

PART A - Initial Impact Assessment

Proposal Name: High Street Mosborough - Limited Waiting Parking Bays

EIA ID: 2567

EIA Author: Jamie Proctor

Proposal Outline: To introduce new parking restrictions including waiting limited to a maximum stay of 2 Hours with no return within 2 Hours, Monday to Friday 8:00am-6:30pm on High Street, and a small section of No Waiting at Any Time restrictions to protect a vehicle access. These new restrictions were installed experimentally in January 2023 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 purpose of the proposed scheme is to contribute towards a higher turnover of customers, which in turn should boost economic recovery for businesses. Before the scheme was introduced, most of the unrestricted parking space in front of the shops was taken up by a small amount 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. The Council seek to make the Experimental Traffic Order permanent as currently implemented.

Proposal Type: Budget

Entered on QTier: Yes

QTier Ref: # 00120190281088440000

Year Of Proposal: 22/23, 23/24

Lead Director for proposal: Kate Martin

Service Area: Strategic Transport, Sustainability and Infrastructure

EIA Start Date: 31/01/2024

Lead Equality Objective: Leading the city in celebrating and promoting inclusion

Equality Lead Officer: Ed Sexton

Decision Type

Committees: Planning & Highways

Portfolio

Primary Portfolio: City Futures

EIA is cross portfolio: No

EIA is joint with another organisation: No

Overview of Impact

Overview Summery: A parking survey undertaken post scheme implementation indicated that 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 nearby side streets. These numbers suggest that more parking spaces are available closer to the shop frontages and church, which could benefit those that may only be comfortable or able to walk for short distances.

Impacted characteristics:

Consultation and other engagement

Cumulative Impact

Does the proposal have a cumulative impact: No

Impact areas:

Initial Sign-Off

Full impact assessment required: Yes

Review Date: 31/07/2024

PART B - Full Impact Assessment

Health

Staff Impacted: No

Customers Impacted: Yes

Description of Impact: There may be concern that the increase in available spaces could potentially provide a minor increase in the use of vehicles to visit the local district centre and therefore increase air pollution, however this should be offset by the limited bay restrictions encouraging business employees working in the local district to use

active travel methods, as there is now less availability in unrestricted parking.

Name of Lead Health Officer:

Comprehensive Assessment Being Completed:

No

Public Health Lead signed off health impact(s):

Age

Staff Impacted:

No

Customers Impacted:

Yes

Description of Impact:

As the scheme should create more available spaces closer the business frontages, those who find it difficult to walk longer distances will get better opportunities to park closer to their destination, making the frontages more accessible.

Disability

Staff Impacted:

No

Customers Impacted:

Yes

Description of Impact:

As the data suggests that the scheme creates a higher turnover and therefore more available spaces closer to the business frontages, those who find it difficult to walk longer distances should get better opportunities to park closer to their destination, making the frontages more accessible. It was noted that there is an advisory disabled bay on Stone Street. 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. So the amount of space available for Disabled Users has not decreased.

Action Plan & Supporting Evidence

Outline of action plan:

The restrictions were implemented on an experimental basis on 3rd January 2023 and advertised in the preceding month by Notice in the local press, street. Notices were placed on High Street Mosborough and consultation letters delivered or emailed to affected properties inviting comment on the proposals. Local Ward Members, and Statutory Consultees were consulted. No comments were received concerning access issues for the impacted characteristics identified.

Action plan evidence:

Consultation letters, email communications and parking surveys.

Changes made as a result of action plan:

Mitigation

Significant risk after mitigation measures: No

Outline of impact and risks:

Review Date

Review Date: 31/07/2024

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