



Report to Policy Committee

Author/Lead Officer of Report: (*Jamie Proctor, Senior Technician*)

Tel: 0114 205 6614

Report of: *Executive Director of City Futures*

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: *13th March 2024*

Subject: *Report receipt of objections to the proposed limited waiting parking bays and no waiting at any time on parts of High Street, Mosborough.*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? (<i>488</i>)				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				
<i>“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”</i>				

Purpose of Report:

To report receipt of objections to an Experimental Traffic Order (ETO) and to recommend that Members make the order as currently implemented.

Currently there is an ETO in operation, the effect of which is to:

- limit waiting to 2 Hours, no return within 2 hours Monday to Friday 8:00am-6:30pm on parts of High Street, Mosborough; and
- no waiting at any time on a small section opposite Church Mews to protect the vehicle access as shown in Appendix A.

The report sets out officer’s response to objections received and seeks a decision from the Committee.

Recommendations:

The Transported, Regeneration, and Climate Policy Committee is recommended to:

- a) Consider the representations received and if satisfied that the reasons to support the proposals outweigh any unwithdrawn objections, to:
- Make permanent the Experimental Traffic Order, as currently implemented, in accordance with the Road Traffic Regulation Act 1984; and
 - Before the order is implemented, ask that the objectors are informed.

Background Papers:

Appendix A: Traffic Regulation Order Plan

Appendix B: Parking Survey

Appendix C: Equality Impact Assessment

Appendix D: (at the bottom of the report): Consultation Responses including objections received

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Damian Watkinson
		Legal: Richard Cannon
		Equalities & Consultation: Ed Sexton
		Climate: Mark Whitworth
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>		
2	SLB member who approved submission:	Kate Martin
3	Committee Chair consulted:	Cllr Ben Miskell
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>Jamie Proctor</i>	Job Title: <i>Senior Technician</i>
	Date: 01.03.24	

1. PROPOSAL

- 1.1 Local members undertook a survey in 2021 to understand what local residents would like to include in an application for funding to improve Mosborough High Street. One of the asks of the community was a desire to change the parking restrictions on one stretch of the high street to help in providing a turnover of spaces for shoppers who want to stop and visit the businesses situated on High Street. Members used this feedback to submit an application to the Council's Economic Recovery Fund, requesting money to undertake a temporary change to the parking restrictions.
- 1.2 As part of the economic recovery fund programme, the Council's Traffic Regulations team advertised and implemented an Experimental Traffic Order (ETO), the effect of which was to introduce 2 bays totalling approximately 14 spaces where waiting is limited to a maximum stay of 2 Hours with no return within 2 Hours, Monday to Friday 8:00am-6:30pm. These new restrictions were in addition to the existing 6 spaces of maximum stay 30 minutes. These parking bays are adjacent to the shop frontages on Mosborough High Street. The advertisement also included a small section of No Waiting at Any Time restrictions to protect a vehicle access.
- 1.3 An ETO was chosen as the preferred type of order, as it was not known at that stage whether the restrictions would be adhered to and also if there would be an issue with migration of vehicle parking.
- 1.4 Limited waiting parking bays can be difficult for parking services to enforce as the restriction requires an officer to note registration plates at the site and return every two hours to note any non-compliance. Enforcement can be sporadic, and an ETO would allow the restrictions to be amended if it was not being adhered to or was causing any unforeseen issues.
- 1.5 As part of the procedure associated with an ETO, objections and representations can be made to the Council over a 6 month consultation period.
- 1.6 The order was advertised on the 8th December 2022 and implemented on the 3rd January 2023. Prior to implementation 4 objections were received. The Council also received 2 objections to the restrictions when implemented. 5 of these objections have not been withdrawn and therefore the objections need to be considered if a decision to proceed with making the ETO permanent is to be made before it expires (i.e. before the expiration of the 18 month implementation period).

- 1.7 A one-day parking survey was undertaken both pre and post scheme in order to obtain an appreciation of how the scheme had performed. The surveys were both undertaken on the same day of the week, during school term time and weather conditions were dry and overcast on both occasions.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The purpose of the proposed scheme is to:
- a) contribute towards a higher turnover of customers, which in turn should boost economic recovery for businesses; and
 - b) maintain access while enabling a).
- 2.2 Before the scheme was introduced, most of the unrestricted parking space in front of the shops was taken up by a small amount of vehicles parking up for the majority of the day. These restrictions aim to reduce the number of long stay vehicles from parking and thereby increase turnover to the benefit of the local businesses.
- 2.3 Data gathered from on street surveys would suggest that there has been an increase of approximately 50% in the number of vehicles using the restricted parking bays.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The ETO was advertised on 8th December 2022 by notice in the local press and street notices were placed on High Street, Mosborough. Consultation letters were delivered or emailed to affected properties inviting comment on the proposals prior to its launch. Local Ward Members, and Statutory Consultees were consulted.
- 3.2 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This states that "*An objection [to the making of a Traffic Regulation Order (TRO)] shall be made in writing*". However, the practice in Sheffield is to also accept objections made via email as well as hand written.
- 3.3 CONSULTATION REPONSES
- 3.3.1 There have been 10 responses to the consultation, 5 of these are formal objections, 2 support the proposal and 3 making representations neither in support or objection. The objections are presented in Appendix 'D' which is at the bottom of this report.

Officers have acknowledged all respondents and provided further information where necessary or answered specific questions.

3.3.2 It is important to note that 4 objections were received prior to the scheme being implemented and 1 objection was received just over a month after implementation. Schemes of this nature typically take time to settle in before they should be assessed for impact. This is due to drivers having to familiarise themselves with the restrictions and adjust accordingly. The Council did not receive any further comments.

3.3.3 The scheme has now been in operation for over 12 months.

All objectors have been contacted post implementation to establish whether they want their objections to stand. The Council only received one response of which was to withdraw an objection. No other responses were received and therefore all other objections stand. 2 objections were received just over a month after the scheme became active, suggesting that the parking situation had become more difficult on Stone Street. Surveys were not carried out in the first couple of months so this cannot be substantiated but it may have been the case as drivers became accustomed to the new restrictions. Surveys were carried out when the restrictions had been in operation for 6 months. The data gathered from these surveys, attached at Appendix 'B', suggests that there were no additional vehicles parked on average throughout the day on Stone Street. Subsequently one of these objections was later withdrawn. The Council has not received any further objections or representations during the period that the scheme has been active.

3.3.4 1 Objector suggested that there would be less space to park for church visitors as the measures would increase the amount of long stay parking further up High Street. With this scheme limiting parking to 2 hours, long stay parking should be reduced outside the shops and therefore increase turnover. The parking survey indicated that post scheme, turnover of vehicles within the restricted spaces was increased, therefore this should make it easier for church visitors to park rather than more difficult. This may be of assistance to visitors to the Church if their visit is less than 2 hours.

The survey also suggested that there were less vehicles parked further up in High Street where parking is still unrestricted, indicating that more vehicles were able to park closer to the shop frontages.

3.3.5 2 objectors wanted the time increased to more than 2 hours as they did not feel it was enough time to visit the hair salon. The Council did indicate that this would be considered if further representations were received. No further comments have been received during the active period of the experimental order in relation to extending the maximum stay.

3.3.6 1 objection asked where residents and business employees were supposed to park and that the scheme would make the parking situation worse on the nearby unrestricted side roads. Another objection also stated that nearby residential streets would have people parking on them for a longer period of time. The post implementation parking survey suggests that the amount of parked vehicles on Stone Street and Church

Mews has remained similar throughout the day during the restricted hours. During the survey period, officers noted that parking was not at capacity and spaces were available.

3.3.7 Queen Street can be used as an alternative arrangement for parking as it has a free public car park. There has also been communication from the sports social & club on Station Road, that they would not stop people from parking in their car park during the week, but did ask that business owners do not use it at the weekends.

3.3.8 The majority of properties on High Street have off street parking facilities and the experimental restrictions are relatively brief only being operational during the peak of the working day. Flexible in that they allow for a vehicle to be parked from 4:30pm until 10:00am the following morning Monday to Friday within the marked bays.

There were 2 supportive comments, one of which was a business owner who believed it is a good step towards bringing more custom to the businesses of High Street and that it would encourage staff to car share or walk to work.

3.4 OTHER CONSULTEES

South Yorkshire Police had no issue with the proposed ETO. South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service or South Yorkshire Passenger Transport Executive have made no comments.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

We did not receive any comments in regard to disabled users having issue with this scheme and there is still the availability for disabled users to park for up to 3 hours on the single and double yellow line restrictions on High Street itself. Therefore, the amount of space available for disabled users has not decreased.

The parking survey data actually suggests that the proposed measures should in fact improve accessibility to the business frontages by increasing turnover of parked vehicles in the district centre.

Any future requests or queries received would be processed via Transport Planning and assessed to determine if any further action/changes can be taken or should be made.

The reduction of all day parking may encourage shop owners and employees to walk, cycle and catch public transport to work.

4.2 Financial and Commercial Implications

The total cost for implementing the ETO including the commuted sum payment for ongoing maintenance costs, is to be funded from the economic recovery fund programme.

The total costs for implementing the works which has already been undertaken are as follows:

£6162.52 for signing, lining, bollards and commuted sum

£5650 for officer time and notices in the Sheffield Telegraph relating to the advertisement of the traffic regulation order.

If the decision is taken not to make the scheme permanent then a cost of £1460 would be applied to remove the signage, this could be reduced if the bays were retained as “free parking”.

4.3 Legal Implications

The Council has the power to make an Experimental Traffic Order ('ETO') under Section 9 of the Road Traffic Regulation Act 1984 ('the 1984 Act') for the purposes of carrying out an experimental scheme of traffic control which may continue in force for a maximum of 18 months, and which may include provisions;

- a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
- b) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
- c) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)

Before the Council can make an ETO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ('the Regulations'). It must also publish notice of its intention in a local newspaper and make copies of the Order available for inspection for the duration of the effect of the Order. The Council has complied with these requirements.

The Council has the power to make a Traffic Regulation Order which has the effect of making the provisions of an ETO permanent according to Regulation 23 of the Regulations. The Council is required to consider all and any duly made public objections received and not withdrawn before it can proceed with making the provisions of an ETO permanent. Those objections are presented for consideration in this report at Appendix 'D'.

In exercising the aforementioned powers, the Council is under a duty to:

- secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians); and
- the provision of suitable and adequate parking facilities on and off the highway.

The Committee's attention is drawn to the latter; this report details the Council's consideration of what constitutes the provision of suitable and adequate parking facilities at Mosborough High Street. In doing so, the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.

The Council is under a further duty contained in section 16 of the Traffic Management Act 2004 to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination, or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or coordinate the uses made of any road (or part of a road) in its road network. The proposals described in this report are considered to fulfil that duty.

4.4 Climate Implications

There are no significant climate implications for the proposed scheme. The increase in available spaces could potentially provide a minor increase in the use of vehicles to visit the local district centre, however this should be offset by the reduction in all day parking encouraging business employees working on High Street to make use of active travel methods.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The parking bays could be pay to park spaces instead of time limited parking. This would help with turnover and enforcement. It is likely that this would not be well received by the community or local businesses and may have an adverse effect on trade. It may also cause additional migration of parking onto nearby residential streets, as vehicle users would utilise the nearby unrestricted parking instead of paying a fee.
- 5.2 Do nothing was also considered but this would likely result in business employees moving back onto the street and parking for the majority of the day. It would make it more difficult for customers to park and may reduce trade for the businesses themselves.

6. REASONS FOR RECOMMENDATIONS

The implementation of the Mosborough High Street - Limited Waiting Parking Bays experimental traffic order has resulted in a limited number of objections, but it has also resulted in the opportunity for more visitors to utilise the parking bays in a district shopping centre.

The parking survey undertaken post scheme implementation, noted that drivers are on the whole respecting the restrictions. An increase in individual vehicles was recorded within the restricted area as being approximately 50% higher than pre scheme. These results suggest the scheme has increased the turnover of vehicles and improved numbers of short stay visitors, resulting in more spaces being available on average.

The survey also indicated that parking has not been adversely affected on Stone Street or Church Mews.

Having considered the responses from the public and other consultees and in light of the parking survey information obtained, it is recommended that the ETO is made permanent in full.

Appendix A, B and C

See "Appendix A", "Appendix B" and "Appendix C" attachments.

Appendix D Objections

Objections	
<p>The following responses were received by email. The main body of each email has been copied across and remains unedited. Names and addresses have been omitted.</p>	
Objection	<p>I am writing to object to the proposed change on high Street mosborough, I don't believe this change will make it better for businesses nor do I believe that the parking issue will be helped on stone street or church mews. There is not enough parking for the area and residents now and if these times are enforced residents will have people parking on the road for a longer period of time so the chances of getting parked on the road to go home won't be possible. Plus the added point of parking wardens coming around and trying to ticket residents for trying to park on the road because people who are visiting the shops are parked up.</p> <p>The high streets needs to be left or extended as 2hours won't be enough for people going to the hair salon. Permits need to be enforced on both problem streets and the high street given longer to park. Or the area that keys to go have stolen at the side of there shop to be turned into free parking for customers as they don't use it for their staff.</p>
Objection	<p>I write in response to your letter and information regarding the Limited Waiting Parking Bays in Mosborough.</p> <p>All I can say is that is going to cause further difficulty and traffic chaos further up High Street towards the church, Herrings Sandwich Shop and the Admiral chip shop.</p> <p>We have already noticed an increase in long term parking around the church since the existing 30 minute stay was put in place, the addition of the Bus Box outside church is also an inconvenience to say the least. We have almost no parking space now for times of worship during the week and especially for funerals. If this scheme goes ahead it will simply move the parking problems further up the road and increase the issues we are already facing.</p> <p>We often have large funeral gatherings and the lack of parking causes additional stress to those mourning the loss of a loved one, we find that often people now park opposite the Bus Box on High Street which narrows the road significantly, this happens all the time with people visiting the chip shop. I would also like to point out that drivers regularly park onto the kerb/pavement creating hazards for wheelchair users and people with children in prams.</p> <p>I would question just how much time has actually been spent out on the streets in question to actually see what the traffic/parking issues are for all concerned every day of the week.</p> <p>I would be very happy to meet with a representative of your department.</p>
Objection	<p>As a customer of Cadmans hair salon I oppose the changes to a 2 hour rule. This is not sufficient for a hair appointment and not helpful to local businesses.</p>
Objection	<p>Dear Sir or Madam,</p>

I am replying to a letter dated 5th August regarding proposed changes to parking on High Street, Mosborough, Sheffield.

I will try and make my points brief and to the point as I feel I could discuss them in greater detail in person or via further communication should this be required.

Firstly, I have resided at 36 High Street since 1985 and have thus seen many changes to traffic and parking over those 37 years. It is hardly surprising to note that the situation has definitely got worse over time.

I am fully in support of local businesses and anything that can hopefully aid them in an increasingly technological and e-commerce world I wholeheartedly agree with.

However, I do feel that some of your proposals do not recognise the reality of the situation, and the purpose and function that shops in Mosborough provide and the delicate balance that exists (or doesn't) between the needs of commercial businesses that occupy the high Street and of the needs of residential dwellers.

Mosborough isn't Bakewell or Ecclesall Road. People do not generally travel to Mosborough just to shop or for an experience that they may receive if they go to Ecclesall Road for example. I have seen countless ventures open and then fold , such as florists, coffee shops, designer childrens clothing. The list goes on. I genuinely don't think that people who visit the shops in Mosborough will do so for 2 hours. It does not provide the same function as a Matlock Bath where people will travel distances to enjoy a day out and browse the shops for several hours.

So the proposed change to allow people to park for 2 hours to shop appears a rather fruitless one as people are not going to shop in Mosborough for 2 hours. Neither does Mosborough contain the shops currently that would entice said visitors. It does not take 2 hours to nip into the paper shop and the off licence and grab a sandwich. Neither I think would businesses that would provide that thrive in Mosborough unfortunately. And that is by no means intended as a slur on Mosborough village; as aforementioned I have been a happy resident in the village for nearly 40 years and have no intentions of moving.

Changes have already been made, which I am sure were intended to make the situation better, have conversely in my opinion only made things worse.

The restriction for the bus stop has taken away several parking spaces which has put further stresses on already limited parking availability. So has the 30 minute limited waiting area. Which is also empty half of the time and is very very rarely full. If you extrapolate this theory to incorporate the 2 hour parking zone, half of the High Street will be empty all day.

The question that potentially needs to be asked is who actually parks on the High Street for the majority of the day?

The answer firstly is residents that actually live on the High Street, who either don't have access to off road parking or inadequate parking for the modern day world where most homes have more than one car.

The High Street I would say has more residential dwellings than it does shops. In my time living on the High Street that has also changed in favour of more residential as spaces above the shops have been converted to flats. And even if these are one bedroom flats, if two adults resided there, they often have more than one car.

Secondly, the other highest users of the High Street I would suggest is people who actually work on the High Street and not shoppers themselves. They are thus parked on the High Street all day. Where are they supposed to park?

A change to a two hour parking zone certainly isn't going to benefit them unless they all decide to use the bus which is doubtful.

I would imagine this will just have a detrimental knock on effect of parking on Stone Street, Cadman Street, Chapel Street etc.

I genuinely think that these proposals will neither aid businesses nor parking congestion. In fact conversely (for the reasons I have stated) I feel the changes will make things worse.

A couple of very brief suggestions could include the issuing of a resident parking permit to people who either reside on the High Street and to the shops themselves to allow staff to park there. I have seen parking elsewhere that allows for a limited duration and/or resident parking permit.

Looking at the bus stop, and I am not anti bus travel, but the High Street is currently losing probably six or seven car parking spaces. Could this be moved to allow for greater parking flexibility?

Maybe in future various different sections of the council could work in a more cohesive multi-agency manner which would then take into account of the various pressures that changes to the High street then put on parking. Hence, if more of the High Street is allowed to become residential (and again I am not opposing this) like it has to done over time. By the mere nature of the make up of modern day households this has to create the need for more parking, which in turn, obviously means there is less availability for shoppers visiting the high Street.

I believe the old Royal Oak Public House may be converted into a future commercial enterprise(s). Could increased parking not be incorporated into the plans for this?

And I know that the proposals are for between the hours of 8am - 6.30pm, but in our society with more shift work and post covid , less and less people are working a historic 9-5 day, thus the time stipulation won't really accommodate for this.

I do realise that this has become more than the brief missive that I first intended it to be. Apologies for that.

I genuinely am for any changes that can benefit businesses in Mosborough and I do support the local economy.

	I am more than happy to speak further on this matter and eagerly look forward to your response.
Objection	I live on stone street and since the parking restrictions have changed on the high street, we often struggle to park our cars on stone street. We live on the terraced side where we don't have a drive and unfortunately, I often have to park across the road in the car park next to the Queens. Recently there has been tickets allocated as well for being on the pavement towards the top of the street, due to being near yellow lines. Now I know this is supposed to be being reviewed by the council but was wondering if you could help it to be sooner? I know it may seem minimal but it becomes a big issue when the car park across the road is full as well and you have to drive around to find a space for 10 minutes as I have this evening.

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