



**Doncaster
Council**

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**DRI Hospital Parking
Phase 2 – Informal Consultation Report**

- **Canterbury Road**
- **Gloucester Road**
- **Chelmsford Drive**
- **Beverley Road**
- **Monmouth Road**
- **Thorne Service Road**

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Table of Contents

| | |
|---------------------------|---|
| Introduction | 4 |
| Consultation Results..... | 5 |
| Recommendation | 6 |
| Conclusion | 6 |



Introduction

In agreement with respective ward members and senior management, following a previous meeting to discuss the options available to resolve the ongoing issues associated with excessive on-street parking (as set out in DRI Hospital Parking – Options Report, available for review upon request). Doncaster Council undertook an informal consultation for the proposed delivery of timed parking restriction (10am to 3pm Monday to Friday) and double yellow line parking restrictions upon the following areas:

- Beverley Road
- Canterbury Road
- Chelmsford Drive
- Gloucester Road
- Monmouth Road
- Selby Road
- Thorne Service Road

The informal consultation consisted of a letter and drawing outlining the parking proposals being distributed to all resident and businesses upon the aforementioned streets. Details of the project proposals was also advertised upon the Doncaster Council website. The informal consultation process commenced on 27th November 2017 and ended 8th January 2018.

This report sets out an analysis of the comments received during the informal consultation process and is intended to provide a guidance document for the respective ward members to discuss and confirm the agreed method in resolving the issues associated with excessive non-residential on-street parking.

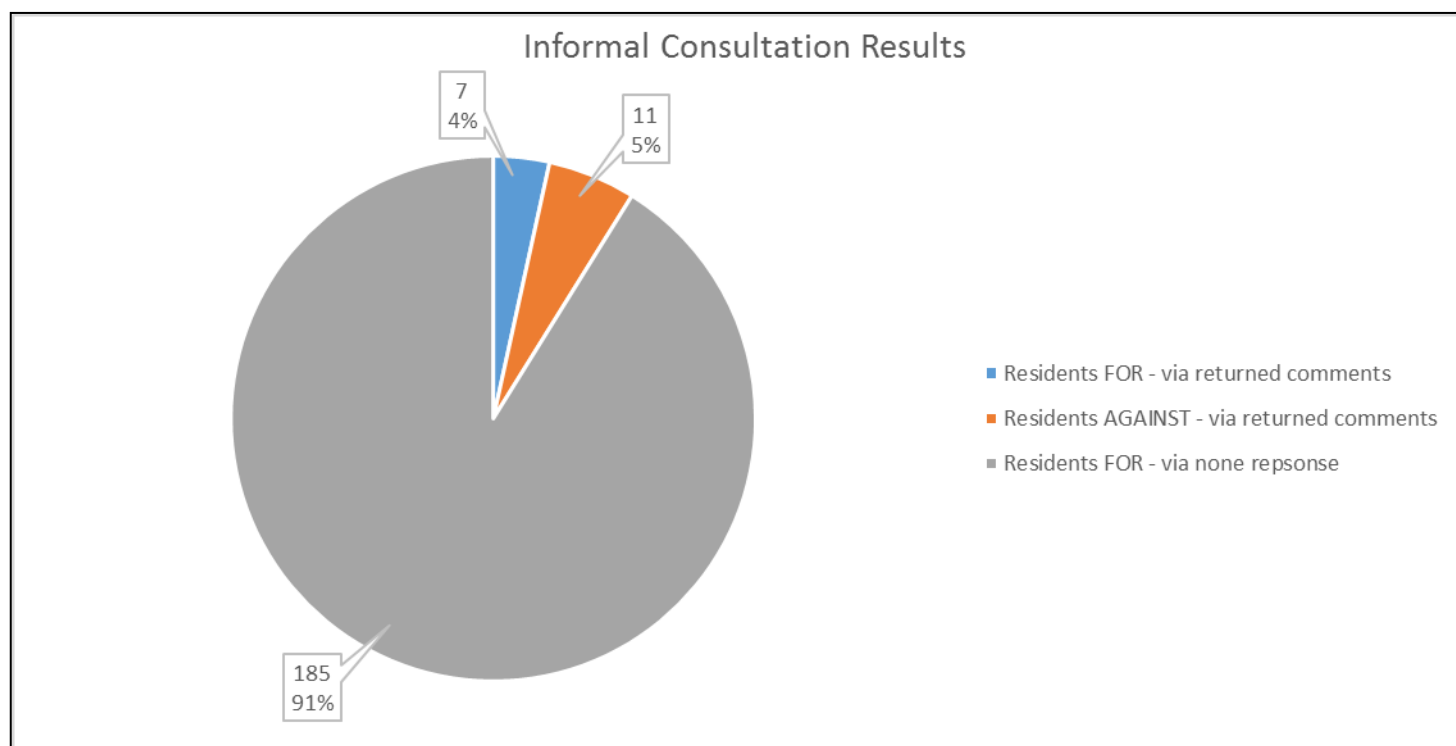
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Consultation Results

Historically, when undertaking previous informal consultations a large majority of residents do not respond to initial consultation documents/letters. Therefore, prior to undertaking the informal consultation for the proposed parking restrictions, **it was agreed that a none-response would be received as the resident was in favour for the parking proposals to be introduced.**

A total of 203 properties received the informal consultation letter and drawing outlining the parking proposals. The following pie-chart illustrates a breakdown in the responses of the informal consultation.



Consultation Data:

| | | |
|---|-------|-------|
| Total properties consulted | = 203 | |
| Total properties responded | = 18 | = 9 % |
| Total non-response | = 185 | = 91% |
| | | |
| Total properties For (responded) | = 7 | = 4% |
| Total properties For (non-responded) | = 185 | = 91% |
| Total Against | = 11 | = 5% |



Recommendation

Following a review of the comments received throughout the informal consultation process. It is the recommendation of this report to proceed to the formal consultation stage as per original design proposals. Although a number of residents have made comments against the proposed parking restrictions; for the reason of, they will not be able to park outside of their property and/or place of work during the restricted hours. The existing levels of excessive on-street parking are severe and will potentially worsen once the parking restrictions are implement upon the residential streets within phase 1 of the scheme, as parking migration occurs.

Unfortunately, as previously discussed, the existing carriageway widths of the effected residential roads do allow the Council to implement a residents permit parking scheme, and therefore, the proposed parking restrictions are necessary to resolve the excessive parking issues.

Conclusion

The above recommendations have been made following a review of the comments received during the informal consultation process and are intended to deliver parking restrictions to resolve the existing issues attributed to excessive on-street parking while minimising disruption/inconvenience to local residents.

Should the proposed parking restriction not be installed, it is highly likely that parking migration will occur from phase 1 of the parking scheme, thus increasing the potential hazards to road users and pedestrians that are associated with excessive on-street parking, as well as an increased inconvenience to local residents. And while I appreciate the residential comments regarding parking their vehicle outside of their property, ultimately the primary purpose of the public highway is to maintain the safe movements of vehicles and pedestrians, and not for parking.

This report is intended as a guidance document, ultimately the final parking proposals are to be agreed by the respective ward members. Following the agreement of the final parking restriction proposals, the residents will be notified via letter to the outcome of the informal consultation and the agreed proposals. The agreed scheme will then progress to the formal consultation stage, at which point any-one may submit a formal objection to the proposals. Should such objections be received Doncaster Council will undertake an Officers Decision Report (ODR) in which a response is made to the objection(s) and reviewed independently, prior to a decision being made to proceed or not to proceed.