	NA	NA
	Products	NA	NA	NA	NA	NA
	Services	NA	NA	NA	NA	NA
Waste	Waste Reduction	There is the potential for impacts related to the production of waste during construction works. The scheme will also promote cashless parking (through PayByPhone) thereby minimising waste from paper tickets.	No mitigation measures proposed	7	No	NA
	Waste Hierarchy	A suitable waste management plan for minimisation of waste will be produced in advance of any construction works taking place.	No mitigation measures proposed	7	No	NA
	Circular Economy	SCC service delivery partners. Amey are tasked with recycling what they can.	No mitigation measures proposed	7	No	NA
Nature/Land Use	Biodiversity	NA	NA	NA	NA	NA
	Carbon Storage	NA	NA	NA	NA	NA
	Flood Management	NA	NA	NA	NA	NA
Adaptation	Exposure to climate change impacts	NA	NA	NA	NA	NA
	Vulnerable Groups	The scheme will improve pedestrian accessibility and road safety for all. The parking restrictions will prevent obstructive parking and will improve safety for other vulnerable groups such as older people and those with small children and pushchairs, although this is not directly related to climate impacts.	No mitigation measures proposed	7	No	NA
	Just Transition	NA	NA	NA	NA	NA

10	The project will significantly increase the amount of CO2e released compared to before.
9	The project will increase the amount of CO2e released compared to before.
8	The project will maintain similar levels of CO2e emissions compared
7	
6	
5	The project will achieve a moderate decrease in CO2e emissions compared to before.
4	
3	
2	The project will achieve a significant decrease in CO2e emissions compared to before.
1	
0	The project can be considered to achieve net zero CO2e emissions.
Carbon Negative	The project is actively removing CO2e from the atmosphere.



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