

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Planning, Highways and Street Scene Services
2.	Date:	Monday 7th July 2014
3.	Title:	Results of the consultation about the proposed Clifton Controlled Parking Zone
4.	Directorate:	Environment and Development Services

5. Summary

The report details the outcome of consultations on the proposed Clifton controlled parking zone and seek approval to promote the Traffic Regulation Orders associated with a package of parking restrictions.

6. Recommendations

Cabinet Member is asked to resolve that:

- (i) The proposal to introduce a controlled residents parking zone in Clifton as shown on drawing No 126/19/TT382v3 is not progressed due to the lack of support for such a scheme.**
 - (ii) Formal consultation be undertaken on a Traffic Regulation Order (TRO) to introduce short stay pay and display parking on Parkfield Road, and various no waiting at any time parking restrictions in the areas as shown on drawing No 126/18/TT604.**
 - (iii) That the Lead Petitioners and residents be informed accordingly.**
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7. Proposals and Details

Following concerns received regarding parking issues around Clifton Park and Herringthorpe playing fields, a number of meetings were held with Rotherham South Area Assembly, Ward Councillors and residents in late 2011 to discuss the concerns raised and various initiatives that could be promoted to address them.

From these meetings certain improvements were introduced early, such as improved car park signing around Clifton Park to nearby car parks and additional seasonal parking for around 70 cars added to the Clifton Park's Doncaster Road car park, to alleviate parking stress experienced by residents on roads near the park. These have subsequently been shown to be beneficial although at certain peak times parking generated by visitors to the park still caused problems on the surrounding roads. It was therefore also decided that an initial consultation with residents and local businesses would be beneficial to get a better understanding of the problems people encounter in the area, so in September 2012 an area-wide consultation with and around 1,000 properties in the Clifton area was undertaken.

An additional area on Cambridge Street to the south of Gladys Street was consulted in May 2013 following feedback from the previous consultation, the aim was to consult with additional properties that were on the edge of the proposed zone where properties nearby had reported being affected by nuisance parking.

A further consultation in July 2013 was also carried out with some of the roads who had previously indicated that they did not want to be included in any proposed parking scheme, giving them new information so they could be better informed of their options (these were related to the planning permission for the rugby club to use Herringthorpe playing fields and a new traffic sign that can now be used in some locations without road markings being introduced, thus minimising the loss of on-street parking). None of the residents of streets who voted not to be part of the original scheme changed their opinion with regards to the new information.

The outcome of the consultations was analysed and some roads that did not support the scheme were removed, a final consultation was carried out in September 2013. The consultation focused on the roads where the majority of residents were in favour of the scheme or those that would be land locked by roads on which the majority of residents indicated support for the scheme (which would have made their removal from the scheme difficult). The proposals are shown on the attached drawing No. 128/19/TT382v3 a copy of which is attached as Appendix B.

A total of 249 responses were received to this consultation, giving a response rate of 63%; 53% of those who responded were in favour and 46% against.

In addition three petitions against the scheme were received with a combined number of 1,134 signatures; the petitions are attached as Appendix A. Only 108

of the signatures in all of the petitions were from residents within the consultation boundary. Of these 108 signatures 32 have been discounted to avoid 'double counting' as they had previously voted formally or had signed either one or in a couple of cases two petitions, therefore 76 signatures have been added to the response figures.

The combined total of responses from properties to our consultation and the petitions as outlined above within the consultation zone was 320 giving a response rate of 81%. Overall only 40% of these were supportive of the proposal to introduce a controlled parking zone, with 59% against.

There were a number of roads that had a greater than 50% response rate in favour of the scheme, but when these responses were further considered as a percentage of all properties on the street there was only Parkfield Road at 67% where there was a majority of households within the street in favour.

A table showing the analysis of the responses on a street by street basis is attached as Appendix C and on drawing No 126/17/TT306, a copy of which is attached as Appendix D.

In view of this it is considered, that there is insufficient support to justify implementing a controlled parking zone in the Clifton area.

However, due to the witnessed and reported number of non-residential vehicles parking for long periods of time on Parkfield Road, quite probably commuters to town, it is proposed to formally consult on implementing the short stay parking restrictions as previously proposed in the original controlled parking zone. There are also a number of locations where inappropriate parking is obstructing the safe and free flow of traffic on narrow roads and at junctions such as Parkfield Road and Lister Street. It is therefore proposed to implement, subject to consultation on the formal TRO, no waiting at any time parking restrictions as shown on drawing No 126/18/TT604 a copy of which is attached as Appendix E

8. Finance

The proposal will cost in the region of £20,000 and will be funded by the Local Transport Plan Integrated Transport Block grant for 2014/15.

9. Risks and Uncertainties

Some parking maybe displaced from inappropriate and dangerous locations such as narrow roads and junctions, to more appropriate locations on to adjacent streets but this may result in vehicles being parked outside peoples houses and further requests for a controlled parking zone in the area will not be considered until all other areas that have requested controlled parking have been investigated.

Should unresolvable objections to the TRO be received then these will be reported to a future delegated powers 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; policy W to encourage safer road use and reduce casualties on our roads”,

11. Background Papers and Consultation

Appendix A - Petitions from Middle Lane Methodist Church, Davians Fish and Chip shop, Clifton Avenue residents.

Appendix B – Final controlled zone consultation plan drawing No 126/19/TTV382.3

Appendix C – Analysis of responses

Appendix D – Analysis of responses plan drawing No 126/17/TT306

Appendix E – Proposed No Waiting At Anytime and short stay parking restrictions drawing No 126/18/ TT604

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