

Cabinet Highways Committee

Thursday 12 July 2012 at 1.30 pm

**To be held at the Town Hall, Pinstone
Street, Sheffield, S1 2HH**

The Press and Public are Welcome to Attend

Membership

Councillors Leigh Bramall (Chair), Harry Harpham, Bryan Lodge and Jack Scott

Substitute Members

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

PUBLIC ACCESS TO THE MEETING

The Cabinet Highways Committee discusses and takes decisions on significant or sensitive highways matters under the Highways Act 1980 and the Road Traffic Regulation Act 1984. These include the approval of Traffic Regulation Orders, the designation of controlled parking zones and approval of major transport scheme designs.

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk. You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday, or you can ring on telephone no. 2734552. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

Members of the public have the right to ask questions or submit petitions to Cabinet Highways Committee meetings. Please see the website or contact Democratic Services for further information.

Cabinet Highways Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last. If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room.

Decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Scrutiny Committee or referred to the City Council meeting, in which case the matter is normally resolved within the monthly cycle of meetings.

If you require any further information please contact Simon Hughes on 0114 273 6374 or email simon.hughes@sheffield.gov.uk.

FACILITIES

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

**CABINET HIGHWAYS COMMITTEE AGENDA
12 JULY 2012**

Order of Business

- 1. Welcome and Housekeeping Arrangements**
- 2. Appointment of Deputy Chair**
To appoint a Deputy Chair of the Committee for the 2012/13 municipal year.
- 3. Apologies for Absence**
- 4. Exclusion of Public and Press**
To identify items where resolutions may be moved to exclude the press and public.
- 5. Declarations of Interest**
Members to declare any interests they have in the business to be considered at the meeting.
- 6. Minutes of Previous Meeting**
To approve the minutes of the meeting of the Committee held on 14 June 2012.
- 7. Public Questions and Petitions**
To receive any questions or petitions from members of the public.
- 8. Items Called in for Scrutiny/Referred to Cabinet Highways Committee**
- 9. Petitions**
 - (a) New Petitions
No new petitions were received this month.

 - (b) Outstanding Petitions
Report of the Executive Director, Place.
- 10. Uppertorpe Parking Scheme**
Report of the Executive Director, Place.
- 11. Ecclesall Road Traffic Regulation Order**
Report of the Executive Director, Place.

NOTE: The next meeting of Cabinet Highways Committee will be held on Thursday 9 August 2012 at 1.30 pm

ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

A new Standards regime was introduced on 1st July, 2012 by the Localism Act 2011. The new regime made changes to the way that your interests needed to be registered and declared. Prejudicial and personal interests no longer exist and they have been replaced by Disclosable Pecuniary Interests (DPIs).

The Act also required that provision is made for interests which are not Disclosable Pecuniary Interests and required the Council to introduce a new local Code of Conduct for Members. Provision has been made in the new Code for dealing with “personal” interests.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously, and has been published on the Council’s website as a downloadable document at -<http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests>

If at all possible, you should try to identify any potential interest you may have before the meeting so that you and the person you ask for advice can fully consider all the circumstances before reaching a conclusion on what action you should take.

Further advice can be obtained from Lynne Bird, Director of Legal Services on 0114 2734018 or email lynne.bird@sheffield.gov.uk

Agenda Item 6

MEETING OF THE CABINET HIGHWAYS COMMITTEE

held 14 June 2012

PRESENT: Councillors Leigh Bramall (Chair), Isobel Bowler, Mazher Iqbal
and Bryan Lodge

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1. **APOLOGIES FOR ABSENCE**

- | | | |
|-----|--|--|
| 1.1 | <u>Apology</u>
Councillor Harry Harpham | <u>Substitute</u>
Councillor Mazher Iqbal |
|-----|--|--|

2. **DECLARATIONS OF INTEREST**

- 2.1 There were no declarations of interest.

3. **MINUTES OF LAST MEETING**

- 3.1 The minutes of the meeting of the Committee held on 26 April 2012 were approved as a correct record.

4. **PUBLIC QUESTIONS AND PETITIONS**

- 4.1 There were no public questions or petitions.

5. **ITEMS CALLED-IN FOR SCRUTINY/REFERRED TO CABINET HIGHWAYS COMMITTEE**

- 5.1 There were no items called-in for Scrutiny or referred to the Cabinet Highways Committee.

6. **PETITIONS**

6.1 New Petitions

The Committee noted for information the receipt of petitions (a) containing 6 signatures objecting to the proposed changes to on street parking around St Phillip's Road and that this would be considered as part of a report on the Uppertorpe Permit Parking scheme to be submitted to this Highways Committee in July, (b) containing 9 signatures requesting the maintenance of trees on Willington Road and that a report was on the agenda of this meeting of the Highways Committee, (c) containing 277 signatures objecting to the highway proposals to change the road layout outside the surgery at 299 Main Road, Darnall and that a report was on the agenda of this meeting of the Highways Committee and (d) containing 106 signatures objecting to the Uppertorpe and Netherthorpe Permit Parking scheme and that a report would be submitted to the July meeting of this Highways Committee.

6.2 Outstanding Petitions List

The Committee received and noted a report of the Executive Director, Place setting out the position on outstanding petitions that were being investigated.

7. **DARNALL MEDICAL CENTRE, HIGHWAYS PROPOSAL FOR MAIN ROAD**

7.1 The Executive Director, Place submitted a report informing Members of comments received following public consultation on proposed highway works on Main Road, Darnall, relating to the construction of the new health centre. The report included a response to the comments received and recommended that a scheme be approved.

7.2 Mr Driver, a local resident made representations to the Committee that he favoured Option 2 as outlined in the report as he did not believe that a pedestrian refuge was needed as this would draw people away from the main crossing further down the road.

7.3 Melanie Dewar, Practice Manager at the local Dental Surgery, made further representations to the Committee that she believed that the proposals would not allow patients to park nearby or be dropped off and this would cause difficulties for those with disabilities who were currently escorted onto the premises. She also questioned the proposed location for the pedestrian refuge and did not believe that pedestrians would use the facility.

7.4 Members commented that they endorsed the representations heard at the meeting from members of the public. They believed that Option 2 presented in the report was the most appropriate and did contain additional safety measures. Members also requested a review of the scheme be undertaken six months after its implementation to assess its success.

7.5 Members further expressed concern that NHS Sheffield were not adhering to the nature of the planning condition to provide parking in the area by charging a high rate and restricting the hours at which the parking facility could be used. They requested that their concerns be raised with NHS Sheffield.

7.6 **RESOLVED:** That the Committee:-

- (a) overrules the objections to the Traffic Regulation Orders, as discussed in paragraph 4.10 of the report, in the interests of pedestrian safety, and requests that the Orders be made in accordance with the Road Traffic Regulation Act 1984;
- (b) approves the construction of the scheme designs, as shown in Appendix D-TM-BR250-C1 Option 2 of the report;
- (c) requests that a review of the scheme be undertaken in approximately

six months following its implementation;

(d) requests that the Executive Director, Place enter into discussions with NHS Sheffield with a view to seeking a financial contribution should additional works be required following the outcome of the review; and

(e) requests that all respondents be informed of the decisions made.

7.7 **Reasons For The Decision**

7.7.1 The Transport Assessment submitted with the planning application was fundamental in defining the highway-related conditions on the planning consent. The measures developed to address the relevant planning conditions had been further consulted upon throughout the immediate area, with significant changes made. The recommendation relating to progression of the measures followed an indication of full or partial support from a majority of respondents asked directly. However, this then becomes a minority when the 277 petition signatures were taken into account.

7.7.2 Two options had been presented within the report – Option One included a pedestrian island and Option Two without the island. The island was included in the original proposal. Both options 1 and two were presented as acceptable by officers. However, as the pedestrian island was not part of the planning conditions – the decision for which option to approve rested largely on the balance between retaining residents and visitor parking, including drop off to the dental surgery, against improving pedestrian facilities.

7.7.3 It was acknowledged that the majority of people who responded to the consultation – including a petition of 277 signatures, did not support the pedestrian island and associated waiting restrictions. However, it was anticipated that the medical centre would bring with it an increased desire for pedestrians to cross at this location. Main Road is a wide, heavily trafficked, classified road which presented a challenge, for those less able to cross. For this reason officers favoured Option 1 which contained the pedestrian island.

7.7.4 Having considered the report and the representations at the meeting, Members considered that Option 2 outlined in the report presented the best option as it provided safety measures as well as allowing people to park close to the dental surgery. A review six months following the implementation of the scheme would give a clear indication whether this had been successful.

7.8 **Alternative Options Considered And Rejected**

7.8.1 The planning conditions identified the mitigation measures which subsequently formed the basis of the associated highway proposals, as seen in Appendix A of the report.

7.8.2 As discussed within the report, the mitigation measures had been revised in response to comments received during the public consultations, in effect resulting in the development of alternative solutions/options.

8. **ECCLESALL ROAD TRAFFIC REGULATION ORDER**

8.1 The Executive Director, Place submitted a report setting out the response to advertised amendments to loading and waiting restrictions on Ecclesall Road, Ecclesall Road South, Moore Street (Charter Row side) and associated side roads.

8.2 He further reported that there had been an administrative error in the consultation process which had resulted in letters informing objectors of the date of the Highways Committee not being sent to all those affected.

8.3 Members commented that, in the light of the above a decision on the scheme should be deferred to the July meeting to allow all those affected the opportunity to make representations at the Committee should they wish to.

8.4 **RESOLVED:** That the Committee defers a decision on the scheme to allow the objectors to the proposals to be advised about the Committee date in July.

8.5 **Reasons for the Decision**

8.5.1 The Committee believed, following information provided by the Head of Transport and Highways, that insufficient notice of the Highways Committee had been given and therefore deferred a decision to allow this to be undertaken.

8.5 **Alternative Options Considered And Rejected**

8.5.1 To approve the proposals as outlined in the report.

9. **OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDERS ASSOCIATED WITH COMMUNITY ASSEMBLY SMALL HIGHWAY SCHEMES**

9.1 The Executive Director, Place submitted a report setting out the public response to the advertised Traffic Regulation Orders (TROs) to introduce waiting restrictions at several locations in respect of small highway schemes being promoted by the Community Assemblies.

9.2 Members of the public made a number of representations on the various schemes as follows:-

Hemsworth Road/Warminster Road/Bunting Nook/Bunting Close
Councillor Ian Auckland commented that he was broadly supportive of the proposals. He requested that the waiting restrictions on Hemsworth Road

be extended opposite the two houses on the cul-de-sac. He also requested that a review of the Hemsworth Road/Warminster Road scheme be undertaken six months after implementation. In relation to the Bunting Nook/Bunting Close proposals, he commented that should they lead to issues of displacement parking the introduction of further restrictions be discussed with local Ward Councillors and affected residents before they are implemented on street.

Vicarage Road, Dore

Councillor Colin Ross commented that, following discussions with local residents, he would request that Members resolve that the proposed waiting restrictions should be reduced to 5 metres on each side of the junction of the cul-de-sac serving properties Nos. 22-38 and on the main carriageway of Vicarage Lane;

Carr Bank Lane/Carr Bank Close/Armthorpe Road

Barry Tickell, a local resident, submitted a petition at the meeting containing 28 signatures of local residents. He commented that, along with the other petitioners, he did not feel there was a need for the extent of waiting restrictions shown in the various scheme options now under consideration. He claimed that a special meeting of local residents and representatives of the South West Community Assembly, including local Ward Councillors, which had recently been held to discuss this matter, had achieved a consensus that only a minimum of waiting restrictions were necessary on the corner of Carr Bank Close and Carr Bank Lane as indicated in a plan attached to the petition. Mr Tickell also expressed the view that the access/manoeuvrability for refuse collection vehicles was not a problem and felt that the main issue was the lack of clear road markings and Give Way/Stop signs.

Paul Haywood, a local resident, commented that he supported the representations made by Mr Tickell and many local residents did not wish to see double yellow lines in the area and did not believe there was a need for them.

9.3 **RESOLVED:** That the Committee:-

- (a) overrules the objections to the proposed traffic regulations on Hemsworth Road and Warminster Road and the restrictions be introduced as shown in the plan in Appendix A-1 of the report;
- (b) requests that a review of the scheme at Hemsworth Road/Warminster Road be undertaken six months after implementation with a view to introducing additional waiting restrictions on Hemsworth Road, Warminster Place and Warminster Road (with any amendments related to the bus hot spots work to be funded by that budget);
- (c) upholds, in part, the objections to the proposed traffic regulations for Cadman Street/High Street, Mosborough, and Latham Square/Trap

Lane and resolves that the restrictions be introduced as shown in the plans in Appendices C-1 and C-3 of the report;

- (d) upholds, in part the objections to the traffic regulations for Vicarage Lane, Dore and the extent of the restrictions to be introduced be reduced to 5 metres on each side of the junction of the cul-de-sac serving properties Nos. 22-38 and on the main carriageway of Vicarage Lane;
- (e) defers a decision on the proposed traffic regulation orders on Carr Bank Lane/Carr Bank Close/Armthorpe Road and requests that the proposals be referred back to the South West Community Assembly and a site visit be arranged with Veolia, the Chair of the South West Community Assembly and local residents and, following this, a preferred scheme be referred back to this Committee for consideration;
- (f) overrules the objections to the proposed traffic regulations to introduce a 30 minute limited waiting restriction adjacent to properties Nos. 52-66 (inclusive) High Street, Mosborough and the replacement of a restriction of waiting Monday – Saturday 8am - 6.30pm by a prohibition of waiting at any time adjacent to properties 109-125 High Street, Mosborough and introduce the restrictions as shown in the plan in Appendix A-5 of the report;
- (g) overrules the objections to the proposed traffic regulations on Bunting Nook and Bunting Close and approves, initially, the introduction of the restrictions as shown in the plan in Appendix C-4 of the report with an extension of the double yellow lines on both sides of Bunting Close to the boundary between properties Nos 6 and 8;
- (h) approves the introduction of additional waiting restrictions on Bunting Nook and Bunting Close, if considered necessary as a result of displacement parking, subject to consultation with affected residents and local ward councillors;
- (i) resolves that the Traffic Regulation Orders, as amended, be made in accordance with the Road Traffic Regulation Act 1984; and
- (j) requests that the petitioners, objectors and other respondents be informed accordingly.

9.4 **Reasons for the Decision**

- 9.4.1 The Traffic Regulation Orders for all the schemes included in the report were considered necessary to introduce parking restrictions at each of the locations with a view to resolving problems which had been brought to the attention of the City Council.

9.4.2 Local Ward Councillors and officers had given due consideration to the views of all the respondents in an attempt to find acceptable solutions. The recommendations were considered to be a balanced attempt to address residents/business concerns.

9.5 **Alternatives Considered and Rejected**

9.5.1 The schemes had been designed to meet local needs/priorities as identified by Community Assembly members. The proposals put forward were considered to deliver the required outcomes to resolve the problems which had been brought to the attention of the Assemblies.

9.5.2 The schemes had since been amended, where necessary, to try and address the concerns raised by residents/businesses.

10. **REPORT ON A PETITION REGARDING TREES ON WILLINGTON ROAD**

10.1 The Executive Director, Place submitted a report outlining his response to a 10 signature petition to fell trees on Willington Road or maintain them on a regular basis and making recommendations on a way forward.

10.2 **RESOLVED:** That the Committee approves the proposals outlined in Section 6 of the report which were in accordance with the Council's Street Maintenance Policy, Standards and Strategy Statement.

10.3 **Reasons for the Decision**

10.3.1 To accord with 'The Prioritisation Criteria for the Maintenance of Highway Trees in the Council's Street Maintenance Policy, Standards and Strategy Document.'

10.4 **Alternatives Considered and Rejected**

10.4.1 No alternatives were put forward or considered to be appropriate in the circumstances.

Signed _____
(Chair)

Date _____

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SHEFFIELD CITY COUNCIL Cabinet Highways Committee

9(b)

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 12 July 2012

Subject: OUTSTANDING PETITIONS LIST

Author of Report: Sue McGrail 0114 2734404

Summary:

List of outstanding petitions received by Transport & Highways

Recommendations:

To Note

Background Papers: None

Category of Report: OPEN

No.	No. of Sigs	Description Of The Petition	Reported To Meeting On	Responsibility	Outcome Of Investigation To Be Reported To	Comments
1.	831	Requesting a pedestrian crossing on Stannington Road.	14 4 11	Road Safety	Northern Community Assembly	To be considered by Northern Community Assembly at their meeting on 21 st June 2012.
2.	105	Concerning the volume of traffic travelling through Ecclesfield via Church Street, St Mary's Lane, Wheel Lane and Stocks Hill.	14 4 11	Transport Planning	Northern Community Assembly	Transport Planning team to prepare a report. To be considered as part of HGV review by Cabinet Highways Committee Summer 2012
3.	1269	Objecting to Heavy Good Vehicles using the lanes in the Mayfield Valley ad requesting an all vehicle speed limit	1 6 11	Traffic Management	Cabinet Highways Committee	Under investigation – to report back as part of a city wide assessment of lorry movements/control/signing. Report to Cabinet Highways Committee in Summer 2012.
4	33	Requesting a ban of HGV's on Abbey Lane	9 6 11	Traffic Management	Cabinet Highways Committee	Under investigation – to report back as part of a city wide assessment of lorry movements/control/signing. Report to Cabinet Highways Committee in Summer 2012.
5.	1269	Objecting to heavy goods vehicles using the lanes in the Mayfield Valley and requesting an all-vehicle speed limit	14 7 11	Traffic Management	Cabinet Highways Committee	See no. 3 above
6.	35	Request for a road safety scheme to reduce vehicle speeds on Goddard Hall Road, Cannon Hall Road, Hampton Road, Crabtree Close and Fir Vale Road	13 10 11	Road Safety	North East Community Assembly	Under Investigation. To report to Community Assembly in September 2012
7.	136	Request for speed bumps and calming measures on Hillfoot Road, Totley	8 12 11	Road Safety	South West Community Assembly	To report to July South West Community Assembly meeting.

8.	7	Objections to the construction of loading bays and implementation of revised waiting restrictions at Stannington Road/Stanwood Ave	12	1	12	Traffic Management	Northern Community Assembly	Report to be taken to the Northern Community Assembly in June 2012.
9.	25	Request for yellow lines on the corners surrounding Windmill Hill School	9	2	12	Road Safety	Northern Community Assembly	Report to be prepared for consideration by Northern Community Assembly
10.	5	Request for the installation of double yellow lines at the two junctions of Midhill Crescent and Midhill Road	9	2	12	Road Safety	South Community Assembly	Report to be prepared for consideration by South Community Assembly
11.	26	Request for Parking Permits to be re-instated on the terraced side of Clarence Road, Hillsborough	8	3	12	Transport Planning	Cabinet Highways	To be considered in conjunction with the next 6 monthly review of the Hillsborough Permit Parking Scheme.
12. Page	26	Request for improvements to the safety of pedestrians in roads surrounding Hallam Grange Primary School	8	3	12	Road Safety	SW Community Assembly	To be considered by the SW Community Assembly
13. 1	6	Objections to proposed changes to on street parking around St Phillip's Road	14	6	12	Traffic Management	Cabinet Highways	Report to be taken to Cabinet Highways 12 th July 2012
14.	106	Objections to the Upperthorpe and Netherthorpe Permit Parking scheme	14	6	12	Traffic Management	Cabinet Highways	Report to be taken to Cabinet Highways 12 th July 2012

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SHEFFIELD CITY COUNCIL Cabinet Highways Report

10

Report of: EXECUTIVE DIRECTOR, PLACE

Date: 12 July 2012

Subject: Upperthorpe & Netherthorpe Permit Parking Scheme
Outcome of the Traffic Regulation Order Consultation
Process

Author of Report: Nel Corker, Traffic Regulations

Summary:

The aim of this report is to inform Members of the outcome of the Traffic Regulation Order advertisement of the proposed Permit Parking Scheme in Upperthorpe and Netherthorpe.

It is proposed to proceed with making a Traffic Regulation Order (TRO) to implement the scheme subject to alterations based on the consultation responses.

Reasons for Recommendations:

To progress a permit parking scheme to address parking issues in the Upperthorpe area. However, the most recent round of consultation analysis shows further need to modify the scheme

A further Traffic Regulation Order is required to 'restrict' parking on Daniel Hill near to Upperthorpe centre as requested by local residents and businesses on this road.

Recommendations:

To approve making the Traffic Regulation Order and implement the scheme with the amendments as detailed in Appendix A and shown in plans TR/BN680/B/A1-F1

To inform residents/businesses that the Upperthorpe & Netherthorpe Permit Parking Scheme will be implemented.

To inform lead petitioners of Petition 1 (dated 26.04.12) and Petition 2 (dated 09.05.12), that it is proposed that the scheme will be reviewed once it has

been fully operational for a period of six months. This review would seek to make changes to the scheme, where necessary, and would address any issues outside the scheme boundary, if appropriate. In the interim, it is proposed that some bays within the scheme boundary will be included in the Traffic Regulation Order (TRO) but not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.

To seek approval to proceed with advertising another Traffic Regulation Order to propose 2 hour limited waiting bays (except permit holders) on Daniel Hill outside properties 12-18 and 32-42, as requested by residents.

Background Papers: N/A

Category of Report: OPEN

Statutory and Council Policy Checklist

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

UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME - OUTCOME OF THE TRAFFIC REGULATION ORDER CONSULTATION PROCESS

1.0 SUMMARY

1.1 The purpose of this report is to inform Members of the outcome of the Traffic Regulation Order advertisement of the proposed Permit Parking Scheme in Uppertorpe and Netherthorpe.

1.2	It is proposed to proceed with making a Traffic Regulation Order (TRO) and to recommend implementation of the scheme subject to a number of alterations made following consultation responses.
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2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

2.1 Consultation with residents and businesses has taken place for the proposed introduction of a permit parking scheme in Uppertorpe and Netherthorpe. Responding to requests for progressing a permit parking scheme centred around Uppertorpe local centre should make it easier for residents to park nearer their properties, whilst it also provides the opportunity to link together existing Permit Parking Schemes in Netherthorpe (operational since 1989) and Meadow Street (operational since 2009). The proposals also cover off-street car parking spaces owned by Sheffield Homes making it easier for residents to access those spaces.

2.2	The permit parking scheme proposals support the 'Standing up for Sheffield' Corporate Plan 2011-2014 by supporting and protecting communities and being business friendly. Local communities have a greater voice and more control over services which are focused on the needs of individual customers. The process also empowers residents by agreeing to changes in the proposals which have been requested by local residents/businesses where possible.
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3.0 OUTCOME AND SUSTAINABILITY

3.1 The public consultation carried out supports the 'working better together' value of the Corporate Plan, with proposals that respond to customer comments about how to (or whether to) develop a permit parking scheme in different parts of Uppertorpe and Netherthorpe. The overall project contributes to the 'a great place to live' and 'an environmentally responsible city' objectives by limiting the availability of longer stay commuter parking in the area, whilst introducing better management of the available road space. These restrictions encourage individuals to consider more sustainable forms of transport, including car sharing, walking and cycling, thus reducing an individual's carbon footprint. In addition, the removal of densely parked cars in urban areas will improve the environment for residents and visitors alike.

3.2	A key outcome will be the approval to 'make' the Traffic Regulation Order associated with a permit parking scheme.
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4.0

4.1 Following the first consultation with the people of Upperthorpe and Netherthorpe in November 2009 residents of many streets stated that they had a problem with parking during the day. This feedback allowed a preliminary scheme area to be defined and to suggest what parking restriction might be suited to a Permit Parking Scheme in Upperthorpe. These proposals were distributed as part of a second consultation exercise in 2010.

4.2	The second scheme consultation in May/June 2010 comprised the delivery of approximately 3,000 questionnaires across the scheme area. Only 249 were returned, giving a response rate of 8%. The usual return rate for such consultations is in the region of 20%. The consultation results demonstrated a wide range of views, ranging from those very much in favour to those very much opposed. The Scheme boundary was reduced to exclude the areas where people were not in favour of the scheme and this smaller area was approved at the Cabinet Highways Committee at its meeting on 9 th December 2010.
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Proposals

4.3 The proposed Upperthorpe Permit Parking scheme was broken down into four areas for the third stage consultation, plus two areas outside the scheme boundary which would be subject to yellow line proposals. The scheme boundary and the six consultation areas are shown in the plans included in Appendix A: TR/BN680/A1-F1. It is proposed that the scheme would operate on Monday to Friday between the hours 0800 to 1830.

Scheme Consultation (Traffic Regulation Order)

4.4 The consultation process consisted of approximately 2,900 leaflets, letters and plans being distributed to local residents and businesses. The consultation area was split into six and each leaflet/letter contained a map of the proposals relevant to each area. The leaflets/letters contained details of the proposed scheme and frequently asked questions. 120 Street Notices, advertising the Traffic Regulation Order, were also put up throughout the area. Comments were invited with a response deadline of 27th April 2012.

4.5 Copies of the plans of the scheme were posted at First Point Hillsborough, First Point at Howden House, St Stephens TARA offices and Upperthorpe TARA offices along with a display at Upperthorpe Library for the duration of the consultation. The information and plans were also available on the Council website. Plans were also supplied to the local TARAs for displaying in their street community notice boards located around the area.

Consultation Responses

- 4.6 83 responses and comments were received. Two petitions were also received, both coming from commuters who park in the area for work.

In total 6 people were in support of the scheme, 57 did not support the scheme and 19 raised comments and questions regarding the design/operation of the scheme. The respondents were mainly residents (79%), parents of children attending Bethany School on Fawcett Street (16%) and commuters (5%). A summary of responses from each area is given in table 1:

Table 1: Consultation Results Summary

	Support (No.)	Object (No.)	Comment (No.)
Area A Upperthorpe	1	16	8
Area B Meadow Street	1	3	0
Area C Fawcett Street	1	15	4
Area D Netherthorpe	0	2	2
Area E Out of the Scheme	1	3	1
Area F Out of the Scheme	1	10	3
Comments regarding all Areas	2	7	0

- 4.7 The results show that the majority of respondents did not support the scheme proposals. It should be noted that the number of people responding to the TRO consultation was low (83 people). It is not unusual to hear mainly from those who are against the scheme. People who are happy with the proposals tend not to comment. Meetings with local Tenants and Residents Associations (TARA) have shown good support for the scheme as proposed. It should also be noted that previous consultations confirmed the need for a permit scheme, and also the extent of it, and this TRO consultation is primarily related to the detail of what can be introduced rather than the principle of whether to introduce a scheme or not.
- 4.8 It is considered that some area results were affected by respondents not understanding the proposals, i.e in Area C: 13 respondents complained that they would have to pay to park on Fawcett Street to take their children to school every day. This is not the case as the proposed 'limited waiting (except permit holders)' bays are free of charge. Also since the consultation, officers have worked with the School and the church in this

area to accommodate their needs and we are now recommending further changes to the scheme in line with their wishes.

- 4.9 Many of the objections received have been addressed with modifications to the scheme. All the comments and questions received during the consultation are set out in Appendix B, with officer responses and recommendations. Revised Plans TR/BN680/R-A1-F1 in Appendix C outline the changes we are recommending since the consultation.
- 4.10 As well as many general questions regarding the scheme operation which have been answered in Appendix B, the main local issues/concerns by 'Area' can be summarised as:
(numbers of respondents stating comment is stated in brackets)

Area A - main issues (Plan TR/BN680/R-A1)

- 4.11
- Shipton Street Car Park: Staff want to park all day in Shipton Street Car Park and there is a need for business visitors to park longer than the proposed 2 hour maximum stay.(business & staff x 5 including the Zest Centre)
 - Westmoreland Street: No problems parking so why introduce a scheme (x 3)
 - Yeoman's Road (end of): Can the double yellow line be reduced near my property (x 2)
 - Cleveland Road: Object to the single yellow line on the south side as it will limit parking for residents on this side/will push residents onto Westmoreland Street (x 2)
 - Daniel Hill made four separate comments regarding the proposals; where are residents suppose to park?, this will have negative impact on my home/want permit bays, against the single yellow line, require short term parking for charity visitors, should have one way system.

Recommendations:

- 4.12
- To resolve these issues it is recommended that we extend the maximum parking period in Shipton Street Car Park from 2 hours to 4 hours Pay & Display and allow Business permit holders to park for 4 hours with no charge. This arrangement would need to be monitored so that turnover of parking for people using the local shopping centre and Zest Centre is still achieved and could be reviewed after 6 months of operation. Many businesses have requested all day parking in Shipton Street Car Park. It is envisaged as a 'shoppers car park' with turnover for the local shopping centre and services in the area, there are many other areas where Business permit holders could park all day in this area, including on Shipton Street opposite the car park (in permit holders only bays), on Upperthorpe Road (in 4 hour limited waiting bays (except for permit holders) or in permit holders only bays, on Daniel Hill and on Westmoreland Street (in permit holders only bays). All these locations are only a short walk from the shopping centre. The car park is restricted during the hours 8am – 4pm

- It is recommended that the double yellow line at the end of Yeoman's Road is retained in the TRO but not implemented on street. This arrangement would need to be monitored and reviewed after 6 months.
- It is recommended that the single yellow line on Cleveland Road is omitted. Vehicles currently park here without causing a problem, however this would be monitored and reviewed after 6 months to ensure no problems were being caused.
- Westmoreland Street is intended to be permit holders only in line with the wishes expressed in a 24 signature petition received at the last consultation. 3 residents have objected to this. We assume that the majority of the petitioners are happy with what we are proposing.
- On Daniel Hill outside properties numbers 32-42 there is an area that is proposed as unrestricted. Residents and businesses in this area have requested that this should have a restriction that benefits both residents and short term business users. It is therefore recommended that a 2 hour limited waiting (except for permit holders) restriction is progressed at this location by the advertisement of a new Traffic Regulation Order (TRO). This will provide further short term and residents parking provision in the Upperthorpe Centre in line with the wishes of local residents and businesses.

4.13 The Zest Centre had comments regarding the provision of disabled parking in Area A which they consider to be inadequate. They would welcome additional disabled parking in the pedestrianised area in front of the centre and also changes to the adjacent bus gate. Unfortunately, changing the pedestrianised area and the bus gate arrangement is beyond the remit of this permit parking scheme. Therefore their comments have been passed to the Central Community Assembly for their consideration. In the meantime, disabled blue badge holders are able to use the disabled bays on Upperthorpe and also the Pay & Display bays/limited waiting bays without charge or time limit.

Area B – main issues (Plan TR/BN680/R-B1)

- 4.14
- The permit charges are too high/ /residents should be given a free permit/s the commuters who cause the problem and the residents are expected to pay (x 1)
 - Against the scheme, why pay to park outside your own house (Morpeth Gardens) (x 1)
 - Netherthorpe Street : Can parking for the School be provided? Otherwise scheme is detrimental to the school (many reasons stated) (x 1)

Recommendations:

- It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. It is appreciated that the increase in

permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. The decision to increase charges for parking permits was not taken lightly and still offers value for money compared to similar schemes in other cities.

- Since the TRO consultation, officers have met with the school to discuss how the scheme can accommodate the school requirements for parking. Details are in Appendix B.

Area C – main issues (Plan TR/BN680/R-C1)

- 4.15
- Fawcett Street/Finley Street: Will make it harder to take my children to Bethany School/have to pay to park to take children to school/can't park for long enough to do duties at the school/change the restrictions on Finlay Street/impinge on the running of the school/infringe on running of church/I have had no problem with parking (x 13)
 - More unrestricted parking needed for the facilities on Fawcett Street/Finlay Street (x 10)
 - Scheme not needed/no problem on my road (Fawcett Street x 2, Jericho St x 1)

Recommendations:

- 4.16
- Many comments were received from parents/carers associated with the School along with School Staff and Church staff in thinking that they would have to pay to park to drop/pick up their children from school/ attend events. Parking spaces close to the school/church were proposed as 2 or 4 hour limited waiting (except permit holders) which are free of charge. However comments also indicated that the time limit would be too restrictive for the school and church. It is therefore recommended to:
 - (i) Change Finlay Street 4hr limited waiting bay and double yellow lines to unrestricted parking (except at the junction with Fawcett Street where the double yellow lines will remain) and
 - (ii) Change the 2hr limited waiting bays on Fawcett Street outside the church and east of Finley Street to a 4hr limited waiting bays.
 - The local TARA, based on Fawcett Street, fully supported the scheme in this area.

Area D – main issues (Plan TR/BN680/R-D1)

- 4.17
- Scheme is not needed/no problem on my road (Bramwell Close) (x 1)
 - Bramwell Close: Does not want the permit bays. Wants unrestricted OR signs stating residents only/free permits/4hrs stay then permit to extend/no single or double yellow lines/no bays painted on the road (x 1)
 - Bramwell Street: Can the double yellow line be retained near to my property (proposed single yellow line on plan) (x 1)

4.18 Recommendations:

Only three comments were received from Bramwell Close, all of which did not perceive a problem and did not want to see any permit holders only bays on this street. It is recommended that the proposed restrictions be left in the TRO but that all the residents on the Close are asked again whether they wish to see the restrictions introduced and a decision be made based on the outcome. If any problems arise the situation can be reconsidered during a 6 month review.

Area E – main issues (Plan TR/BN680/R-E1)

- 4.19
- Midvale Avenue: does not need double yellow lines (x 1)
 - Philadelphia Gardens: Can the double yellow line be reduced next to my property? (x 1)

Recommendations:

- 4.20
- No other comments have been received regarding the double yellow lines in the Midvale Avenue area and therefore they will remain as proposed.
 - The proposed double yellow line on Philadelphia Gardens be retained in the TRO but only 3 metres be introduced to accommodate the residents' request, the situation will be monitored and further lines introduced if problems arise.

Area F – main issues (Plan TR/BN680/R-F1)

- 4.21
- Upperthorpe - against the double yellow line restriction on the south side (required on snowy days by residents of steep gradient roads, keeping it clear will increase speeds, cause an accident problem, traffic calming required) (x 5)
 - Area near to Upperthorpe: the double yellow lines seem excessive at junctions in this area (x 4)
 - Upperthorpe: against the double yellow line outside Nos 95-105 (does not want to be included in the scheme x 1, wants to be included in a scheme x 1)

Recommendations:

- 4.22
- Upperthorpe is currently unrestricted. It was proposed as 'no waiting at any time' (double yellow line) as it is not wide enough to allow parking on both sides of the road. Currently most parking occurs on the north side in the daytime, however correspondence and observations indicate that the south side is used on occasions for additional parking in the evening and in special cases such as bad weather when other steep gradient roads in the area are impassable. Therefore it is proposed that the double yellow line on the south side is retained in the TRO but be introduced initially in reduced form and the situation be monitored and reviewed.
 - The proposed double yellow lines at junctions in this area have been assessed and where possible it is recommended to reduce them to maintain the maximum amount of parking space. However in some areas this is not possible as the restrictions protect facilities such as tactile dropped crossings.

- The double yellow line outside Nos 95-105 Uppertorpe is not there at present and current traffic conditions indicate no problem when vehicles are parked here. Therefore it is recommended that these lines be retained in the TRO but not be introduced initially and the situation monitored.

4.15 All the comments received for each area of the proposed permit parking scheme, have been included with an officers comment in Appendix A.

Other Issues

4.16 Sheffield Homes off-street car parking spaces were included within the Traffic Regulation Order and it is noted that no comments were received regarding these. Therefore these will remain in the TRO and become part of the scheme. A formal legal agreement will be written and signed if the scheme is approved.

4.17 The local Tenants and Residents Association (TARA) requested that further Sheffield Homes car parks in the Martin Street area be included in the scheme. This area is currently outside the scheme boundary and would require the advertisement of a new Traffic Regulation Order (TRO). This can be considered as part of the review of the scheme when it has been operational for 6 months.

4.18 The TARA asked that some residents on Addy Close (who currently park on Addy Street but are not within the scheme boundary) be able to obtain permits. They have concerns about displaced parking in this area. It is recommended that the boundary of the scheme remains as proposed but disabled bays implemented where required in Addy Close. Also that the parking spaces are marked out in the parking bays and that the situation is monitored. A quicker timescale for a review in this area can be considered if problems occur and should the majority of residents want to be included in the wider permit scheme.

4.19 The TARA also raised concerns about obstructive parking by the garages on Burlington Street. However, this area is not public highway and has been passed onto Sheffield Homes.

Petitions

- 4.18 Two petitions were received regarding the proposed scheme, both of which came from commuters who park in the area for work.
- Petition 1: (6 signatures, dated 26.04.12) "We, the undersigned wish to raise an objection to the proposed changes to on-street parking in the area around St Philips Road. We feel that it is necessary for people working in the area, primarily NHS and university to have access to parking nearby particularly when on unsociable shifts which are not necessarily served by public transport. Parking spaces may be free or metered: if metered then they should cover a length of time spanning a normal shift and not

the four hour maximum seen in the lower area of St Philips Road. Further there needs to be balance between generally available spaces and those for use by residents. Whilst some resident only parking areas are necessary they should adequately reflect demand and not, as in the lower part of St Philips Road/ Watery Street become an unused provision greatly in excess of local need.”

- Petition 2: (106 signatures, dated 09.05.12)“We, the undersigned object to SCC plan to introduce a permit parking scheme and associated waiting restrictions within the Uppertorpe and Netherthorpe area of the city and request that the proposals be abandoned. The introduction of the scheme will result in a large level of displaced parking throughout the surrounding area. Individuals currently parking in this area will not pay to park as the amount of space allocated and the time limited parking is unsuitable for the majority of people who choose to park there. This will result in very limited return for the Council in terms of parking revenue in comparison to the scheme set up and maintenance costs. Some of the roads included within the permit scheme, e.g. Mushroom Lane, Fawcett Street and Finley Street are subject to either permit only parking or 2/4 hr limited parking, however these are currently unused by residents to park as they are empty early mornings and at night, it appears areas have been subject to restrictions even when there are no parking issues.”

- 4.19 It is accepted that commuters who currently park in the area will not be in favour of the scheme. The primary aim of the proposals is to help residents and their visitors to be able to park close to their homes. It is hard to predict the levels of permits that will be required by residents and their visitors but this will be monitored. Parking surveys and observations have been used to design the scheme to enable residents to be able to park closer to their homes. However, it is proposed to introduce further long term parking options within the scheme boundary to provide a range of options. There is a total of 919 parking spaces within the scheme boundary. There will be approximately 200 unrestricted parking spaces where vehicles can be parked without charge or time limit and 309 pay & display/limited waiting parking bays. 24% of the parking spaces therefore accommodate long term visitor parking, 34% of the parking spaces accommodate short term visitors and 42% accommodate residents and business permit holders only.
- 4.20 Permit parking schemes are generally reviewed after 6 months of operation, when parking patterns become established. This allows the type and level of parking to be adjusted to suit the area’s needs by making minor changes to the scheme. Where necessary, new parking issues arising outside the scheme boundary can also be addressed, if appropriate.
- 4.21 In the interim, if the scheme is approved, it is proposed that some bays within the scheme boundary will be included in the Traffic Regulation

Order (TRO) but not be marked on street. This will allow areas to be monitored and demand for parking to be identified.

Relevant Implications

- 4.22 Implementation of the Scheme is funded in 2012/13 through the South Yorkshire Local Transport Plan to a budget estimate of £95,000. A more detailed cost will be provided as part of the next stage of scheme development.
- 4.23 A legal agreement will be drawn up and agreed between the City Council and Sheffield Homes before the scheme is implemented on-street. This will set out the roles and responsibilities of each party in relation to Sheffield Homes' parking areas that are included within this Scheme.
- 4.24 An Equality Impact Assessment has been conducted and concludes that the measures proposed should be equality neutral in the main, although they should prove fairly positive for the elderly, the disabled and carers. No negative equality impacts have been identified.
- 4.25 Successful operation of the scheme will require effective enforcement. The Human Resources implications for Parking Services will be assessed once the Scheme has been approved and a date for it to become operational has been set. However, in principle, there is likely to be a need for additional Civil Enforcement Officers.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Officers have considered the degree of support for the proposals and the content of each comment received and considered modifications to the scheme design as required.
- 5.2 It is proposed that the scheme will be reviewed once it has been fully operational for a period of six months.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 To progress a permit parking scheme to address parking issues in the Upperthorpe area. However, the most recent round of consultation analysis shows further need to modify the scheme, and these changes are outlined in Appendix B and on Plans TR/BN680/B/A1-F1 in Appendix C.
- 6.2 A further Traffic Regulation Order is required to 'restrict' parking on Daniel Hill near to Upperthorpe centre as requested by local residents and businesses on this road.

7.0 RECOMMENDATIONS

- 7.1 Approve making the Traffic Regulation Order and implement the scheme with the amendments as detailed in Appendix A and shown in plans TR/BN680/B/A1 to F1
- 7.2 Inform residents/businesses of the results of the consultation and that the Upperthorpe & Netherthorpe Permit Parking Scheme will be implemented.
- 7.3 Inform lead petitioners of Petition 1 (dated 26.04.12) and Petition 2 (dated 09.05.12), of the committee decision. In the interim, it is proposed that some bays within the scheme boundary will be included in the Traffic Regulation Order (TRO) but not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.
- 7.4 Seek approval to proceed with advertising another Traffic Regulation Order to propose 2 hour limited waiting bays (except permit holders) on Daniel Hill outside properties 12-18 and 32-42, as requested by residents.

UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME

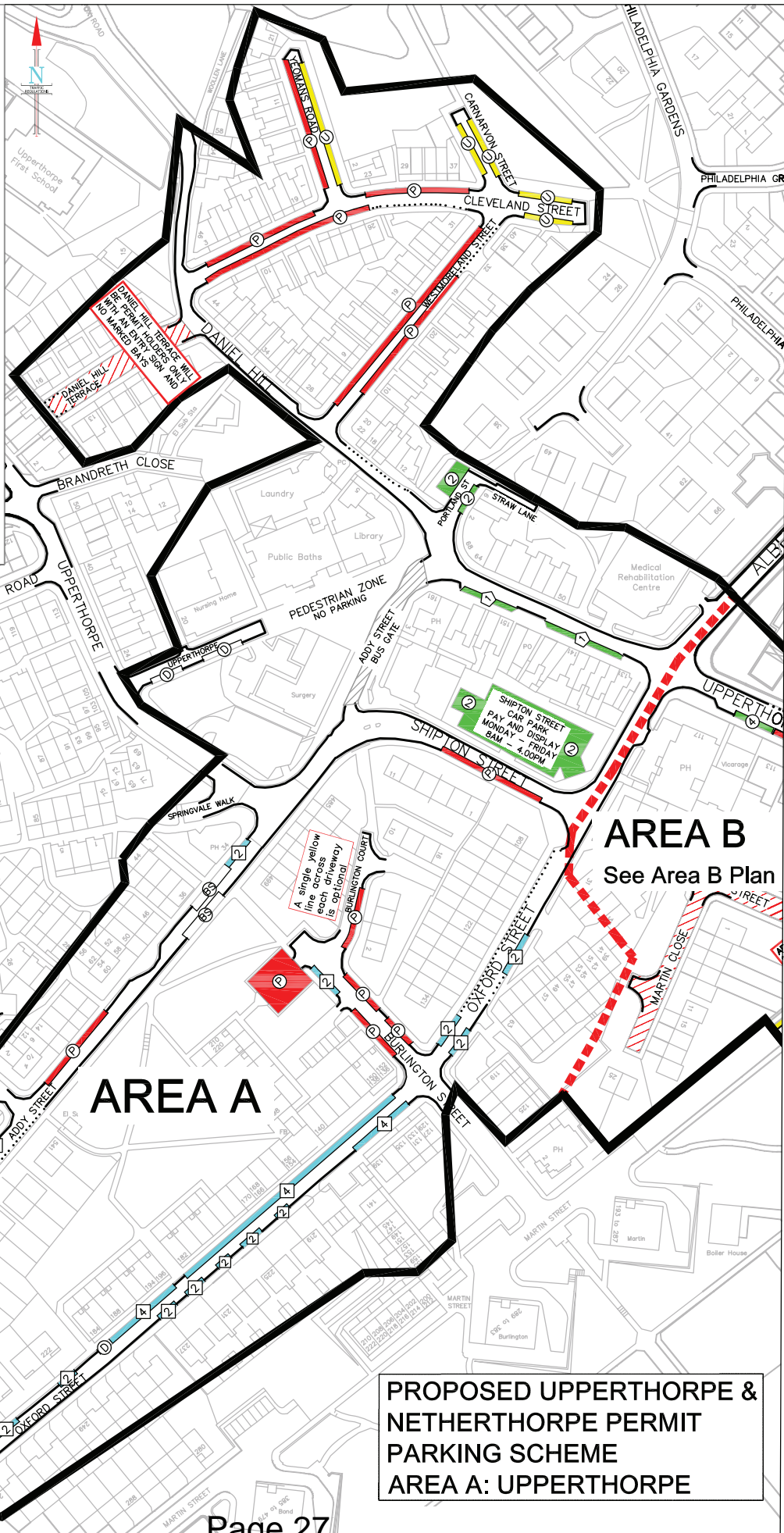
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

PLAN KEY

- Scheme Boundary
- Area Boundaries
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am-6.30pm
- Disabled Badge Holders Only at all times.
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Parking Limited to 2 hours, Mon - Fri 8am - 6.30pm, no return within 2 hours. Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri 8am - 6.30pm, no return within 4 hours. Exemption for permit holders.
- Unrestricted parking - no permits or time limit
- Bus stop clearway - no stopping except buses.
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 2 hours max stay or 15 minutes free, no return within 2 hours. Exemption for permit holders
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 4 hours max stay or 15 minutes free, no return within 4 hours. Exemption for permit holders
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 1 hour max stay or 15 minutes free, no return within 1 hour

NOTES:-

1. All existing restrictions on surrounding streets remain and have been omitted to aid clarity
2. Shipton Street Car Park: Pay and Display Parking, Monday to Friday, 8am - 4pm, 40p per hour, 2 hour max stay or 15 mins free, no return within 2 hours.

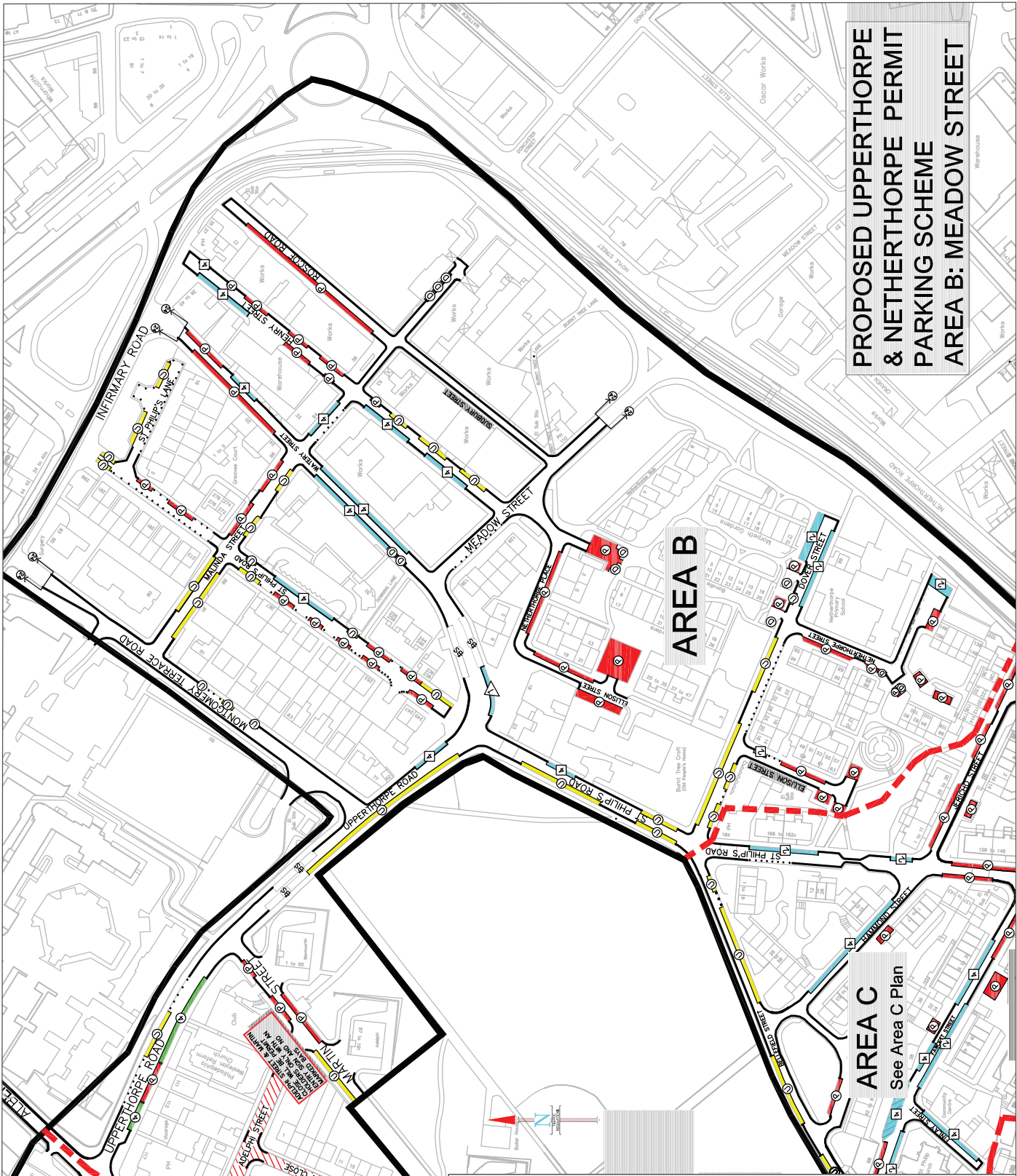


AREA A

AREA B
See Area B Plan

**PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME
AREA A: UPPERTHORPE**

PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME AREA B: MEADOW STREET



AREA A
See Area A Plan

AREA C
See Area C Plan

UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

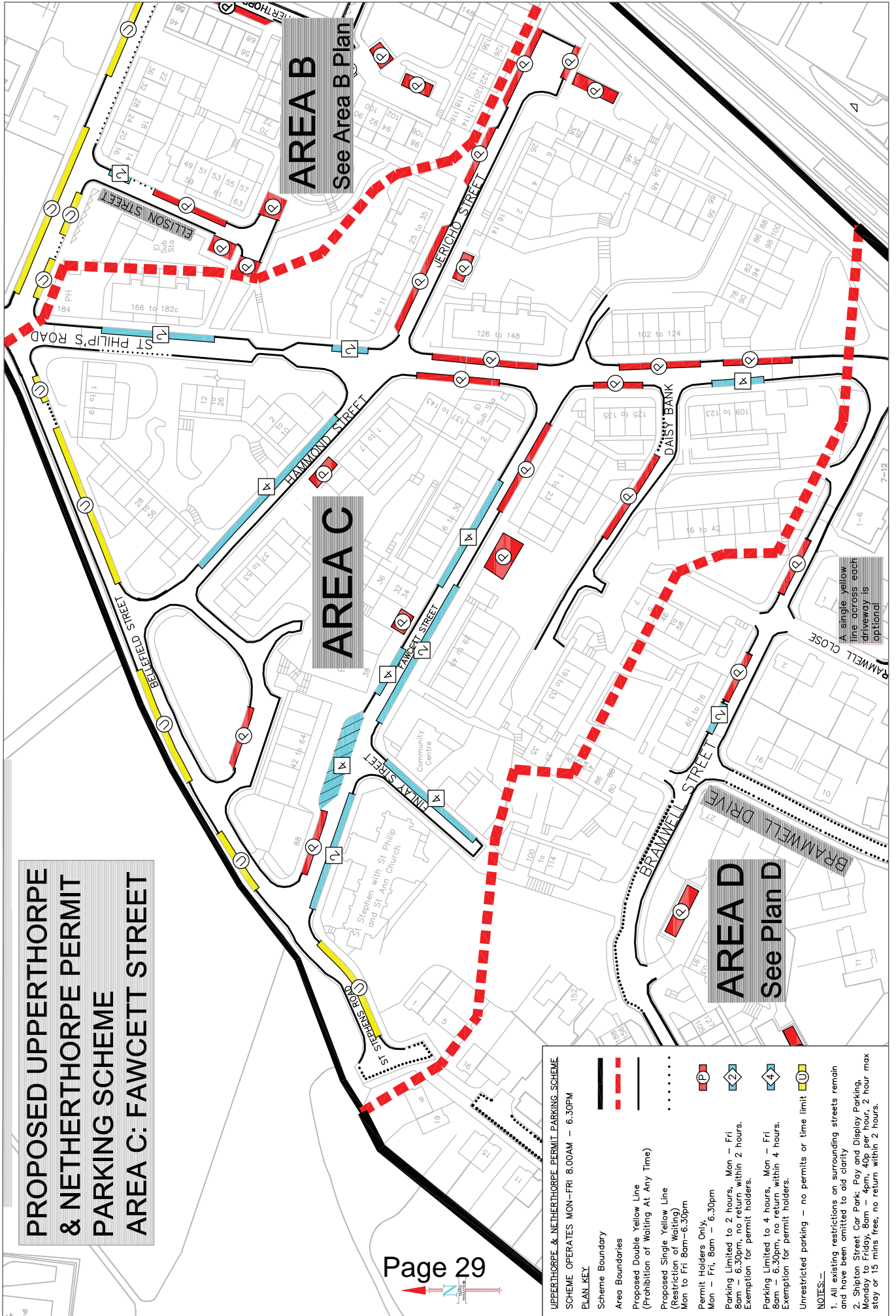
PLAN KEY

- Scheme Boundary
- Area Boundaries
- Proposed Single Yellow Line (Prohibiting Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting)
Mon to Fri 8am-6.30pm
- Disabled Badge Holders Only at all times.
- Permit Holders Only,
Mon - Fri, 8am - 6.30pm
- Parking Limited to 1 hour, Mon - Fri
8am - 6.30pm, no return within 1 hour.
- Parking Limited to 2 hours, Mon - Fri
8am - 6.30pm, no return within 2 hours.
Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri
8am - 6.30pm, no return within 4 hours.
Exemption for permit holders.
- Unrestricted parking - no permits or time limit
- Bus stop clearway - no stopping except buses.
- Pay & Display Parking, Mon - Fri
8am - 6.30pm, 40p per hour, 2 hours max stay
or 15 minutes free, no return within 2 hours.
Exemption for permit holders
- Pay & Display Parking, Mon - Fri
8am - 6.30pm, 40p per hour, 4 hours max stay
or 15 minutes free, no return within 4 hours.
Exemption for permit holders
- Pay & Display Parking, Mon - Fri
8am - 6.30pm, 40p per hour, 1 hour max stay
or 15 minutes free, no return within 1 hour
- Existing 24 hour clearway. No Waiting or
Loading at any time

NOTES:-

- All existing restrictions on surrounding streets remain and have been omitted to aid clarity
- Shipton Street Car Park: Pay and Display Parking, Monday - Friday, 8am - 6.30pm, per hour, 2 hour max stay or 15 mins free, no return within 2 hours.

**PROPOSED UPPERTHORPE
& NETHERTHORPE PERMIT
PARKING SCHEME
AREA C: FAWCETT STREET**



AREA B
See Area B Plan

AREA C

AREA D
See Plan D

A single yellow line across each driveway is optional

UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

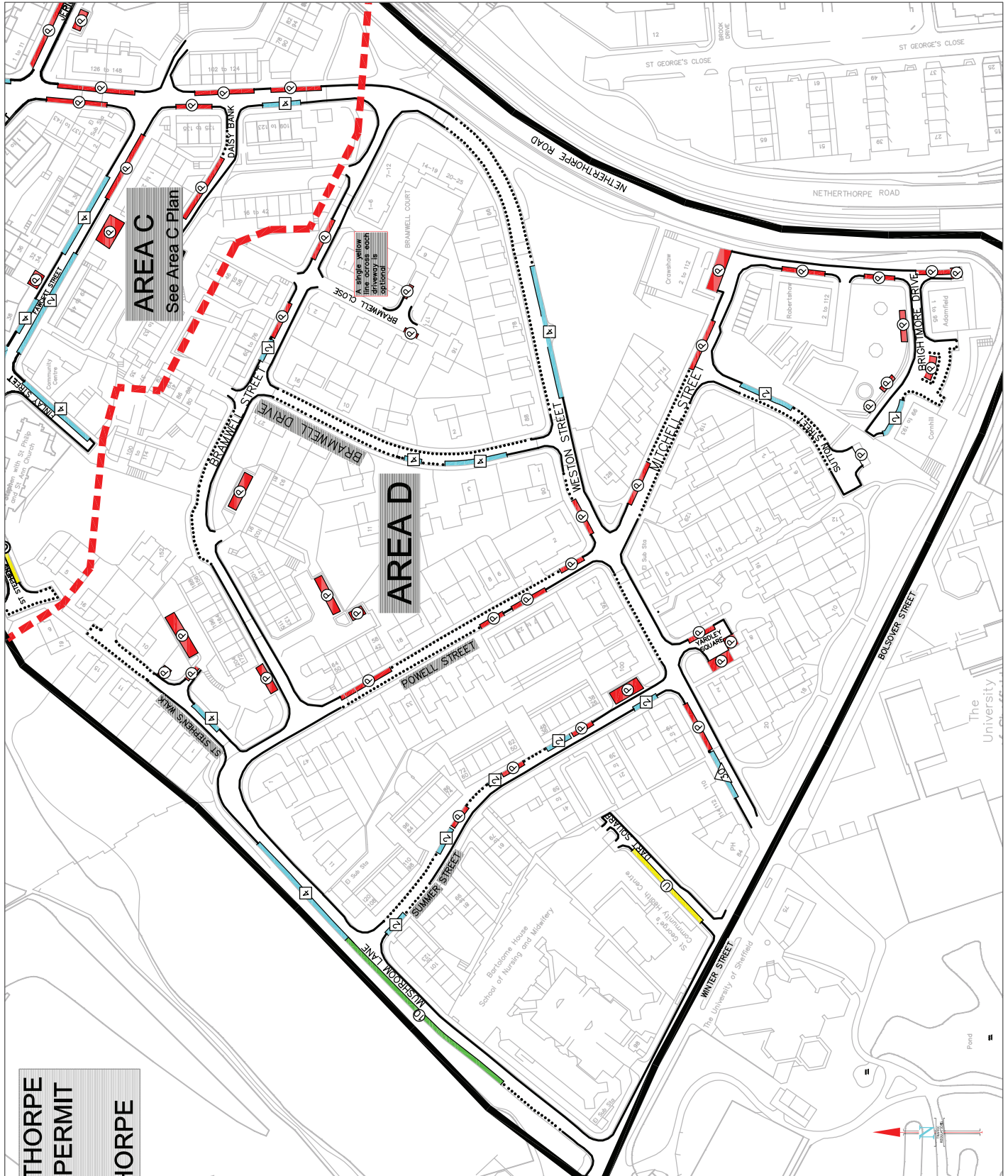
PLAN KEY

- Scheme Boundary
- Area Boundaries
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting)
Mon to Fri 8am-6.30pm
- Permit Holders Only,
Mon - Fri, 8am - 6.30pm
- Parking Limited to 2 hours, Mon - Fri
8am - 6.30pm, no return within 2 hours.
Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri
8am - 6.30pm, no return within 4 hours.
Exemption for permit holders.
- Unrestricted parking - no permits or time limit

NOTES:-

1. All existing restrictions on surrounding streets remain and have been omitted to aid clarity
2. Shipton Street Car Park: Pay and Display Parking, Monday to Friday, 8am - 4pm, 40p per hour, 2 hour max stay or 15 mins free, no return within 2 hours.

**PROPOSED UPPERTHORPE
& NETHERTHORPE PERMIT
PARKING SCHEME
AREA D: NETHERTHORPE**



UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME
SCHEME OPERATES MON-FRI 8.00AM – 6.30PM

PLAN KEY

- Scheme Boundary
- Area Boundaries
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am-6.30pm
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Parking Limited to 30 minutes, Mon - Fri 8am - 6.30pm, no return within 30 minutes.
- Parking Limited to 2 hours, Mon - Fri 8am - 6.30pm, no return within 2 hours.
- Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri 8am - 6.30pm, no return within 4 hours.
- Exemption for permit holders.
- Pay & Display Parking, Mon - Fri 8.30am - 6.30pm, 40p per hour up to 4 hours, £1.50 for 10 hours or 15 minutes free, no return within 4 hours.
- Exemption for permit holders.
- Unrestricted parking - no permits or time limit

NOTES:-

1. All existing restrictions on surrounding streets remain and have been omitted to aid clarity
2. Shipton Street Car Park: Pay and Display Parking, Monday to Friday, 8am - 6.30pm, 40p per hour, 2 hour max stay, or 15 mins free, no return within 2 hours.

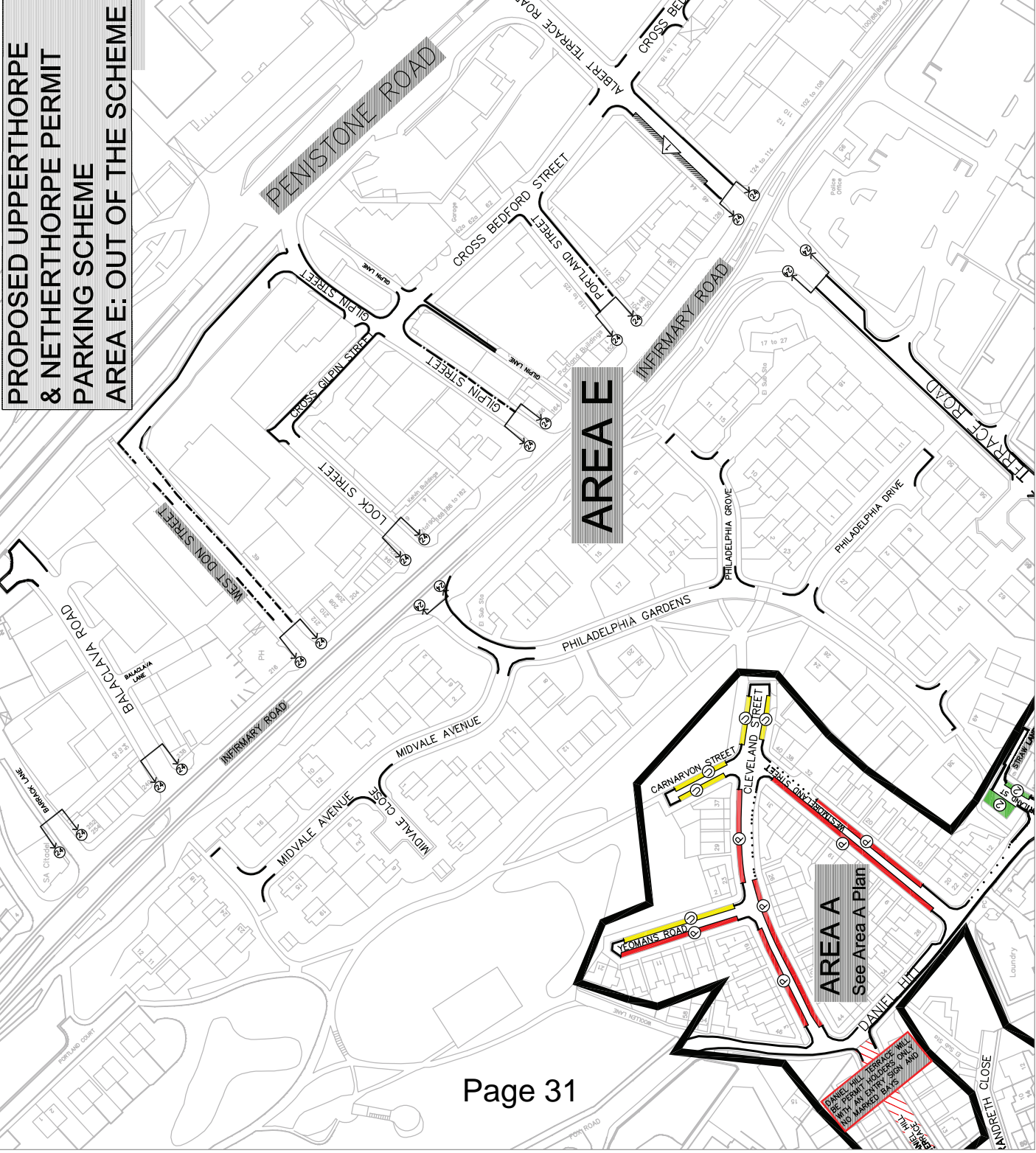
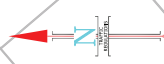
PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME PARKING SCHEME AREA E: OUT OF THE SCHEME

UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

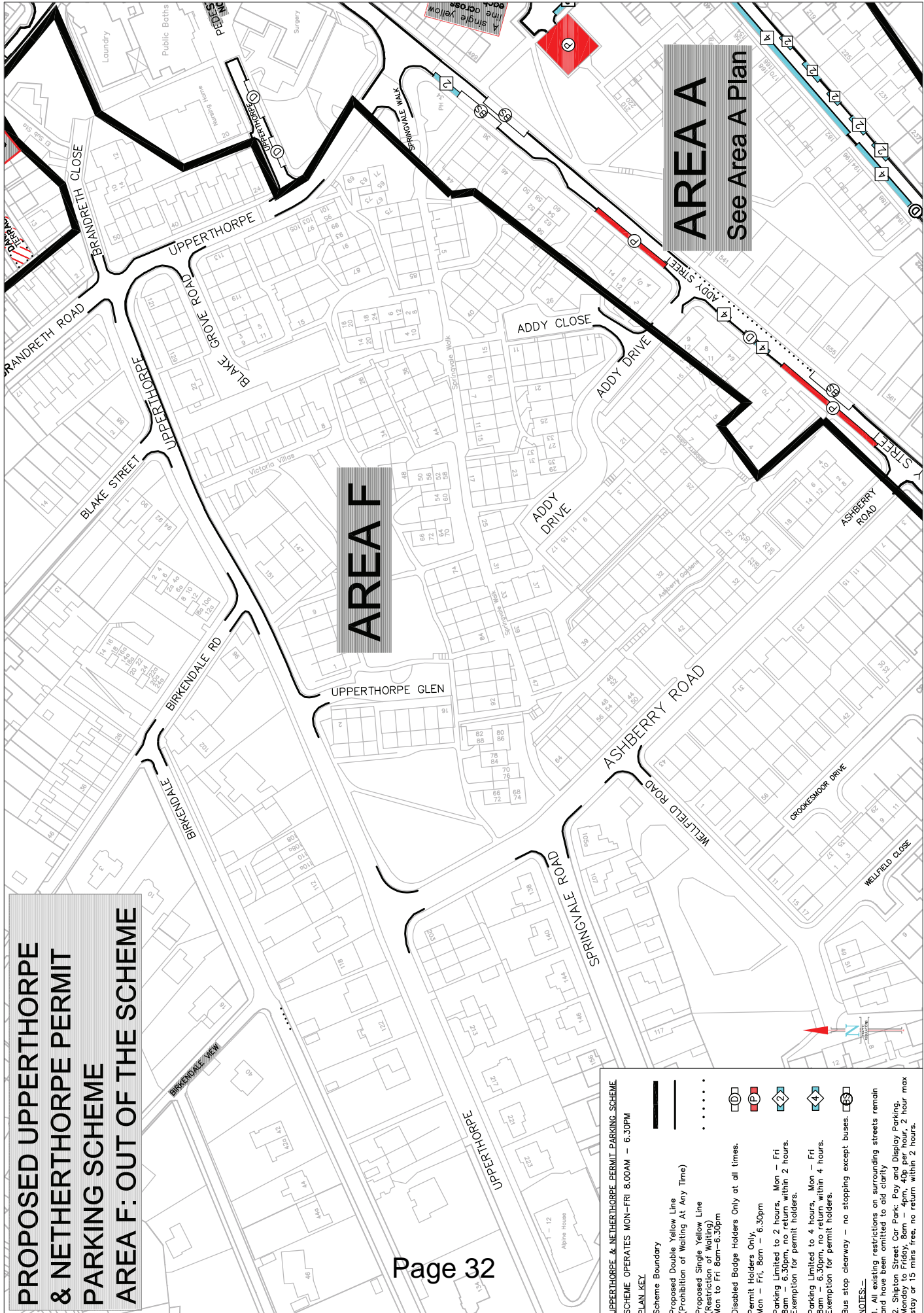
PLAN KEY

- Scheme Boundary
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am-6.30pm
- Proposed Single Yellow Line (Restriction of Waiting) Mon - Sat 8am - 6.30pm
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Unrestricted parking - no permits or time limit
- Pay & Display Parking, Mon - Fri 8am - 6.30pm, 40p per hour, 2 hours max stay, or 15 minutes free, no return within 2 hours. Exemption for permit holders
- Parking Limited to 1 hour, Mon - Sat 8am - 6.30pm, no return within 3 hours.
- Existing 24 hour clearway: No Waiting or Loading at any time

NOTES:-
1. All existing restrictions on surrounding streets remain and have been omitted to aid clarity
2. Shipton Street Car Park: Pay and Display Parking, Monday to Friday, 8am - 4pm, 40p per hour, 2 hour max stay or 15 mins free, no return within 2 hours.



PROPOSED UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME AREA F: OUT OF THE SCHEME



AREA F

AREA A
See Area A Plan

UPPERTHORPE & NETHERTHORPE PERMIT PARKING SCHEME
SCHEME OPERATES MON-FRI 8.00AM - 6.30PM

PLAN KEY

- Scheme Boundary
- Proposed Double Yellow Line (Prohibition of Waiting At Any Time)
- Proposed Single Yellow Line (Restriction of Waiting)
- Mon to Fri 8am-6.30pm
- Disabled Badge Holders Only at all times.
- Permit Holders Only, Mon - Fri, 8am - 6.30pm
- Parking Limited to 2 hours, Mon - Fri 8am - 6.30pm, no return within 2 hours. Exemption for permit holders.
- Parking Limited to 4 hours, Mon - Fri 8am - 6.30pm, no return within 4 hours. Exemption for permit holders.
- Bus stop clearway - no stopping except buses.

NOTES:-

1. All existing restrictions on surrounding streets remain and have been omitted to add clarity.
2. Shipton Street, Car Park, Pay and Display Parking, 2 hour max stay, 15 mins free, no return within 2 hours.



APPENDIX B – RESPONSES FROM THE TRO CONSULTATION BY AREA

Area A: Comments made	No. of times comment made in Area	% of Areas Comments	Officers Response
General question: How will the scheme work for me? Shipton Street Car Park: Want to park all day in Shipton Street Car Park (Business x3), more areas for staff parking all day (business & staff x2)	6	24	These comments were directly responded to and relate to the general terms and conditions of the scheme that required further explanation To resolve these issues it is recommended that we extend the parking time period in Shipton Street Car Park to 4 hours Pay & Display and allow Business permit holders to park for 4 hours with no charge. This arrangement would need to be monitored so that turnover of parking for people using the local shopping centre and Zest Centre is still achieved and reviewed after 6 months of operation. Many businesses have requested all day parking in Shipton Street Car Park. It is envisaged as a 'shoppers car park' with turnover for the local shopping centre and services in the area, there are many areas where Business permit holders could park all day in this area, including on Shipton Street opposite the car park (permit holders only bays), on Upperthorpe Road (in 4 hour limited waiting bays (except for permit holders) or permit holders only bays, on Daniel Hill and on Westmoreland Street (permit holders only) these locations are only a short walk from the shopping centre. The car park is only restricted during the hours 8am – 4pm so Business permit holders could park from 12 noon free of charge for 4hours until the restricted time period ends. This will be monitored and reviewed after 6 months if the scheme is approved
General Questions: What are the benefits of the scheme? What does it resolve? Why is the scheme being proposed? Just a money making scheme	3	12	Two previous consultations in the area have indicated that people had a problem parking near to their homes and the majority were in support of a scheme. The control of parking is a key element of the Council's Transport Policy. A key aim of permit parking schemes is to make it easier for residents to park near to their homes, provides the opportunity to link together existing schemes in Netherthorpe and Meadow Street, it manages available road space, it limits the availability of longer stay commuter parking in the area, the restrictions encourage individuals to consider more sustainable forms of

				transport and it improves the environment for residents and visitors. Revenue generated by the scheme, through parking permit costs, pay & display parking spaces and penalty charge notices, will fund dedicated enforcement of the proposed restrictions.
Westmoreland Street: No problems parking so why introduce a scheme/why has a scheme been proposed here?	3	12		Westmoreland Street is intended to be permit holders only in line with the wishes expressed in a 24 signature petition received at the last consultation. 3 residents have objected to this. We assume that the majority of the petitioners are happy with what we are proposing.
Yeoman's Road (end of): Can the double yellow line be reduced near my property	2	8		This area was protected with a double yellow line to allow any turning manoeuvres but comments from resident's show that this is not needed or wanted and therefore this area will be left unrestricted and monitored to ensure there are no difficulties caused.
Scheme not needed/no problem on my road (Addy Street x1)	2	8		Observations and resident consultations indicate that there are parking problems in this area which need to be addressed. The scheme also supports the local transport plan strategy to create a peripheral parking zone. Therefore the scheme will remain with some changes to provide a wider range of parking types to meet all needs.
Cleveland Road: Object against the single yellow line on the south side as it will limit parking for residents on this side/will push residents onto Westmoreland Street	2	8		No parking bays were proposed here as it was narrow, however the area has been further investigated and it will be left unrestricted to enable parking to occur and the situation will be monitored to ensure no difficulties arise.
Shipton Street Car Park: 2hrs Pay & Display parking is not enough time for many of my customers (business on Upperthorpe Road)	1	4		The length of stay will be extended to 4 hours Pay & Display in Shipton Street Car Park.
General Question: What surveys were done to design the scheme?	1	4		Parking surveys and observations have been undertaken throughout the area and there have been two residential consultations
Concern about costs to a charity based in scheme	1	4		The annual charge is to cover administration costs. Businesses will benefit from better parking opportunities in this type of scheme. The Council Travel

(business)				Plan Team will be able to work with businesses to find the best options for parking issues. The details will be forwarded onto them. There may be a case for 'special' permits to be issued for carers who go out into the community.
Concern that this is not good use of Council money/poor response rate	1	4		Consultation is delivered door-to-door as well as available and displayed in public places in the area as well as on the internet, it is unfortunate that the overall response rate is lower than others. Sometimes we only hear from those you do not agree with parts of the schemes rather than those who support it. We have met with local Community Groups who have conveyed good general support for the scheme. These schemes are funded by The Local Transport Plan Budget with money outlined to deal with the issues in hand and could not be used for other projects in the City
Commuter objection	1	4		Objection noted. There is a mix of parking within the scheme, but residents do have priority in residential areas.
Make Yeoman's Road all permit holders only? The unrestricted spaces will cause a problem	1	4		Observations and surveys show that a mix of parking is required in this area, this can be monitored and reviewed if the scheme becomes operational
The permit charges are too high/increase in permit prices too high/residents should be given a free permit/it's the commuters who cause the problem and the residents are expected to pay	1	4		It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. We appreciate that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. The decision to increase charges for parking permits was not taken lightly and still offers value for money compared to other schemes in other cities.
Against the scheme, why pay to park outside your own house (Shipton Street x 1)	1	4		It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme.
Parking restrictions will be detrimental to service provided by charity/can not afford permits	1	4		It is established Council policy that residents/businesses that benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. We appreciate that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that

				<p>the charges could not be held at previous levels. A mix of parking types is provided in the area to suit all parking needs including unrestricted parking where there is no charge or time limit. The scheme provides: 42% permit holders only parking, 24% long term parking and 34% short term parking. The Council Travel Plan team can help businesses with any parking issues.</p> <p>The area outside this house is unrestricted. It will be put forward in the report to advertise a further Traffic Regulation Order to make this area a 2hr limited waiting/permit holders parking bay to prevent any long term parking, allow turnover and provide parking spaces for the residents/businesses of Daniel Hill.</p>
Daniel Hill - where are residents suppose to park, as restricted, this will have negative impact on my home/want permit bays	1	4		<p>There is less unrestricted parking on Cleveland Road than existing at the moment. There are many areas within the scheme boundary and outside the scheme boundary where there is unrestricted parking so it is unlikely that there will be noted increase in traffic, however the situation will be monitored.</p> <p>Five disabled bays have been proposed on Upperthorpe. Disabled blue badge holders may also park in limited waiting bays and pay & display bays without time limit or charge. The normal exemptions for Disabled Badge Holders apply to the yellow lines in the Scheme. They will also be able to make use of the Shipton Street Car Park and there are plans to investigate improvements to Addy Street/precinct area as a separate scheme.</p> <p>It is proposed to leave this single yellow line out of the scheme and monitor the situation. This area could be considered for short term parking through the advertisement of another Traffic Regulation Order and this will be noted in the report.</p>
Cleveland Road: only unrestricted parking in the area will lead to an increase in traffic using the crescent of roads	1	4		
Upperthorpe Centre: more disabled parking required, on Addy Street/precinct	1	4		
Daniel Hill: against the single yellow line	1	4		
Daniel Hill Area: require short term parking for charity visitors	1	4		<p>The area outside this business is unrestricted. It will be put forward in the report to advertise a further Traffic Regulation Order to make this area a 2hr limited waiting/permit holders parking bay to prevent any long term parking, allow turnover and provide parking spaces for the residents/businesses of Daniel Hill. The Charity will be able to buy visitor permits in the interim.</p>
Daniel Hill: should have one way system	1	4		<p>This is outside the remit of this scheme</p>
Upperthorpe Road: Church, need parking for funerals and	1	4		<p>There is a mix of parking in this area including 4hr Pay & Display and unrestricted spaces on Upperthorpe Road as well as permit holders only</p>

events			parking near the church (the church will be able to buy business/visitor permits for use in these bays). It is proposed since consultation to change Shipton Street Car Park to 4hr Pay & Display and provide further 4hr limited waiting parking on Martin Street, which again will provide further of short term parking close to the church.
Uppertorpe Centre: Will be detrimental to the services the charity provides, staff, visitors & training course attendees will find it harder to visit	1	4	It is accepted that parking for businesses will be restricted under the proposed scheme. However, it is proposed to introduce further long term parking options within the scheme boundary to provide a range of options. There will be a total of 919 parking spaces within the scheme boundary. There are approximately 200 unrestricted parking spaces where vehicles can be parked without charge or time limit and 309 pay & display/limited waiting parking bays. 24% of the parking spaces therefore accommodate long term visitor parking, 34% of the parking spaces accommodate short term visitors and 42% accommodate residents and business permit holders only. In the Uppertorpe Centre there are 1 hour pay & Display bays that also allow 15 minutes of free parking (machines will state details). It is now proposed to allow a 4 hour stay in Shipton Street Car Park and allow Business Permit holders to park with no time limit.
Burlington Court/Addy Street: Could the scheme not be implemented here/make it difficult to exit driveways	1	4	It is proposed to reduce the size of the parking bay at this location
Philadelphia Gardens: Object to scheme being implemented in this area	1	4	The scheme is not proposed in this area
Addy Street: Want double yellow lines at the junction with Addy Close to help visibility	1	4	Double yellow lines have been proposed at this location to help with access and visibility
Addy Close: Concern about displacement/included into scheme/mark out bays at end of Addy Close/boundary issues (TARA)	1	4	Addy Close is currently not included within the boundary of the scheme, however the situation will be monitored and if problems arise it can be considered at the review. The parking bays can be marked out in the cul-de-sac to ensure the efficient use of space

Burlington Street: include the Martin Street end Car Park (TARA)	1	4	This area is currently out of the scheme boundary but the situation will be monitored and if problems arise it can be considered at the review
Burlington Street: can the turning point by the garages be protected? (TARA)	1	4	This area is not public highway and therefore out of the remit of this scheme. The owner of this land will be able to introduce measures to prevent any obstruction.

Area B: Comments made	No. of times comment made in Area	% of Areas Comments	Officers Response
The permit charges are too high/increase in permit prices too high/residents should be given a free permit/it's the commuters who cause the problem and the residents are expected to pay	1	25	It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. It is appreciated that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. The decision to increase charges for parking permits was not taken lightly and still offers value for money compared to other schemes in other cities.
Against the scheme, why pay to park outside your own house (Morpeth Gardens x 1)	1	25	It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. It is appreciate that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. The decision to increase charges for parking permits was not taken lightly and still offers value for money compared to other schemes in other cities.
Netherthorpe Street: Can parking for the School be	1	25	Since the TRO consultation officers have met with the school to discuss the proposals close to the school and how the scheme can accommodate the

provided? Otherwise scheme is detrimental to school (Concerns about number of permits they could have, concerns regarding costs, request for a single yellow line in front of the sports hall with parking on the other side, 'School Keep Clear' marking request for it to be moved and another placed where the main entrance is?, enforcement of the scheme picking up/dropping off at inappropriate places, School Travel Work, Dover Street signs state residents permit holders only)

school requirements of parking (having no off street parking of its own). Officers from the Travel Plan Team have dealt with other schools with no on site parking (and businesses as well) in permit parking schemes, they look at current parking standards (planning policy), and determine how many parking spaces would be built if the school was built today. The current parking standard for schools ranges from 1 space for 1 staff member to 1 space per 6 staff members. Permits are then allocated on the difference between what you currently have (0) and what parking spaces you would have if built today. Typically it starts with a more generous ratio and over time reduce the permit allocation, the Council do take into account other factors including operational need, other transport options, where staff live, amount of unrestricted parking in the area. If the number of permits allocated turns out to be significant we may look to allocate some to specific roads - typically within a 5-10 min walk of the school

In the interim, if the scheme is approved, it is proposed that some bays within the scheme boundary will be included in the Traffic Regulation Order (TRO) but not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further. In this area it is proposed not to mark the bays opposite the school back entrance and on the cul-de-sac end of Netherthorpe Street.

The request for a single yellow line in front of the Sports Hall on Dover Road has been investigated. The request was to help with the transfer of children to the sports hall, but since the 2nd consultation the double yellow lines have been increased at the junction between Netherthorpe Street and Dover Street to provide a greater area with no parking to facilitate safer crossing to the sports hall so the request to change the parking in this area is not necessary. However, the situation could be monitored and if this remains a cause of concern the changes could be implemented.

The request for the 'School Keep Clear' marking to be removed on Netherthorpe Street and another placed where the main entrance has been considered by the Road Safety Team but is not recommended as the current

<p>main entrance is opposite parking lay-bys. Provision of a school keep clear marking may give the impression that crossing the road at any point covered by the marking is encouraged. From a Road Safety point of view this is viewed as unsound in that there is a potential to lead pedestrians to cross into areas where drivers may be manoeuvring in the parking area. Risk is also increased as the pedestrian may be led to crossing the carriageway at its widest point. Therefore the existing double yellow lines, outside the school, are thought to be the most appropriate enforceable marking. The pedestrian build out is an ideal place to cross the road as the carriageway width is narrower for 5 metres and since the 2nd consultation the double yellow lines at the junction of Netherthorpe Street and Dover Road were extended to accommodate a safer area for children to cross going to/from school and to the sports hall. Since the 2nd consultation further 2 hour limited waiting (except for permit holders) parking bays have been implemented on Dover Street to accommodate any school related parking in a safer location where currently many all day commuters park so is unavailable at school times.</p>	<p>In regard to the Schools concern regarding the enforcement of the scheme at school picking up/dropping off times and the parking in inappropriate places, this can be dealt with by active enforcement of the restrictions by the Councils Civil Enforcement Officers and by education, in the form of work with the school on their School Travel Plan to educate parents and children about the issues relating to parking inappropriately and encourage better behaviour. This is also backed up by the proposal to introduce short 2 hour limited waiting (except for permit holders) parking bays on Dover Street which provides more parking spaces close by the school that parents can use. Any issues raised through the School Travel Plan could be included in the 6 month review of the scheme.</p>

Area C: Comments made	No. of times comment made in Area	% of Areas Comments	Officers Response
<p>Fawcett Street/Finley Street: Will make it harder for me to take my children to Bethany School/have to pay to park to take children to school/can't park for long enough to do duties at the school/change the restrictions on Finlay Street/infringe on the running of the school/infringe on running of church/I have had no problem with parking</p>	13	65	<p>Many comments from parents/carers associated with the School along with School Staff and Church staff were received. Parking spaces close to the school/church were proposed as limited waiting for either 2 or 4 hours which are free of charge. However comments indicate that the time limit would be too restrictive for the school and the church it is therefore proposed to (i) Change Finlay Street 4hr limited waiting bay and double yellow lines to unrestricted parking (except at the junction with Fawcett Street where the double yellow lines will remain) and (ii) Change 2hr limited waiting bays on Fawcett Street outside the church and east of Finley Street to a 4hr limited waiting bays.</p>
<p>More unrestricted parking needed for the facilities on Fawcett Street/Finlay Street</p>	10	50	<p>See comment above</p>
<p>Scheme not needed/no problem on my road (Fawcett Streetx2, Jericho St x1)</p>	3	15	<p>Observations and resident consultations indicate that there are parking problems in this area which need to be addressed. The local TARA supported the scheme in this area. The scheme also supports the local transport plan strategy to create a peripheral parking zone. Therefore the scheme will remain with some changes to provide a wider range of parking types to meet all needs.</p>
<p>General question: How will the scheme work for me?</p>	2	10	<p>These comments were directly responded to and relate to the general terms and conditions of the scheme that required further explanation</p>
<p>General Questions: What are</p>	2	10	<p>The scheme is being proposed as two previous consultations in the area have</p>

<p>the benefits of the scheme? What does it resolve? Why is the scheme being proposed? Just a money making scheme</p>			<p>indicated that people had a problem parking near to their homes and the majority were in support of a scheme. The control of parking is a key element of the Council's Transport Policy. A key aim of permit parking schemes is to make it easier for residents to park near to their homes, provides the opportunity to link together existing schemes in Netherthorpe and Meadow Street, it manages available road space, it limits the availability of longer stay commuter parking in the area, the restrictions encourage individuals to consider more sustainable forms of transport and improve the environment for residents and visitors. Revenue generated by the scheme, through parking permit costs, pay & display parking spaces and penalty charge notices, will fund dedicated enforcement of the proposed restrictions.</p>
<p>General question: Where can carers and ambulances park?</p>	1	5	<p>Carers are able to purchase a special permit for £5 that allows them to park within schemes. Further details will be provided to residents if the scheme is implemented. Ambulances will be able to pick up and drop off passengers within the scheme without the need for a permit.</p>
<p>Will just move the problem somewhere else</p>	1	5	<p>It is accepted that some parking will be displaced into neighbouring areas. This displacement is hard to predict and the situation will be monitored. The scheme does provide a mix of parking to meet differing needs and it is hoped that this mix will reduce any displacement into other areas.</p>
<p>The permit charges are too high/increase in permit prices too high/residents should be given a free permit/it's the commuters who cause the problem and the residents are expected to pay</p>	1	5	<p>It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. I appreciate that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. The decision to increase charges for parking permits was not taken lightly and still offers value for money compared to other schemes in other cities.</p>
<p>I don't like street furniture</p>	1	5	<p>The Council always tries to keep street furniture to a minimum when implementing all its schemes and will use existing post or site new furniture appropriately</p>
<p>Unnamed access Road off St Stephens Road: Can some residents parking be implemented here as it gives</p>	1	5	<p>It is proposed to reduce the double yellow lines in this area and provide two unrestricted parking spaces along with changing the permit holders only bay in the lay-by on this street to unrestricted parking (three spaces).</p>

a level access to the back of the properties located here				
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Area D: Comments made	No. of times comment made in Area	% of Areas Comments	Officers Response
General question: How will the scheme work for me?	1	25	These comments were directly responded to and relate to the general terms and conditions of the scheme that required further explanation
Scheme not needed/no problem on my road (Bramwell Close)	1	25	
Bramwell Close: Does not want the permit bays. Wants unrestricted (1x OR signs stating residents only/free permits/4hrs stay then permit to extend/no single or double yellow lines/no bays painted on the road	1	25	Three comments received from Bramwell Close, all of which did not perceive a problem on this road and therefore it is proposed to not provide any permit holders only bays on this street but retain the double yellow lines at the junctions. If any problems arise the situation can be reconsidered during the review.
Does not want the single yellow line outside their house (Bramwell Close)	1	25	
Bramwell Street: Can the double yellow line be retained near to my property (proposed single yellow line on plan)	1	25	It is proposed to keep the double yellow line at this location
Junction of Crookes Valley Road and Mushroom Lane requires more double yellow lines to the right	1	25	These requests have been forwarded to the Central Community Assembly as a small scheme request as it is out of the remit of this scheme

Pedestrian crossing requires on Crookes Valley Road	1	25
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Area E: Comments made	No. of times comment made in Area	% of Areas Comments	Officers Response
General question; Is my road in the scheme? Where is the boundary	2	40	This has been answered directly and a plan supplied
Philadelphia Gardens: Object to scheme being implemented in this area	1	20	No scheme is proposed in this area
Midvale Avenue: does not need double yellow lines	1	20	No other comments have been received regarding the double yellow lines in this area and therefore they will remain as proposed
Philadelphia Gardens: Can the double yellow line be reduced next to my property?	1	20	The double yellow line will be reduced by 3 metres at this location to accommodate the residents request, the situation will be monitored

Area F: Comments made	No. of times comment made in Area	% of Areas Comments	Officers Response
Upperthorpe - against the double yellow line restriction on the south side (required on snowy days by residents of steep gradient roads, keeping it clear will increase	5	36	Many comments have been received regarding the double yellow line on the south side of Upperthorpe. The road here is currently unrestricted, it was proposed as 'no waiting at any time' (double yellow line) as it is not wide enough to allow parking on both sides of the road. Currently most parking occurs on the north side, especially in the daytime, however correspondence and observations indicate the south side is used on occasions for additional

speeds, cause an accident problem, traffic calming required)				parking in the evening and in special cases such as bad weather when other steep roads in the area are inaccessible. Therefore it is proposed to reduce the length of the double yellow line on the south side and the situation will be monitored and reviewed during the review.
Area near to Upperthorpe: the double yellow lines seem excessive at junctions in this area	4	29		The proposed double yellow lines in this area have been assessed and where possible reduced to maintain the maximum amount of parking in the area. However in some areas this is not possible due to the restrictions covering facilities such as tactile dropped crossings.
Upperthorpe: against the double yellow line outside No's 95-105 (does not want to be included in the scheme x1, wants to be included in a scheme x1)	2	14		The double yellow line is not there at present and current traffic conditions indicate no problem when vehicles are parked here, therefore the proposal will be omitted and the situation monitored.
General question: How will the scheme work for me?	1	7		This comment was directly responded to and relates to the general terms and conditions of the scheme that required further explanation
General question: Can I have a disabled bay?	1	7		A disabled bay application form has been sent
Will just move the problem somewhere else	1	7		It is accepted that some parking will be displaced into neighbouring areas. This displacement is hard to predict and the situation will be monitored. The scheme does provide a mix of parking to meet differing needs and it is hoped that this mix will reduce any displacement into other areas.
Upperthorpe: Can the grassed area off Upperthorpe become a car park for residents?	1	7		This area is not public highway so the land owner would need to be contacted
Scheme will cause more people to park where I live (Addy Close x1, which is not in the scheme) leaving me no where to park.	1	7		It is accepted that some parking will be displaced into neighbouring areas. This displacement is hard to predict and the situation will be monitored. The scheme does provide a mix of parking to meet differing needs and it is hoped that this mix will reduce any displacement into other areas.
Blake Street: Against the scheme on Blake street	1	7		Blake Street is not included in the scheme
Birkendale: wants a double	1	7		This restriction can be monitored and if a problem the situation will be

yellow line rather than single yellow line opposite the driveway			reviewed
Upperthorpe Centre: need more parking - why not use the medical centre car park?	1	7	This is not public highway and the land owner would need to be contacted.

All Areas: Comments made concerning all areas	No. of times comment made	% of Areas Comments	Officers Response
Commuter objection	5	62.5	Objection noted. There is a mix of parking within the scheme to meet differing parking needs
General Questions: What are the benefits of the scheme? What does it resolve? Why is the scheme being proposed? Just a money making scheme	2	25	Two previous consultations in the area have indicated that people had a problem parking near to their homes and the majority were in support of a scheme. The control of parking is a key element of the Council's Transport Policy. A key aim of permit parking schemes is to make it easier for residents to park near to their homes, provides the opportunity to link together existing schemes in Netherthorpe and Meadow Street, it manages available road space, it limits the availability of longer stay commuter parking in the area, the restrictions encourage individuals to consider more sustainable forms of transport and it improves the environment for residents and visitors. Revenue generated by the scheme, through parking permit costs, pay & display parking spaces and penalty charge notices, will fund dedicated enforcement of the proposed restrictions.
Does the Council have any plans to introduce alternative parking within the vicinity of this area? /Where else can I park? (Commuters)	2	25	We do try to provide a mix of parking types of parking in our schemes. This does include some unrestricted parking which allows all day parking on a first come first served basis. (The scheme provides: 42% permit holders only parking, 24% long term parking and 34% short term parking) It is hoped that others will consider alternative modes of transport but we do accept that not

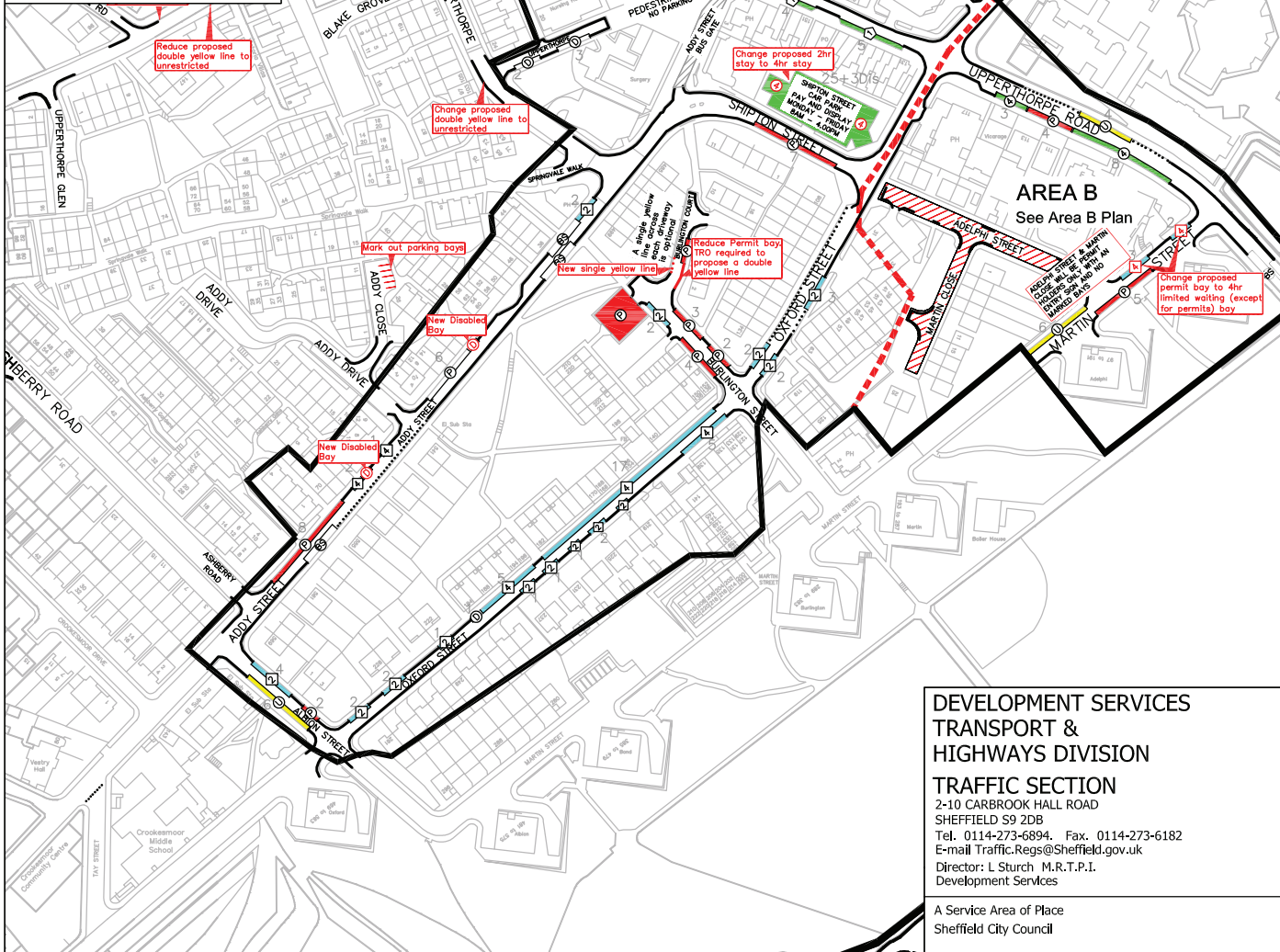
			<p>everyone will shift from cars onto public transport. However, if some commuters do make a change then that frees up capacity for those that don't wish to change. Again the scheme review will indicate whether changes to the parking mix are required. In the interim, it is proposed that some bays within the scheme will be included in the TRO but will not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.</p>
<p>Will just move the problem somewhere else</p>	<p>2</p>	<p>25</p>	<p>It is accepted that some parking will be displaced into neighbouring areas. This displacement is hard to predict and the situation will be monitored. The scheme does provide a mix of parking to meet differing needs and it is hoped that this mix will reduce any displacement into other areas. Changes can be made if it is felt that we have not got the balance right.</p>
<p>Concern that this is not good use of Council money/poor response rate</p>	<p>2</p>	<p>25</p>	<p>Consultation is delivered door-to-door as well as available and displayed in public places in the area and on the internet, it is unfortunate that the overall response rate is lower than others. Sometimes we only hear from those who do not agree with parts of the schemes rather than those who support it. We have met with local Community Groups who have conveyed support for the scheme. These schemes are funded by The Local Transport Plan Budget with money outlined to deal with the issues in hand and could not be used for other projects in the City. The TRO consultation undertaken gives residents the opportunity to let us know whether they are in favour of the scheme or not.</p>
<p>Why does the scheme start at 8am and not 9am? (commuter)</p>	<p>1</p>	<p>12.5</p>	<p>Our parking schemes generally operate between 8.00am and 6.30pm. These are recognised hours for a working day restriction. We can and do change the operating hours to reflect local conditions, the most common change being to extend the hours into the evening. Not much would be gained by moving the start time to 9.00am.</p>
<p>Why don't you introduce no time limits but payment, so allow for commuters</p>	<p>1</p>	<p>12.5</p>	<p>It is generally accepted that charging for parking is a means of controlling demand. The proposed Pay & Display on Mushroom Lane will allow some all day parking for those that want at a cost of £3.50 and short term parkers will also be able to use the available spaces that will create turnover of spaces. We will be able to monitor if all these spaces are being taken by all day parking and consider changing them is needs arise at the 6 month review. Further bays could be considered at this time. Also, further unrestricted spaces have been provided within the area since the consultation and in the</p>

			interim it is planned to include some bays in the TRO but not mark them begin with to allow areas to be monitored whilst demand for parking types is determined further.
The permit charges are too high/increase in permit prices too high/residents should be given a free permit/it's the commuters who cause the problem and the residents are expected to pay	1	12.5	We accept that when we advertise parking schemes there will be some opposition from residents to having to pay for permits. We make it clear in our consultation that the scheme will involve charges. This allows all residents to make an informed judgement on whether they support a scheme or not. This will be taken into account when a decision is made on whether to proceed. The charges contribute towards the cost of administration, enforcement and maintenance of the scheme. We appreciate that the increase in permit prices is unwelcome. The overall financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels.
Fawcett Street: Need some unrestricted parking (commuter)	1	12.5	Further unrestricted areas are to be introduced in areas where there is less residential demand, please see post consultation plans.
St Phillips Road: Residents bays should reflect need and not be in excess as designed	1	12.5	All parts of schemes will be monitored when operational and if the mix of parking does not match demand changes can be made during the full review once parking patterns have settled
St Phillips Road Area: Need longer metered parking (10hrs) rather than 4hrs or unrestricted	1	12.5	All parts of schemes will be monitored when operational and if the mix of parking does not match demand changes can be made during the full review. In the interim, it is proposed that some bays within the scheme will be included in the TRO but will not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.
Mushroom Lane: what does the 10hr parking achieve? It is not demand management, doesn't provide turnover, just revenue (commuter)	1	12.5	It is generally accepted that charging for parking is a means of controlling demand. The proposed Pay & Display on Mushroom Lane will allow some all day parking for those that want at a cost of £3.50 and short term parkers will also be able to use the available spaces that will create turnover of spaces. We will be able to monitor if all these spaces are being taken by all day parking and consider changing them is needs arise at the full review.
Why not review all waiting restrictions in area - could provide additional parking. Leaflet states that double	1	12.5	As part of the scheme design process all existing waiting restrictions are revisited to see if they are still required and changes made as appropriate. What we have advertised is what we consider to be appropriate. However the TRO consultation allows the public to question the extent and nature of the

<p>and single yellow lines have been provided to protect junctions and accesses to improve safety and visibility - is there an accident problem in the area?</p>			<p>restrictions we are proposing and they can be amended. If the schemes proceeds then we usually carry out a full review after 6 months and any changes necessary can be considered to improve the scheme. These schemes are not primarily intended to deal with accident issues. However, we are aware that inappropriate parking can cause potential problems between motorists and pedestrians and so we tackle those issues by keeping junctions clear and protecting accesses. We consult emergency services when designing parking schemes and they are generally supportive of measures that improve access into and through an area.</p>
<p>The needs of residents has been fulfilled but not other users who will be displaced (commuter)</p>	<p>2</p>	<p>25</p>	<p>Parking schemes help residents to park near to their homes. It is accepted that some parking will be displaced This displacement is hard to predict and the situation will be monitored. The scheme does provide a mix of parking to meet differing needs (42% permit holders only parking, 24% long term parking and 34% short term parking) and it is hoped that this mix will reduce any displacement into other areas. All parts of schemes will be monitored when operational and if the mix of parking does not match demand changes can be made during the full review once parking patterns have settled</p>
<p>How many parking spaces are there now and in the proposed scheme? How many will there be in areas D and C?</p>	<p>1</p>	<p>12.5</p>	<p>There are 385 No. permit holders only spaces, 83 No. 2 hour limited waiting (except for permit holders) spaces, 155 No. 4 hour limited waiting (except for permit holders), 4 No. 30 minute limited waiting bays, 4 No. 1 hour limited waiting bay, 9 No. 1hour Pay & Display bays, 24 No. 4 hour Pay & Display bays, 4 No. 2 hour Pay & Display (except for permit holders) bays, 11 No. 4 hour Pay & Display (except permit holders) bays, 15 No.10 hour Pay & Display (except for permit holders) bays, 200 No. unrestricted and 25 No. disabled bays. The total amount of legal spaces within Areas does not change significantly with the introduction of the scheme. There are less unrestricted spaces. However in the interim it is proposed that some bays within the scheme will be included in the TRO but will not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.</p>
<p>The report mentions that residents have requested free permits - does this not suggest that people are</p>	<p>1</p>	<p>12.5</p>	<p>It is established Council policy that residents who benefit from a Permit Parking Scheme will pay a permit charge. This is to contribute towards the cost of administration, enforcement and maintenance of the scheme. We appreciate that the increase in permit prices is unwelcome. The overall</p>

<p>reluctant to pay and therefore permit bays not used and no return rate?</p>			
<p>The permit charges are too high/increase in permit prices too high/residents should be given a free permit/it's the commuters who cause the problem and the residents are expected to pay</p>	<p>1</p>	<p>12.5</p>	<p>financial situation faced by the Council has unfortunately meant that the charges could not be held at previous levels. We make it clear in our consultation that the scheme will involve charges. This allows all residents to make an informed judgement on whether they support a scheme or not. This is taken into account when a decision is made on whether to proceed.</p>
<p>Some of the roads are permit only parking and/or 2/4 hour limited parking, but these are unused by residents so there are no parking issues e.g. Mushroom Lane, Fawcett Street and Finley Street</p>	<p>1</p>	<p>12.5</p>	<p>Parking Surveys and observations were used to design the scheme; this was later modified after the 2nd consultation to produce the final design approved by the Board in December 2010. Since the Traffic Regulation Order consultation further amendments have increased the mix of different types of parking in the area including increasing long term parking in certain areas. If the scheme goes ahead all waiting restrictions will be monitored and if the design requires changes this will be investigated at a full review once the scheme is operational. Also in the interim, it is proposed that some bays within the scheme will be included in the TRO but will not be marked to begin with to allow areas to be monitored whilst demand for parking types is determined further.</p>

- PLAN KEY**
- Scheme Boundary
 - Area Boundaries
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 - Proposed Single Yellow Line (Restriction of Waiting) Mon to Fri 8am - 6.30pm
 - Disabled Badge Holders Only at all times.
 - Permit Holders Only, Mon - Fri, 8am - 6.30pm
 - Limited Waiting, Mon - Fri 8am - 6.30pm Maximum stay in minutes, as indicated.
 - Limited Waiting, Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated
 - Limited Waiting (except permit holders) Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated
 - Unrestricted parking - no permits or time limit
 - Bus stop clearway - no stopping except buses.
 - Pay & Display Parking (except permit holders) Mon - Fri 8am - 6.30pm Maximum stay in hours as indicated
 - Pay & Display Mon - Fri 8am - 6.30pm Maximum stay in hours as indicated
 - Limited Waiting, Mon - Sat 8am - 6.30pm Maximum stay in hours, as indicated
 - Existing 24 hour clearway: No Waiting or Loading at any time
- Additional Note:-**
 Permits not valid in the 30min limited waiting bays on Weston Street, 1 hr limited waiting bays on Watery Street, the Pay & Display bays on Upperthorpe Road or Shipton Street Car Park.
 All existing restrictions on surrounding streets remain and have been omitted to aid clarity.
FREE 15 MINUTE PARKING - follow the instructions on the pay & display machine and display valid ticket. The normal 40p per hour charge applies to parking periods in excess of 15 minutes.
On Street Parking Bays and Shipton Street Car Park - Pay & Display Tariff
 up to 1 hour - 40p
 up to 2 hours - 80p
 up to 4 hours - £1.60
 up to 10 hours - £2.00



**DEVELOPMENT SERVICES
 TRANSPORT &
 HIGHWAYS DIVISION**
TRAFFIC SECTION
 2-10 CARBROOK HALL ROAD
 SHEFFIELD S9 2DB
 Tel. 0114-273-6894. Fax. 0114-273-6182
 E-mail Traffic.Reg@Sheffield.gov.uk
 Director: L Sturch M.R.T.P.I.
 Development Services

A Service Area of Place
 Sheffield City Council

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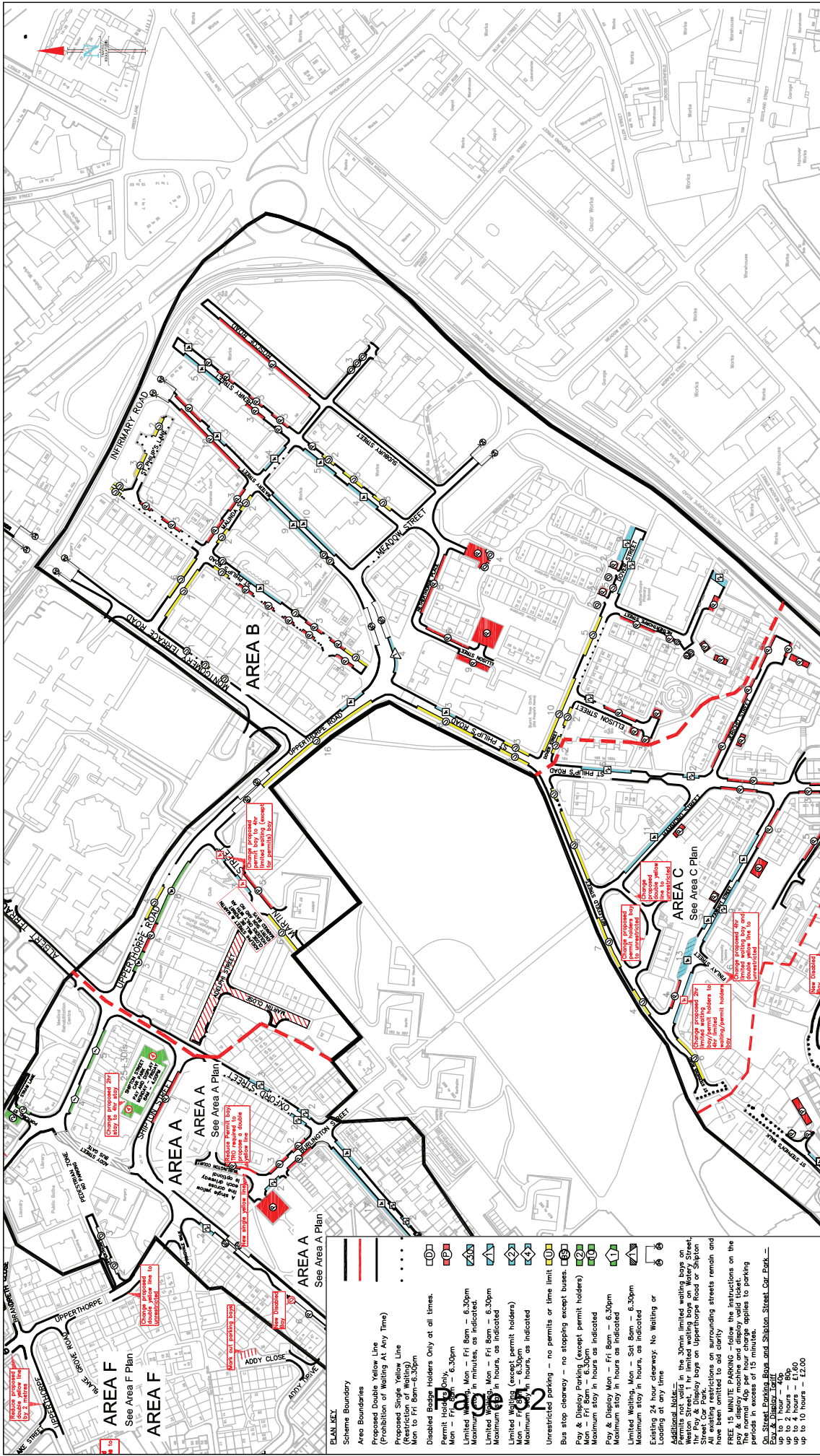
Client	SHEFFIELD CITY COUNCIL
Scheme	UPPERTHORPE PERMIT PARKING SCHEME
Drawing Title	AREA A - UPPERTHORPE CENTRE

Drawing No.	TR/BN680/C1
Scale	1 / 2000
	A3



0	Millimetres	50
Date December 2011		

TRAFFIC REGULATIONS



DEVELOPMENT SERVICES
TRANSPORT & HIGHWAYS DIVISION
TRAFFIC SECTION
 2-10 CARROOK HALL ROAD
 SHEFFIELD S9 2DB
 E-mail Traffic.Reg@Sheffield.gov.uk
 Director: L.Sturch M.R.T.P.I.
 Development Services

A Service Area of the Directorate of Place
 Sheffield City Council

TRAFFIC REGULATIONS

Client: SHEFFIELD CITY COUNCIL

Scheme: UPPERTHORPE PERMIT PARKING SCHEME

Drawing Title: AREA B - MEADOW STREET Area B

Client: SHEFFIELD CITY COUNCIL

Scheme: UPPERTHORPE PERMIT PARKING SCHEME

Drawing Title: AREA B - MEADOW STREET Area B

Client: SHEFFIELD CITY COUNCIL

Scheme: UPPERTHORPE PERMIT PARKING SCHEME

Drawing Title: AREA B - MEADOW STREET Area B

Drawing No. TR / BN680/B1

Scale 1 / 2500

Millimetres 50

Date December 2010

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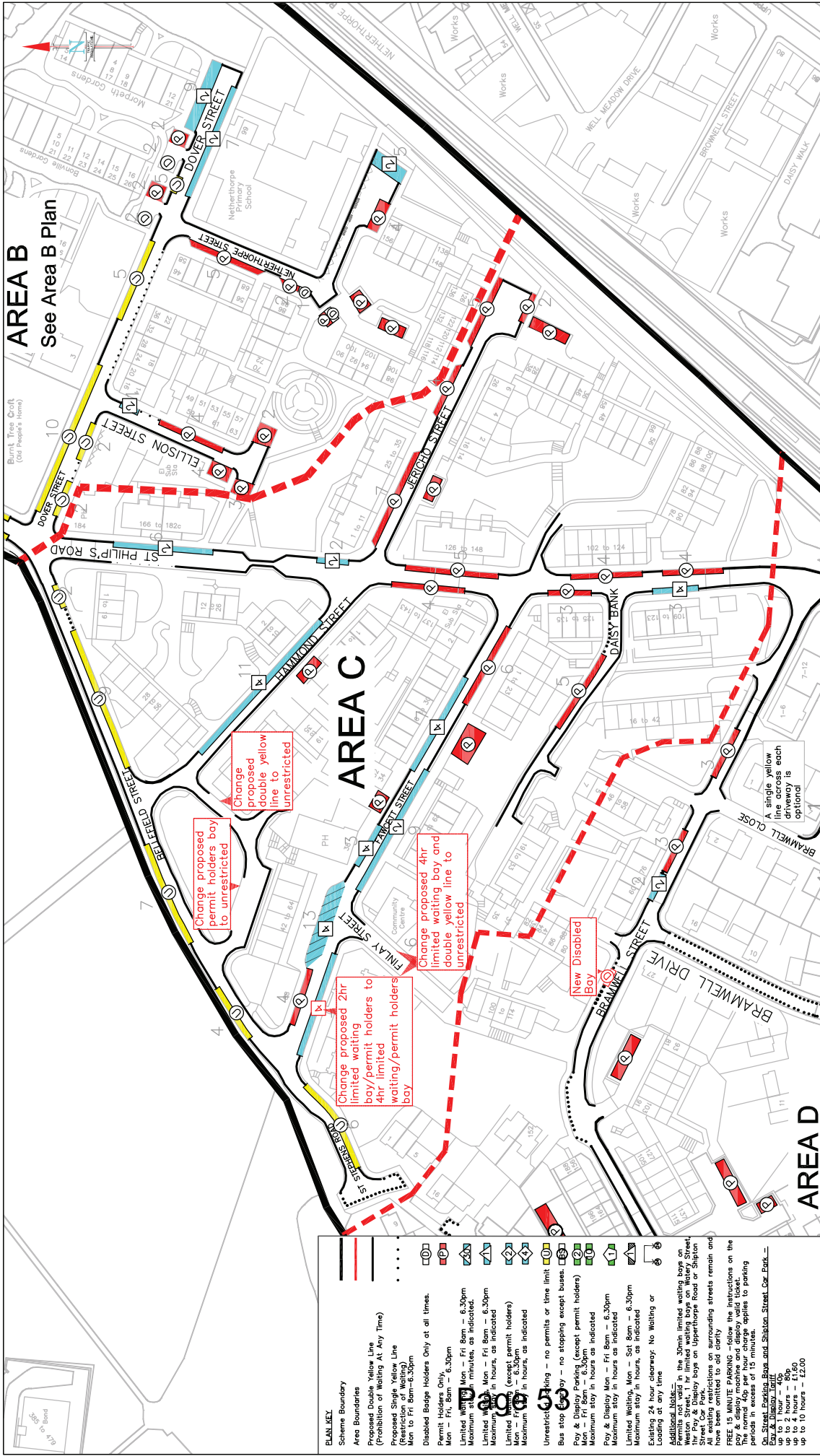
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December 2011





DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARROOK HALL ROAD SHEFFIELD S9 2DB E-mail Traffic.Reg@Sheffield.gov.uk Director: L.Sturch M.R.T.P.I. Development Services	Client SHEFFIELD CITY COUNCIL	Drawing No. TR / BN680/C1	Scale 1 / 1250	Drawing Title AREA C - FAWCETT STREET
	Scheme UPPERTHORPE PERMIT PARKING SCHEME	Date December 2011	Date December 2010	Date December 2010
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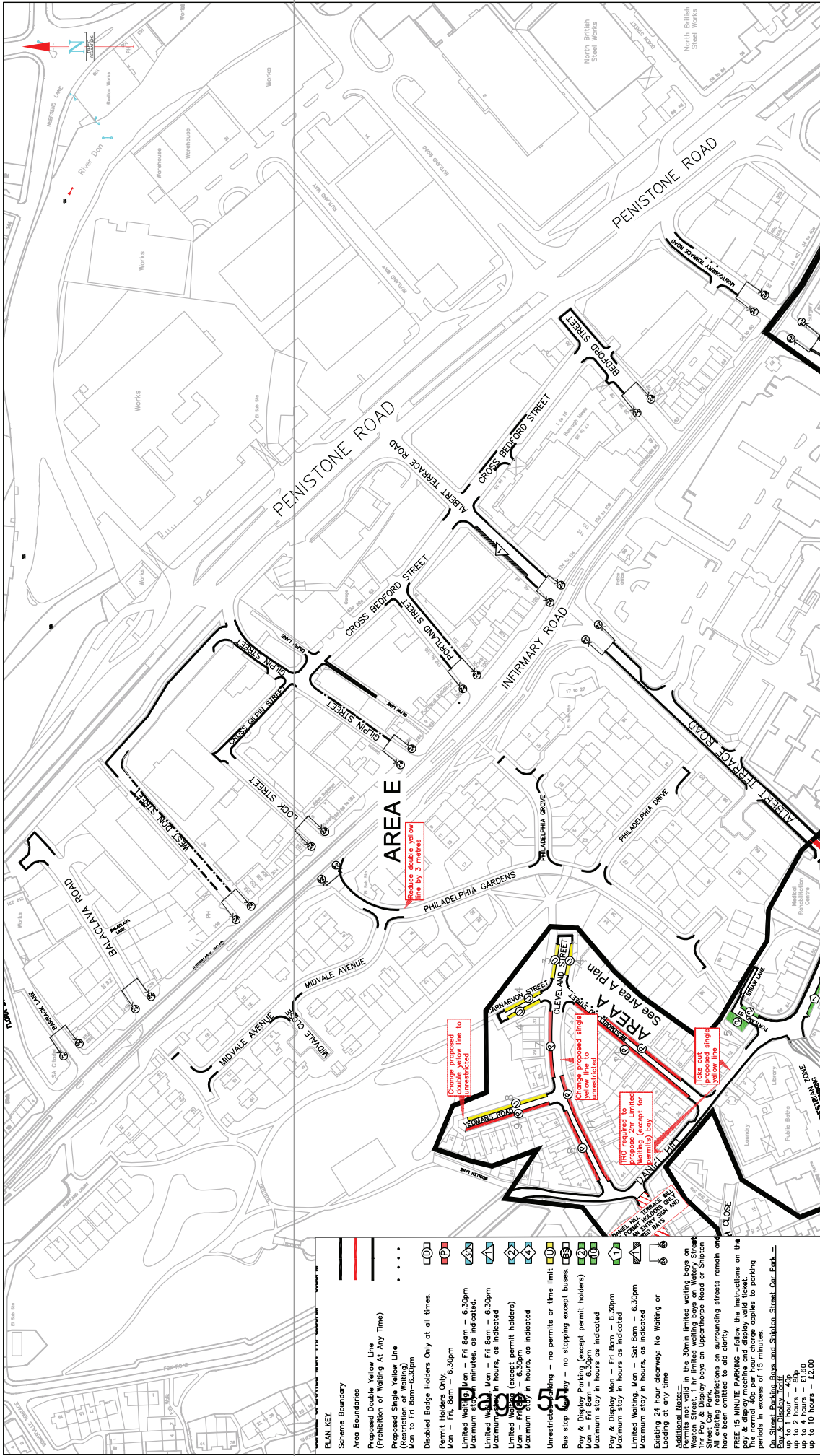
TRAFFIC REGULATIONS

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 - Area Boundaries
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 - Permit Holders Only. Limited Waiting Mon - Fri 8am - 6.30pm Maximum stay in minutes, as indicated.
 - Limited Waiting Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated
 - Limited Waiting (except permit holders) Mon - Fri 8am - 6.30pm Maximum in hours, as indicated
 - Unrestricted Waiting - no permits or time limit
 - Bus stop stay - no stopping except buses
 - Pay & Display Parking (except permit holders) Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated
 - Pay & Display Parking (except permit holders) Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated
 - Limited Waiting, Mon - Sat 8am - 6.30pm Maximum stay in hours, as indicated
 - Excluding 24 hour clearance: No Waiting or Loading at any time
 - Additional Note: Permits not valid in the 30min limited waiting bays on Upperthorpe Road or Shpton Street Car Park. Permits on these streets remain and have been omitted to add clarity.
 - FREE 15 MINUTE PARKING - follow the instructions on the pay & display machine and display valid ticket. This applies to parking periods in excess of 15 minutes.
 - On Street Parking Bays and Station Street Car Park - Pay & Display, 8.00 up to 4 hours - £1.50 up to 10 hours - £2.00



			
Drawing No. TR / BN680/D1		Scale 1 / 2000	
Client SHEFFIELD CITY COUNCIL		Date December 2011	
Scheme Upperthorpe Permit Parking Scheme		Drawing Title AREA D - NETHERTHORPE	
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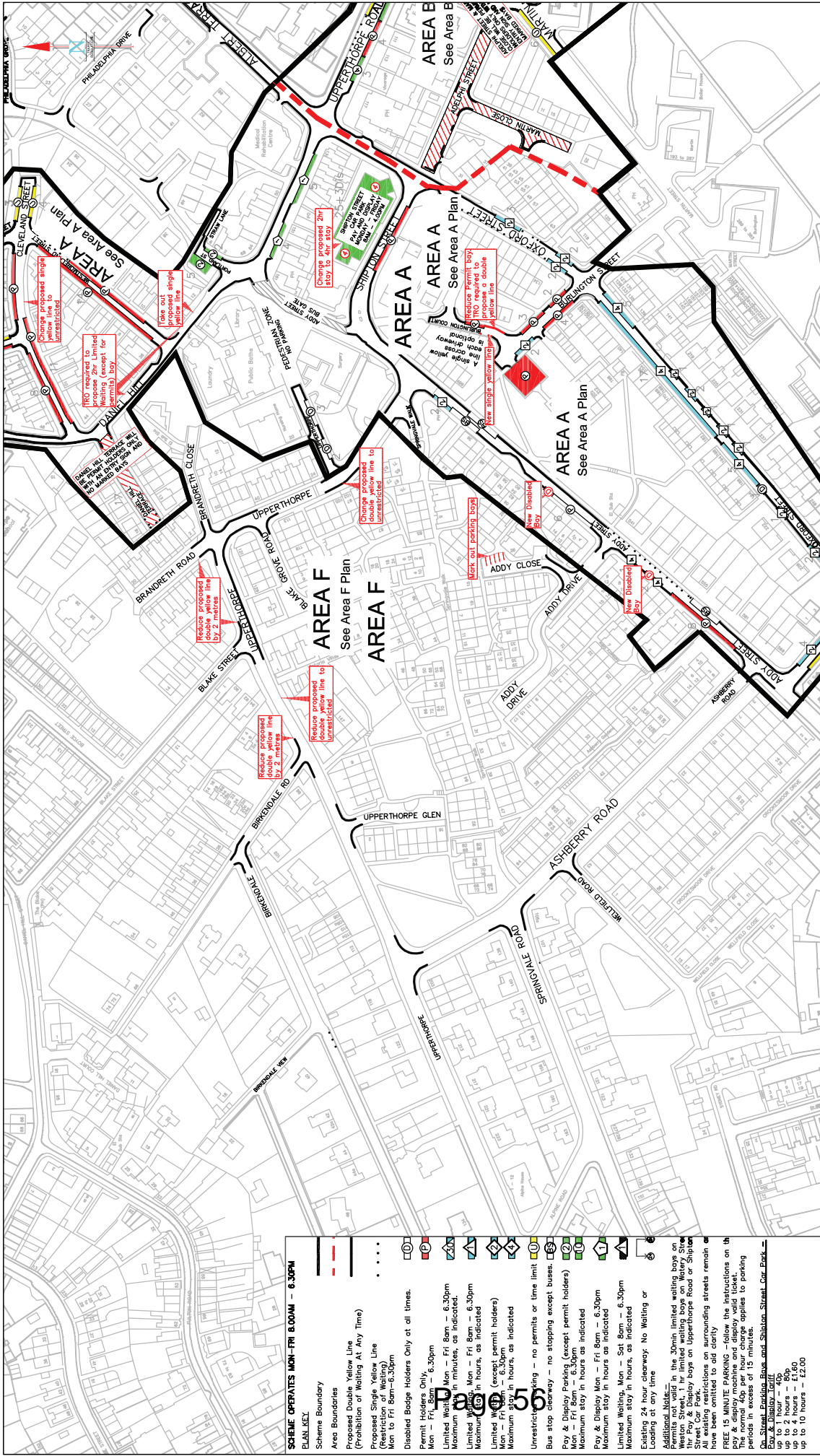


		TRAFFIC REGULATIONS	
TR / BN680/E1		A3	
Scale 1 / 2000		Date December 2011	
Drawing No.		Drawing Title	
SHEFFIELD CITY COUNCIL		AREA E - OUT OF SCHEME Previously Areas 1 & 2	
Client SHEFFIELD CITY COUNCIL		Scheme UPPERTHORPE PERMIT PARKING SCHEME	
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DRAWN NC		CHECKED NC	
December 2011		December 2011	
DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB E-mail Traffic.Reg@Sheffield.gov.uk Director: L.Sturch M.R.T.P.I. Development Services		A Service Area of the Directorate of Place Sheffield City Council	
CAD FILE NAME: G:\DEL\DS\Traff-Regs\SCHEME FILES\PERMIT PARKING ZONES\Uppertorpe\AutoCAD			

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	Permit Holders Only Mon - Fri, 8am - 6.30pm
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	Limited Waiting Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated
	Limited Waiting Mon - Fri 8am - 6.30pm Maximum stay in hours, as indicated
	Unrestricted - no permits or time limit
	Bus stop - no stopping except buses
	Pay & Display Parking (except permit holders) Mon - Fri 8am - 6.30pm Maximum stay in hours as indicated
	Pay & Display Mon - Fri 8am - 6.30pm Maximum stay in hours as indicated
	Limited Waiting, Mon - Sat 8am - 6.30pm Maximum stay in hours, as indicated
	Existing 24 hour clearway. No Waiting or Loading at any time

Additional Notes: In the 30m limited waiting zone on West Street, 1 hr limited waiting zone on Watery Street, the Pay & Display zone on Uppertorpe Road or Shipton Street. All existing restrictions on surrounding streets remain on foot. FREE 15 MINUTE PARKING - follow the instructions on the signs. The normal 40p per hour charge applies to parking periods in excess of 15 minutes. On Street Parking Bays and Station Street Car Park - up to 1 hour - 40p up to 2 hours - 80p up to 10 hours - £2.00



<p>DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB</p> <p>E-mail: Traffic.Reg@Sheffield.gov.uk Director: L. Sturch M.R.T.P.I. Development Services</p> <p>A Service Area of the Directorate of Place Sheffield City Council</p>	<p>Client: SHEFFIELD CITY COUNCIL</p> <p>Scheme: Upperthorpe Permit Parking Scheme</p> <p>Drawing Title: AREA F - OUT OF THE SCHEME Previously areas 2 and 3</p>	<p>Do not scale from this drawing</p> <p>Any errors/omissions to be reported immediately</p> <p>If in doubt, ask</p> <p>This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2010</p>	<p>DRAWN: NC</p> <p>CHECKED: December 2011</p>	<p>TRAFFIC REGULATIONS</p>

- PLAN KEY**
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 - Pay & Display Parking (except permit holders)
 - Maximum stay in hours as indicated
 - Pay & Display, Mon - Fri 8am - 6.30pm
 - Maximum stay in hours as indicated
 - Limited Waiting, Mon - Sat 8am - 6.30pm
 - Maximum stay in hours, as indicated
 - Existing 24 hour clearway. No Waiting or Loading at any time
- Additional Notes:**
- FREE 15 MINUTE PARKING - follow the instructions on the sign
 - Pay & Display, 1 hr limited waiting bays on Water Street, Shipton Street, Addy Drive, Upperthorpe Road or Shipton Street
 - All existing restrictions on surrounding streets remain in force
 - FREE 15 MINUTE PARKING - follow the instructions on the sign
 - Pay & Display, 1 hr limited waiting bays on Water Street, Shipton Street, Addy Drive, Upperthorpe Road or Shipton Street
 - All existing restrictions on surrounding streets remain in force
 - On-Street Parking, Bus and Shuttle Street Car Park -
 - Pay & Display, 1 hr limited waiting bays on Water Street, Shipton Street, Addy Drive, Upperthorpe Road or Shipton Street
 - All existing restrictions on surrounding streets remain in force



SHEFFIELD CITY COUNCIL Cabinet Highways Committee Report

11

Report of: Executive Director, Place

Date: 12 JULY 2012

Subject: ECCLESALL ROAD SMART ROUTE – OUTCOME OF TRAFFIC
REGULATION ORDER CONSULTATION PROCESS

Author of Report: David Whitley

Summary: The report sets out the response to advertised amendments to loading and waiting restrictions on Ecclesall Road, Ecclesall Road South, Moore Street (Charter Row side) and associated side roads.

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Reasons for Recommendations

The Council has carried out extensive survey work and a comprehensive consultation exercise on Ecclesall Road. Based on the feedback, requests and information received, it is recommended to continue to progress with implementing the Ecclesall Road Smart Route, with implementing additional loading and waiting restrictions in three locations along the corridor being the next phase of the wider implementation plan.

Background Papers:

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
NO Cleared by: Matthew Bullock
Legal Implications
NO Cleared by: Julian Ward
Equality of Opportunity Implications
None outstanding Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Central, Nether Edge, Ecclesall
Relevant Cabinet Portfolio Leader
Councillor Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economics, Environment and Well-being
Is the item a matter which is reserved for approval by the City Council?
YES
Press release
NO

REPORT OF THE DIRECTOR OF
DEVELOPMENT SERVICES

REPORT TO CABINET HIGHWAYS COMMITTEE

12 JULY 2012

ECCLESALL ROAD SMART ROUTE – OUTCOME OF TRAFFIC
REGULATION ORDER CONSULTATION PROCESS

1.0 SUMMARY

1.1 The report sets out the response to advertised amendments to loading and waiting restrictions on Ecclesall Road, Ecclesall Road South, Moore Street (Charter Row side) and associated side roads.

1.2 The proposed changes were advertised using the feedback from two rounds of local consultation. This has helped develop an outline 'package' of interventions at fourteen locations along the corridor, the detail of which was reported to Cabinet Highways Committee (CHC) in December 2011.

1.3 The report seeks authority to implement the changes to loading and waiting restrictions on Ecclesall Road, Ecclesall Road South and associated side roads as shown in Appendix A. These changes would enable three of the fourteen interventions to progress.

1.4 The Ecclesall Road Smart Route is a jointly funded project between the City Council and South Yorkshire Passenger Transport Executive (SYPTEx).

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

2.1 Previous consultation with residents, businesses and users of the corridor has taken place to develop proposals designed to improve bus and car journey times on the Ecclesall Road corridor. The next stage of the project is to start implementing changes associated with the first two phases of consultation and re-design some elements of the scheme to enable the public to respond to revised plans of the proposed interventions. The planned changes should make it easier for most users to travel along the corridor.

3.0 OUTCOME AND SUSTAINABILITY

3.1 The response to the consultation contributes to the 'working better together' value of the Council Plan "Standing up for Sheffield", with proposals that respond to customer comments about existing travel conditions along Ecclesall Road. The overall project contributes to the "sustainable and safe transport" objective with proposals to improve access to the public transport network, public transport journey time reliability and alternatives to the private car for some local journeys in Sheffield.

3.2 A key outcome of the report will be approve the implementation of loading and waiting restrictions on Ecclesall Road, Ecclesall Road South and associated side roads.

4.0 REPORT

Background

4.1 The second Local Transport Plan (LTP) identified Ecclesall Road as a 'congestion target route' aimed at reducing personal journey times and providing better public transport. The main locations of journey delay were at Hunters Bar and Moore Street roundabouts, but local consultation helped develop an outline 'package' of interventions at fourteen locations along the corridor. More detail about the fourteen intervention areas are included in Appendix B.

Traffic Regulation Order (TRO) Consultation

4.2 The TRO containing the amendments were advertised from 16th December 2011 to 13th January 2012. Around 120 letters were distributed to properties most closely affected to highlight the proposed changes to the TRO. In addition, an email was sent to around 450 people who had expressed an interest in being kept informed about changes on Ecclesall Road. Finally, street notices were used to make people aware that plans were available in Howden House and on the internet.

4.3 A total of 27 responses were received during the TRO consultation period. There were:

- 13 comments supporting the changes
- 2 comments supporting the changes (with conditions)
- 4 comments objecting to the changes and
- 8 more general comments: with two asking for further alterations to the proposed restrictions.

4.4 This report forms the basis of the response to the comments made during consultation.

Consultation analysis

4.5 Traffic Regulation Orders were advertised in five different locations. **Location One: Ecclesall Road (outbound) between Marmion Road and Carrington Road.** Details of the planned restriction are shown in plan TM-BN721-07-TRO in Appendix A. The total length of double yellows proposed would remove around 10 parking spaces, which are currently available for use during the interpeak hours of 0930-1600 (Monday to Friday) and all day Saturday and Sunday.

4.6 There were six responses relating to this area, three supporting, two comments (accepting the rationale of the scheme, but requesting that

existing restrictions on the opposite side of Ecclesall Road be reduced) with one objection based on the reduction in parking opportunities in the area.

- 4.7 In previous consultation, nine respondents suggested parking restrictions at this section of Ecclesall Road as double yellow lines would provide a similar benefit to the originally proposed widening of the road at a much lower cost.
- 4.8 The suggestion made by two traders that the bus stop clearway on the inbound side of Ecclesall Road at Carrington Road be reduced is achievable. This could create up to three additional parking spaces in the area without the need to re-advertise a further Traffic Regulation Order. However, it would require moving a bus stop and shelter. This would involve additional local consultation and cost around £4500 to put in a raised kerb and tactile paving in the new location.
- 4.9 Although just a sample, weekday parking surveys showed that a maximum of 21 vehicles (50% of on spaces on both sides of the road) were parked on the section of Ecclesall Road between Marmion Road and Carrington Road. Although the number of spaces in this section would be reduced by around 10, there would still be around 32 spaces available on both sides of the road with 8 being on the outbound side.
- 4.10 Demand for the available parking spaces is higher on Saturdays - with occupancy being up to 75% on the outbound side of Ecclesall Road. However, the demand would appear to come primarily from short stay visitors rather than local residents as many residents choose to park behind their properties, on Marmion Road. In summary, there should still be reasonable spare parking spaces on either side of the road on Ecclesall Road.
- 4.11 It is recommended to progress with the implementation of the double yellow lines on the outbound side of Ecclesall Road between Marmion Road and Carrington Road and work with SYPTTE to consult on creating extra parking spaces by moving the bus shelter and reducing the length of the bus stop clearway at the inbound Carrington Road stop.
- 4.12 **Location Two: Amendments to parking spaces on Ecclesall Road outbound (opposite Greystones Road) to maintain a through lane for traffic passing vehicles waiting to turn right into Greystones Road.** Details of the planned restriction are shown in plan TM-BN726-P2-TRO in Appendix A. The total length of double yellows would remove five spaces, which are currently available during the interpeak hours of 0930-1600 (Monday to Friday) and all day Saturday and Sunday.
- 4.13 There were three responses relating to this area, one objecting to the changes and two more general comments. The objection was based on the reduction in parking and loading and unloading opportunities in the area.
- 4.14 In previous consultation, thirty six respondents welcomed the proposals including the double yellow lines in the area. Although comments about the proposals were generally favourable (particularly about the

introduction of double yellow lines to reduce the effect that waiting traffic has on through traffic in the area), there were concerns raised about the affect on trade of additional waiting restrictions in the area. As it was not proposed to introduce loading and unloading restrictions in this area, loading and unloading will still be allowed on the double yellow lines outside the shops.

- 4.15 Although just a sample, weekday parking surveys have shown that a maximum of six vehicles (30% of on spaces on both sides of the road) were parked on the section of Ecclesall Road between Greystones Road and Carrington Road. Although the number of spaces in this section would be reduced by around five, there would still be around 15 available.
- 4.16 Demand for the available parking spaces is higher on Saturdays - with occupancy being around 75% on the inbound side of Ecclesall Road, primarily short stay visitors and not residential. The outbound side still has plenty of spare parking spaces.
- 4.17 Despite their being available parking opportunities further down the hill on the outbound side of Ecclesall Road, the proposed length of the double yellow line was reviewed in the response to the objection. It may be possible to achieve the same benefits at Greystones Road with a slightly reduced length of double yellow line. This would retain up to two parking spaces in the area near Greystones Road.
- 4.18 It is therefore recommended to progress with the Traffic Regulation Order to implement the full extent of double yellow lines on the outbound side of Ecclesall Road between Carrington Road and Greystones Road, but not actually implement a 10m section to retain a small amount of parking near the shops. However, should monitoring show that the retained parking still causes delays for 'through' traffic trying to get past the right turning traffic into Greystones Road, double yellow lines would be extended in place of the retained parking area. If this suggested approach is taken, the double yellow lines could be extended without the need to advertise an additional Traffic Regulation Order, but it would provide an opportunity to see if a small amount of parking could be retained in the area.
- 4.19 Details of the restriction to be implemented initially are also shown in plan TM-BN726-P2-TRO in Appendix A.
- 4.20 **Location Three: Providing right turning lanes off Ecclesall Road South into Gisborne Road and Ringinglow Road - so these vehicles wait out of the way of through traffic.** Details of the planned restriction are shown in plan TM-BN721-02-TRO in Appendix A. The total length of double yellows would remove around twenty spaces (five on Gisborne Road), which are currently available during the interpeak hours of 0930-1600 (Monday to Friday) and all day Saturday and Sunday on Ecclesall Road South and at all times on Gisborne Road.

- 4.21 There were six responses relating to this area, two supporting the proposals, three more general comments and one objection. The general comments were based on concerns that the right turn out of Gisborne Road onto Ecclesall Road should be banned and double yellows at the end of Gisborne Road would simply move the parking issues further up Gisborne Road. In addition, a resident of Ecclesall Road South wanted to make it easier to reverse into their drive while an employee representing Henry Boot contacted us concerned about the ease of leaving Banner Cross Hall towards town.
- 4.22 In previous consultation, forty nine respondents welcomed the proposals including the double yellow lines in the area whilst twenty eight residents thought that the scheme that these lines were part of would create additional congestion.
- 4.23 It is not intended to ban the right turn from Gisborne Road into Ecclesall Road South although this could reduce queue length on Gisborne Road for traffic turning left onto Ecclesall Road South. It would have a negative impact in terms of restricting access for residents and divert additional traffic on Ecclesall Road South's already heavily trafficked other junctions, such as Ringinglow Road and Bents Road.
- 4.24 Cyclists raised concerns about encouraging more vehicles to use the nearside lane, making conflict with slower moving cyclists more likely. Although an opportunity would be taken when remarking the Ringinglow Road junction to increase the inside (uphill) lane slightly for cyclists, it is proposed to continue to progress investigations into both a quiet road parallel cycle route to Ecclesall Road/Ecclesall Road South and a shared use cycle route using the existing footway on Ecclesall Road South too. Although the uphill footway in this area is not heavily used by pedestrians, with widths being less than 2m in places, providing a shared use (walking and cycling) facility would require investment and further local consultation in the area. A 'Keep Clear' marking will now be included in the detailed design to improve the egress from Banner Cross Hall.
- 4.25 The improved right turn lane from Ecclesall Road South to Ringinglow Road that would be 'enabled' through the advertised TRO should provide clarity of lane usage and improving road safety through reducing 'weaving' between lanes.
- 4.26 It is therefore recommended to progress with the Traffic Regulation Order to implement the full extent of double yellow lines on the outbound side of Ecclesall Road South between Gisborne Road and Ringinglow Road.

- 4.27 **Location Four: Ecclesall Road (outbound) at the junction of Blenheim Mews.** The total length of new double yellows involves the removal of around four spaces, which are currently available all day every day.
- 4.28 There were eight responses relating to this area, seven supporting the proposals and one more general comment about wanting additional restrictions, which could not be delivered without a revised Traffic Regulation Order being advertised. As there were no objections to this part of the order, the order was approved using delegated authority and was 'sealed'. Works are due on site imminently.
- 4.29 **Location Five: To reduce queues for all vehicles approaching Moore Street roundabout, we propose to change lane markings on this approach and on the roundabout itself.** This would make it easier for all traffic to move into the correct lane and travel around the roundabout.
- 4.30 In previous consultation, 65 respondents provided feedback about the proposals for Moore Street Roundabout, with sixteen respondents welcoming the proposals, while another eleven made comments about the road markings in the area. One issue that was raised during the April 2011 wider scheme consultation was the need to plan for a two lane exit onto Moore Street/Charter Row – particularly in advance of the New Retail Quarter This would be achieved through removing a short section of build out, but would also require removal of an underused on street parking area for about 10 cars in front of the electricity substation. At the same time, removing the 'offside' section of build out will enable easier bus access to the bus lane on the approach to Fitzwilliam Gate.
- 4.31 There were no objections to the Traffic Regulation Order to remove the parking area, so following approvals obtained from CHC in December 2011, the order was 'sealed' and the scheme was implemented in March 2012.

Relevant Implications

- 4.32 Subject to members' approval, it is proposed to fund the anticipated £8,000 cost of implementing the signing and lining changes associated with this Traffic Regulation Order using the 2012/13 Local Transport Plan (LTP) allocation. Although the outline LTP allocations were approved at CHC on 26th April 2012, individual schemes within the programme still need Cabinet approval, which will be obtained through the CAF process. There are no legal implications associated with this report.
- 4.33 A full Equality Impact Assessment (EIA) has been undertaken for the Ecclesall Road Smart Route scheme and was reported to CHC on 8th December 2011. It concludes that the actions proposed are equality neutral in most cases although they may have some low level negative effects on certain groups (e.g. elderly, disabled). An action plan has

therefore been prepared to mitigate these impacts where possible and is set out in the full EIA document.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 Officers considered the degree of outline support for the proposals and the content of each individual comment received. Not implementing these proposed interventions is an option, but would be contrary to 'working better together' value of the Council Plan "Standing up for Sheffield"

5.2 Other options considered included widening Ecclesall Road (outbound) slightly between Rustlings Road and Greystones Road. The change in kerb location would involve significant costs associated with moving statutory undertakings plant. Implementing parking restrictions in this section rather than widening provides the same benefit for much less cost.

5.3 In terms of not carrying out the implementation of changes advertised in the Traffic Regulation Orders, doing nothing is an option, but would lead to a continuation of a less effective use of highway capacity along the corridor.

6.0 REASONS FOR RECOMMENDATIONS

6.1 The Council has carried out extensive survey work and a comprehensive consultation exercise on Ecclesall Road. Based on the feedback, requests and information received, it is recommended to continue to progress with implementing the Ecclesall Road Smart Route, with implementing additional loading and waiting restrictions in three locations along the corridor being the next phase of the wider implementation plan.

7.0 RECOMMENDATIONS

7.1 To overrule the objections and make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984.

7.2 To seek approval to make and implement the Traffic Regulation Orders as shown in plans TM-BN721-07-TRO, TM-BN726-P2-TRO and TM-BN721-02-TRO in Appendix A

Simon Green
Executive Director of Place
12 July 2012

Appendix A: Ecclesall Road Smart Route - revised loading and waiting restrictions

Available on separate plans.

Appendix B: A brief summary of the 14 interventions along Ecclesall Road.

B1. Those interventions that are 'enabled' by approving the recommendations in this report (numbered 3, 7 and 8) are highlighted in italics.

- **Intervention 1:** Bents Green local shopping area. Highlighting that planned bus stop, crossings and parking management improvements would not be progressed.
- **Intervention 2:** At the junction with Knowle Lane, providing a new bus shelter closer to the road, allowing people to wait in more comfort and still see approaching buses.
- ***Intervention 3:*** *Providing right turning lanes off Ecclesall Road South into Ringinglow Road and Gisborne Road - so these vehicles wait out of the way of through traffic.*
- **Intervention 4:** Mini-roundabouts on Ecclesall Road South at Brincliffe Edge Road. Highlighting that such a facility would significantly affect traffic flow along the road and as such will not be progressed.
- **Intervention 5:** Moving the inbound bus stop at Glenalmond Road slightly down hill would allow traffic to flow more freely by reducing the frequency that a stopped bus blocks other traffic
- **Intervention 6:** Making the outbound bus lane on the approach to the traffic lights at Psalter Lane slightly shorter.
- ***Intervention 7:*** *Amendments to parking spaces on Ecclesall Road outbound (opposite Greystones Road) to maintain a through lane for traffic passing vehicles waiting to turn right into Greystones Road. Moving the inbound bus stop to the north side of Greystones Road to maintain a through lane for traffic passing vehicles waiting to turn right into the Co-op.*
- ***Intervention 8:*** *Highlighting that the costs associated with widening Ecclesall Road (outbound) slightly between Rustlings Road and Greystones Road would mean that it would not be progressed, but a suggestion to achieve the same benefits through new loading and waiting restrictions will.*
- **Intervention 9a:** Amending the approach to Hunters Bar by removing the inbound and outbound bus lanes between Hunter's Bar and Rustlings Road and improving the pedestrian crossings on the roundabout itself.
- **Intervention 9b:** Amending Hunters Bar roundabout to provide two 'proper' lanes on the roundabout and improved lane markings on the roundabout approaches.
- **Intervention 9c:** Amending Hunters Bar roundabout to improve pedestrian crossing facilities on all sides of the roundabout, widening the islands to make more space for pedestrians crossing and moving the crossings slightly so that traffic is less likely to queue back onto the roundabout.

- **Intervention 10:** Amendments to parking spaces on Ecclesall Road (from Summerfield Street to Hunters Bar) to ease right turning movements (particularly outbound) off Ecclesall Road and lengthening or moving a small number of bus stops.
- **Intervention 11:** A new pedestrian controlled crossing near the Nursery Tavern – implemented and funded as part of a Marks and Spencer’s retail development on the former Evans Halshaw site.
- **Intervention 12:** Lengthening the merge on Ecclesall Road (outbound) beyond Summerfield Street.
- **Intervention 13:** To reduce queues for all vehicles approaching Moore Street roundabout, we propose to change lane markings on this approach and on the roundabout itself
- **Intervention 14:** Marginal road widening and lane management improvements on Charter Row and Hanover Way approaches to Moore Street roundabout.

APPENDIX A

TM-BN721-02-TRO



New double yellow lines to ensure access and maintain visibility for motorists and pedestrians when entering/exiting the junction

N.B ALL EXISTING PARKING RESTRICTIONS ARE TO REMAIN AS EXISTING UNLESS SHOWN OTHERWISE

KEY
Proposed Double Yellow Lines (Prohibition of Waiting at Anytime with No Loading Mon - Fri, 7.30am-9.30am and 4.00pm-6.30pm)
Existing Double Yellow Lines (Prohibition of Waiting at Anytime with No Loading Mon - Fri, 7.30am-9.30am and 4.00pm-6.30pm)
Existing Single Yellow Line (Prohibition of Waiting and No Loading, Mon - Fri, 7.30am-9.30am and 4.00pm-6.30pm)
Existing Bus Stop Clearway

DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel. (Reception) 0114-273-6320. Fax. 0114-273-6182 D Curtis B.A., Dip. T.P., M.R.T.P.L., F.I.H.T. Head of Development Services A Service Area of the Directorate of Development, Environment & Leisure Sheffield City Council	Client SHEFFIELD CITY COUNCIL	Drawing No. TM-BN721-02-TRO	Sheffield City Council Development Environment & Leisure
	Scheme Ecclesall Smart Route	Scale 1:500	Drawing Title Carterknowle Road to Ringinglow Road Traffic Regulation Order
DRAWN ML Nov 11	CHECKED	Date Nov 2011	0 10 20 30 40 50 Meters

APPENDIX A

TM-BN721-07-TRO



Proposed double yellow lines as an alternative to previously proposed carriageway widening.

N.B. ALL EXISTING PARKING RESTRICTIONS ARE TO REMAIN AS EXISTING UNLESS SHOWN OTHERWISE

KEY

- Proposed Double Yellow Lines
(Prohibition of Waiting at Anytime with No Loading
Mon - Fri, 7:30am-9:30am and 4:00pm-6:30pm)
- Existing Double Yellow Lines
(Prohibition of Waiting at Anytime with No Loading
Mon - Fri, 7:30am-9:30am and 4:00pm-6:30pm)
- Existing Single Yellow Line
(Prohibition of Waiting and No Loading, Mon - Fri,
7:30am-9:30am and 4:00pm-6:30pm)

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 Development Services

A Service Area of Place
 Sheffield City Council

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 CHECKED: Nov 11

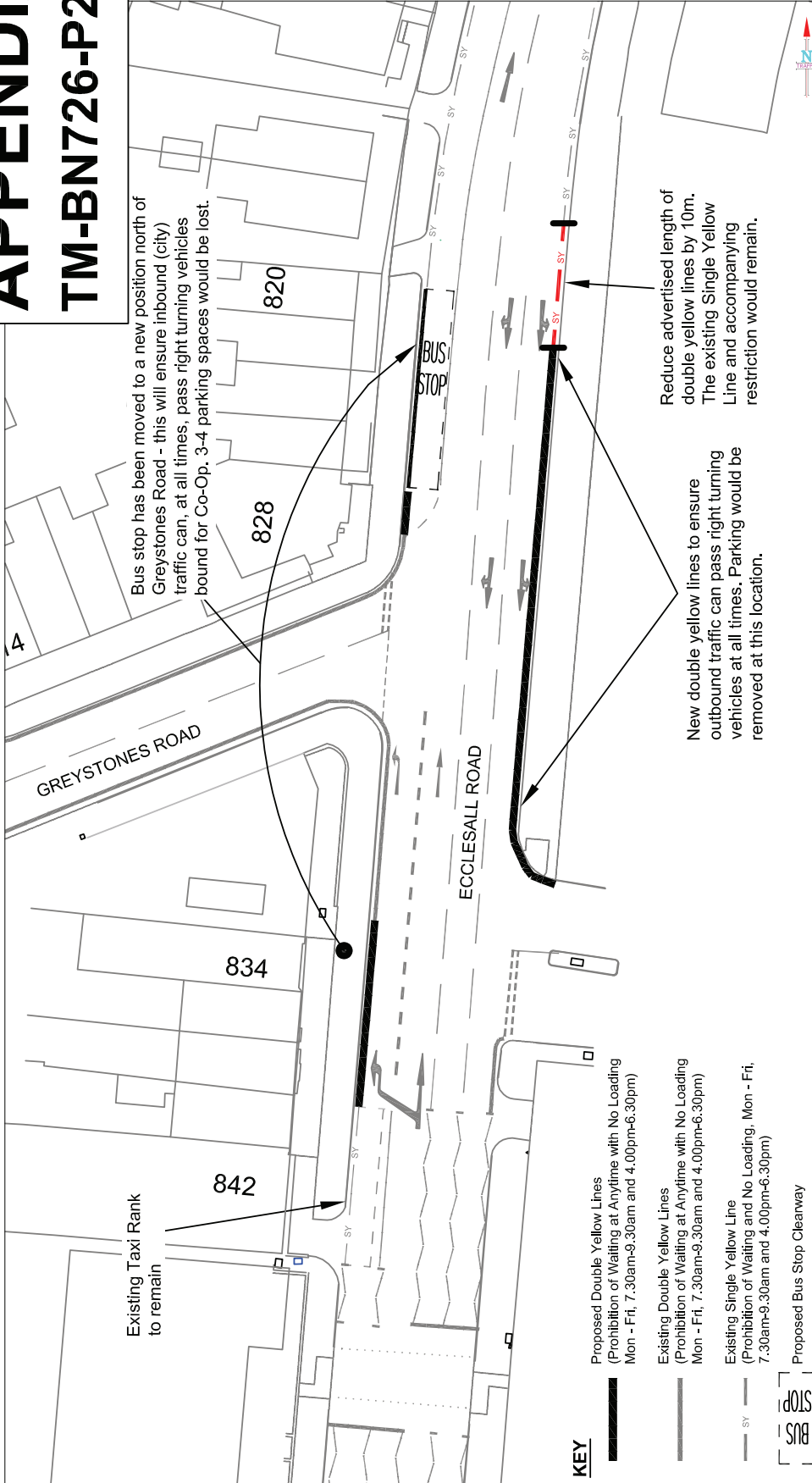
Client: SHEFFIELD CITY COUNCIL
 Scheme: Ecclesall Smart Route
 Drawing Title: Rustlings Road to Greystones Road Traffic Regulation Order

Drawing No. TM-BN721-07-TRO
 Scale: 1:500
 Date: Nov 2011

TRAFFIC MANAGEMENT

APPENDIX A

TM-BN726-P2-TRO



DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD, S9 2DB Tel. 0114-273-6175. Fax. 0114-273-6182 E-mail Traffic.Management@Sheffield.gov.uk Development Services Director: L Sturch M.R., T.P.I.	Client SHEFFIELD CITY COUNCIL	Drawing No. TM-BN726-P2-TRO	
	Scheme Ecclesall Road Smart Route	Scale 1:500	Date NOV 2011
Drawing Title Ecclesall Road/Greystones Road Proposed Scheme	Do not scale from this drawing Any errors/omissions to be reported immediately If in doubt, This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 1000148846-2010 DRAWN	Checked JB Nov 2011	Date NOV 2011

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