

## ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	<b>Meeting:</b>	<b>Cabinet Member and Advisers for Regeneration and Development</b>
2.	<b>Date:</b>	<b>Monday 7 April 2014</b>
3.	<b>Title:</b>	<b>Masbrough Parking Consultations and Proposals</b>
4.	<b>Directorate:</b>	<b>Environment and Development Services</b>

### 5. Summary

Reporting on parking issues in part of Masbrough, the consultations undertaken and proposals presented to the community.

### 6. Recommendations

- **That the outcome of the consultations is noted**
- **The redesigned proposal to provide a turnover of parking spaces whilst still maintaining safe access and some on street parking without restriction is approved**
- **That the legal notices for the scheme as shown on Drawing No.126/17/TT284 are prepared and advertised by Legal and Democratic Services with a view to implementation in the 2014/15 financial year.**
- **The Masbrough Community are informed of the outcome of the consultation and amended proposal.**

### 7. Proposals and Details

#### Background

Local businesses, residents and churches in Masbrough have expressed concerns about the amount of commuter parking occurring in that area and the negative impact it can have on them. A 330 signature petition from St. Bede's Catholic Church was received requesting the introduction of parking restrictions on the surrounding roads (first page of the petition attached as Appendix A).

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There is a mixture of residential, business and visitor needs in this area with the area north of Station Road being primarily residential thus requiring parking for residents and visitors. The area south of Station Road is partly residential but mostly commercial or business related and therefore requires space for customers or visitors.

The relocation of a large number of Rotherham Council staff and services to Riverside House has brought about a change in where some staff and visitors that commute by car choose to park their vehicle.

There is suitable parking provision on street and off street close to the Town Centre but this requires the driver to pay to park. In the Masbrough area there are currently no time restrictions or pay and display requirements for on street parking. Unfortunately, even with the option of relatively low cost all day on street parking near the Town Centre, reduced price staff permits and private car parks some drivers will still opt to park for free on unrestricted roads and have an extended walk to their destination. The close proximity of the Town Centre has always made this area of Masbrough attractive for parking for those visiting or working in the Town Centre. The only way to give priority to the local community is through parking controls such as a Controlled Parking Zone or Residents Parking to introduce permit parking or the provision of some short stay parking to ensure a turnover of parking capacity.

#### Consultation on Parking issues – May 2012

In 2012 the views of residents and businesses in the area of Masbrough were sought by way of questionnaire about on-street parking pressures in Masbrough. The area consulted was the area east of the railway line as this was considered the furthest extent that the commuters would walk from into town. Consultation was undertaken with 450 properties – resulting in 142 responses. The responses were then used to guide the development of a proposal to improve movement on the highway and accommodate on-street parking with various levels of control.

Various parking related questions were asked to gather information about the types of users in the area and problems that they considered to exist. These questions included asking whether they considered on street parking to be a problem, the time or day of week it was worst, how many vehicles were used by the household or business and for any other comments that were considered relevant. Two questions that were asked best summarise the extent of the problem and the likely support for the introduction of measures:

- Do you experience on street parking problems?
- Would you like to see the introduction of a Resident or Controlled Parking Zone?

63% of respondents reported experiencing parking problems during the working day. The responses identified a definite pattern of parking problems in some of the streets south of College Rd which was backed up by observations of parking practices. 55%

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of the respondents were in favour of a Controlled Parking Zone but this only represents 20% of all those consulted. However of the 45% against or unsure of the need for parking controls around half of those still reported parking problems but wanted the introduction of measures without charges.

The majority of respondents who said that they did experience parking problems were located on the streets south of College Road. The current known issues with commuter parking are mostly associated with the streets around Station Road and Masbrough Street (in the mostly commercial areas).

Common comments received from the consultation:

- That unsafe and inconsiderate parking practices, parking on both sides of a road, parking too close to junctions causes obstruction issues and makes negotiating the streets difficult.
- The lack of free town centre or staff car parks has led to the increase in commuter parking in the area.
- A lot of businesses are reliant on the availability of on street parking for staff and customer parking.
- That the council made this parking problem by locating staff in Riverside House without enough parking.

These responses were used to develop proposals to try to improve the area by prioritising the on street parking for residents, businesses and visitors. Very few issues were identified on the streets north of College Road and any lack of parking capacity that may occur appears to mostly result from the number of residents and their visitors on the streets. It was therefore decided to concentrate the proposals on the area south of College Road.

### Consultation on Scheme proposal – Spring 2013

Since the 2012 consultation some other changes had occurred in the area that could influence parking in the Masbrough area. Football returned to Rotherham at the New York Stadium which had the potential to affect the Masbrough community once again at weekends and when evening matches were scheduled. Rotherham Council Parking Services provided additional car parking capacity for staff in the Sheffield Road car park with staff permits available at a reduced cost through salary sacrifice. A new private car park on Masbrough Street at the former pub site and reduced long stay car parking charges on Masbrough Street provided additional cheap long stay parking capacity.

The scheme proposed was designed to address 3 key points:

1. To ensure the free and safe movement of traffic on the Highway by addressing problems of obstructive or dangerous parking practices.
  2. Enable on-street parking in appropriate places with a mixture of short and long period maximum stay
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3. Allow affected residents, businesses and community facilities preferential treatment and more flexibility by way of permit parking.

The proposal was centred on the streets around Masbrough Street and Station Road including the side streets from them. These were the areas favoured by commuters parking to then visit the Town Centre rather than the Masbrough area. The scheme proposed the introduction of Pay & Display parking bays that would operate Monday to Saturday 9am to 4pm Drawing No. 126/17/TT223-SCH indicates the proposals (Appendix B). It included a mixture of 2 and 7 hours maximum stay at a charge of 20pence per hour. Annual permits for residents or businesses would be available to purchase which would entitle the permit holder to park in the Pay & Display bay. The permit charges were in line with other permit schemes in Rotherham; £17.50 for the first permit, £35 for a second. These could be used by residents or visitors with businesses in the area being able to apply for up to 3 permits at £17.50 each.

This proposal was considered to provide much greater opportunity for the Masbrough Community to access on-street parking. The introduction of low cost parking on the streets of Masbrough would likely discourage those drivers seeking free parking to the Town Centre whilst being inexpensive enough as to not discourage customers or visitors to the immediate area.

270 households and businesses south of College Road were consulted with the opportunity to respond as to whether they were in support of the proposal. An exhibition was held on Tuesday 12 March 2013 at the Robert Street/Victoria Street Community Room to which 21 people attended. The response to this consultation was very low with replies from 48 addresses which is just 18% of the total consulted. Table 1 on the next page summarises the responses by street and the level of support for, or objection to, the scheme.

It is clear from the response level that there is very low support for the proposal. While just fewer than half the responses were in favour of the proposal this actually represents only 8% of those consulted.

Common comments received from the consultation:

- Don't want to have to pay to park so no to Pay & Display or permits.
  - Resident parking should be free.
  - Saturday parking is less of an issue.
  - Businesses on Lyme Street do not want any measures introduced.
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Street	No. properties on street	No. consultation replies	% response	No. in support	% support as proportion of total properties	No. not in support	% not in support as proportion of total properties	No. Unsure	% unsure as proportion of total properties
ALBERT STREET	21	2	9.5%	1	4.8%	1	4.8%		0.0%
CHAPEL WALK	1	0	0.0%		0.0%		0.0%		0.0%
COLLEGE ROAD	36	4	11.1%	2	5.6%		0.0%	2	5.6%
ELIZABETH WAY	27	3	11.1%	2	7.4%		0.0%	1	3.7%
JOHN STREET	1	0	0.0%		0.0%		0.0%		0.0%
LYME STREET	8	8	100.0%		0.0%	8	100.0%		0.0%
MASBROUGH STREET	27	7	25.9%	3	11.1%	4	14.8%		0.0%
MILLMOOR LANE	1	0	0.0%		0.0%		0.0%		0.0%
ORCHARD PLACE	29	5	17.2%	3	10.3%	1	3.4%	1	3.4%
PRINCES STREET	4	0	0.0%		0.0%		0.0%		0.0%
PROVIDENCE STREET	2	1	50.0%	1	50.0%		0.0%		0.0%
ROBERT STREET	46	5	10.9%	4	8.7%		0.0%	1	2.2%
ST. BEDES ROAD	3	1	33.3%	1	33.3%		0.0%		0.0%
STATION ROAD	15	6	40.0%	2	13.3%	2	13.3%	2	13.3%
VICTORIA STREET	35	6	17.1%	3	8.6%	2	5.7%	1	2.9%
VINE CLOSE	14	0	0.0%		0.0%		0.0%		0.0%
	270	48	17.8%	22	8.1%	18	6.7%	8	3.0%

Table 1 – 2013 Scheme consultation response

It is recommended that there is insufficient support to introduce permit parking in this area or even on a street by street basis. Whilst Pay & Display parking would likely reduce commuter parking by introducing time restrictions and creating a turnover of parking it is clear that residents and businesses have little support for this method and in general consider that it would be detrimental to business.

#### 2014 recommendation to promote and implement

Since the 2013 consultation additional low cost car parking capacity has been created close to Riverside House and the Town Centre near Brinsworth Street. This may assist in relieving some pressure on parking in Masbrough. However, some drivers still opt to park all day for free in Masbrough.

Having reviewed the responses and looked at the underlying issues it is recommended that a different form of parking control is introduced on some of the streets in Masbrough. This would address the initial problems raised by the community at the outset that are still relevant. That is to provide some turnover of parking and remove commuter or long stay parking from outside locations which rely on the availability of short stay on street parking. Meetings with St. Bede's Catholic Church and Rotherham Pentecostal Church identified some form of time restriction on street is required to assist with parking availability for weekday services.

The redesigned proposal would continue to see waiting restrictions introduced at locations where parking isn't appropriate, such as junctions, but would also see the introduction of limited waiting on some sections of the streets in this area with the remaining road space to be left unrestricted. The existing No Waiting Monday-Saturday 8am-6pm restriction on the northern side of Station Road west of Albert Street would be revoked and the same type of Order introduced on the southern side. There are no vehicular accesses on the north side and removing the restriction would increase on street parking space. Introducing the restriction on the shorter southern side would still maintain access along the road but also protect the vehicular accesses.

It is also proposed to change the priority at the Station Road / Princes Street junction to better reflect the main movement of vehicles and address concerns about safety. Princes Street (that becomes Masbrough Street) is a no through road so the number of vehicle movements is very low compared to the Station Road-Princes Street (North) movement. Currently vehicles exiting Station Road have to give way; the change to priority would instead see northbound vehicles on Princes Street approaching Station Road give way to traffic on Station Road or Princes Street (north of Station Road).

Drawing No.126/17/TT284 (Appendix C) indicates the extents of restrictions that would be introduced. Limited waiting, where there is a time restriction on parking but without a charge, would be introduced Monday to Friday 9am to 4pm with a maximum stay of 2 hours on Masbrough Street and part of Victoria Street, 3 hours on parts on Station Road, St. Bede's Road and Albert Street. These areas would have a no return in 2/3 hours to allow effective enforcement.

The proposal will not completely remove commuter parking from the whole area. However, providing limited waiting in the areas where businesses rely on the availability of on street parking for customers or visitors will be beneficial. Large areas of on street space would remain unrestricted. This should still provide space for longer term parking whether it is for staff, residents or those town centre workers still unwilling to pay to park on the town centre side of the ring road.

It is recommended that this proposal is accepted as being the best method to provide some areas of short stay parking. It does not require businesses, residents or their visitors to pay for parking but does provide the turnover of parking capacity required.

## **8. Finance**

Funding for the Masbrough Scheme is from Rotherham's allocation from the Local Transport Plan 3 Sheffield City Region Integrated Transport budget.

## **9. Risks and Uncertainties**

Without waiting restrictions the safe operation and movement of traffic through the area will continue to be compromised. The limited stay proposals will assist with parking turnover for the churches and businesses; if they are not implemented their problems will continue.

Certain businesses and residents may at the time of advertising the Traffic Regulation Orders for the proposed scheme choose to object or seek amendments.

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Should this occur the unresolvable objections will be reported to a future Cabinet Member meeting.

**10. Policy and Performance Agenda Implications**

The proposals are in line with objectives set out in the Sheffield City Region Transport Strategy / Local Transport Plan 3.

**11. Background Papers and Consultation**

May 2012 public consultation on parking issues

October 2012 meeting with Ward Members

Spring 2013 public consultation of scheme proposal

March 2014 meeting with Ward Members

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