

10th December 2015

Agenda Item: 8

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (PELHAM STREET AREA, NEWARK-ON-TRENT) (PARKING RESTRICTIONS) TRAFFIC REGULATION ORDER 2015 (3231)

CONSIDERATION OF OBJECIONS

Purpose of the Report

1. To consider the objections received in respect of the proposed Traffic Regulation Order (TRO 3231) for the Pelham Street Area (Phase 2) in Newark-on-Trent and whether it should be made as advertised.

Information and Advice

2. The Pelham Street area is located close to the centre of Newark-on-Trent and directly next to the town's Asda supermarket. Following the opening of the Asda store parking surveys were undertaken in the local area to determine and consider the effect of parking on residential streets. Particularly with the car park at the ASDA store being pay and display and with limited unrestricted on-street parking close to the town centre. Through planning and subsequent legal agreements, a clause relating to off-site highway works was included that placed an obligation on the developer to provide residential parking schemes on streets within the vicinity of the Asda store should the need arise. Parking surveys were carried out during 2013.
3. During 2014 the County Council agreed to undertake work to progress with the implementation of a Residents' Parking Scheme on a number of roads in the area close to the Asda store including Pelham Street. This resulted in an initial consultation being undertaken during September / October 2014 with local residents covering roads shown on the enclosed drawings 4707599.3211.300 and 301. A range of comments were received regarding the proposals including queries relating to the need of a permit scheme specifically on roads furthest away from the Asda store such as Parliament Street and Spring Gardens.
4. As a result of the comments received the scheme was split to allow proposals on Pelham Street and cul-de-sacs leading off the road to be publicly advertised as part of (Phase 1 - TRO3211) to progress whilst further work was undertaken with residents to finalise extents of the wider proposals (Phase 2 – TRO3211), which is the subject of this report. Proposals for Pelham Street (Phase 1 - TRO3211) consisting of a Residents Parking Scheme on Pelham Street, Pelham Gardens and Pelham Close are now in place and new restrictions came into force from the 23rd October 2015.

5. The roads originally included in the wider initial consultation relating to the phase 2 proposals included Victoria Street (Pelham Street to Parliament Street), Portland Street, Edward Avenue, Albert Street (Portland Street to Harewood Avenue), Chatham Court, Eldon Street, Castle Brewery Court, Albion Street, Britannia Court, Crown Street, Parliament Street, Spring Gardens, Princes Street and Southend Avenue.
6. The streets of Britannia Court, Crown Street, Parliament Street, Spring Gardens, Prince's Street and Southend Avenue were resurveyed in March 2015 to establish if there was support for a Residents Parking Scheme. Of all the streets surveyed from the responses received, none of the streets met the Nottinghamshire County Council criteria of 30% response received and 65% in favour of the introduction of a scheme. As a result these streets were removed from the Phase 2 proposals.
7. In addition during the consultation requests were made that proposals for Victoria Street were extended past Spring Gardens due to issues experienced with shopper and commuter parking, the residents considered that the proposals further along the road and on near-by side streets would make this situation worse. Since this request, nearby streets have been removed from the proposals so it is considered that this should reduce the impact of further displaced parking.
8. The roads included in the phase 2 proposals are mainly residential in nature. Victoria Street and Portland Street form part of the B6166 and this is a key route into the town centre from the A46. Albert Street is also a through route linking the town centre to outlying residential areas. There are a range small businesses, primary school and church located on these through routes. The other streets that form phase 2 include Albion Street, Eldon Street, Chatham Court, Castle Brewery Court and Edward Street. These are mainly residential and parking on the road is unrestricted. Currently there are no waiting at any time restrictions (double yellow lines) on a number of junctions in the area.
9. In order to improve access to properties and businesses and provide parking for residents the proposals for Phase 2 consist of:
 - Resident permit holder only parking operating Mon-Sat 8am to 6pm on Edward Avenue, Chatham Court, Eldon Street, Castle Brewery Court, Clinton Street and Albion Street;
 - Dual use parking bays on Albert Street and Victoria Street which allows resident permit holder and limited waiting parking for non-permit holders for 2 hours with no return within 3 hours operating Mon-Sat 8am to 6pm;
 - Double yellow lines at the junction of Albert Street with the following roads: Harewood Avenue, Southend Avenue, Crown Street, Prince's Street and Spring Gardens;
 - All other existing waiting restrictions were to be retained.
10. The statutory consultation and advertisement was carried out between 27th July 2015 and 4th September 2015. However, the consultation was extended from 1st October 2015 to 23rd October 2015 following requests from Victoria Terrace. The document packages were held at Newark-on-Trent Library and County Hall and copies of the notice were erected at a number of locations in the area. All the residents and business owners with a frontage onto Edward Avenue, Chatham Court, Eldon Street, Castle Brewery Court, Albion Street, Albert Street, Portland Street and Victoria Street and all others affected were consulted.

11. The residents of Britannia Court, Crown Street, Parliament Street, Spring Gardens, Prince's Street and Southend Avenue were informed in writing on 21st July 2015 of the intention to remove them from the scheme.
12. The scheme layout for the advertised proposals are shown on the attached drawings numbered 47070599/3231/401 (includes a wider location plan) and 402.

Comments Received

13. During the consultation and advertisement period of the revised phase 2 proposals, twenty-two responses were received. Four responses were requests for information, four expressed support, seven were comments and seven are considered as outstanding objections.

14. Comments – Request for Residents Parking Scheme

There were three comments requesting Residents Parking Schemes to be implemented in other areas of Newark including The Wharf, Hatton Gardens and Barnby Gate that are not adjacent to Pelham Street Phase 2 proposals. These are outside the scope of the advertised proposals and requests have been logged for consideration in composing future programmes.

15. Comments – Castle Brewery Court

A further comment was received from a resident of Castle Brewery Court requesting that double yellow lines are extended on the junction with Albion Street (to cover the courtyard entrances) and at the Elton Street junction due to parked vehicles restricting and blocking access.

The courtyard entrances provide access to private parking areas for multiple household. An appropriate measure to help alleviate residents' difficulties with vehicle access / egress to properties is the provision of advisory 'H bar markings' and these can be provided in line with the County Council's charging policy (£178) on request from local residents.

The type of residents parking scheme to be implemented on Castle Brewery Court and adjacent streets will not have bays marked (known as a type 3 scheme) as this provides greater flexibility in the use of limited kerb space and gives maximum opportunity for residents to park in the best way that suits their neighbourhood. Additional lengths of double yellow lines in this area were not included in the advertised proposals and would further reduce parking provision. It is considered that there is a demand for parking and further restrictions would require further consultation and generate objections.

16. Comments – Dual Use Parking Bays

Whilst not objecting there were three comments regarding the length of time (2 hours) permitted in the dual use parking bays on Albert Street, Victoria Street and Portland Street concerned that this would encourage longer term parking for shopping so reducing the amount of parking available

Limited waiting is only available if the bays are not fully utilised by residential parking. The timings of the dual use bays have been set to give flexibility for short term parking provision on key routes into the town centre with a view on the different types of businesses and demand in this area.

17. Objection - Newark and Sherwood District Council

Newark and Sherwood District Council responded to the consultation. This included details of an objection from District Councillor Duncan and support from Councillor Girling. Following consultation, Councillor Girling retracted support and confirmed a change in position via the District Council. The councillors consider the proposals unnecessary and Councillor Duncan suggested that wherever possible we should open up parking spaces to encourage visitors and facilitate parking for those who live and work in the town.

The District Council commented that the current proposals and those implemented on Pelham Street did not provide provision for residents of Victoria Terrace and requested that provision is made for these residents.

Response - Newark and Sherwood District Council

The County Council has received complaints from residents regarding the availability of on-street parking for residents within the Phase 2 area for a number of years. Positive responses were received to the consultation and advertisement from residents. There have been an increasing number of conflicts between those visiting Newark town centre and parking within the area to avoid paying the current car parking fees within ADSA and other car parks. This proposals includes limited waiting free parking (2 hours) on key routes into the town to facilitate those who wish to visit nearby businesses whilst allowing residents to park and access their premises. This scheme aims to provide the best compromise for all users.

Residents of Victoria Terrace are included in the scheme. Victoria Terrace is situated between Pelham Street and Victoria Street. It has direct access to Pelham Street and to parts of Phase 2; therefore residents will be entitled to parking permits.

18. Objection - Scheme should have more extensive hours of operation

Two objectors felt that the hours of operation were insufficient not covering evenings and Sundays / Bank Holidays and did not guarantee parking outside their home. One objector has caring requirements and considers that after 6pm parking will not be available. Additionally they did not feel 2-hour parking should be permitted. It has been suggested that either no scheme is implemented on Victoria Street or it should be permit holder only.

Response - Scheme should have more extensive hours of operation

The scheme is designed to alleviate the problem of long-term non-resident parking during the day. It seeks to maintain access for residents and for visitors to the immediate area, whilst effectively preventing long-term shopping or commuter parking. Most businesses in the immediate area operate Monday to Saturday between 8am and 6pm so this has determined the hours of operation of the scheme.

If required, a visitor's permit for health visitors can be purchased for use during the hours of operation of the scheme.

A residents' parking scheme will not resolve issues relating to residents' demand exceeding supply at peak times, such as evenings. A residents' parking scheme is not designed to ration parking; permits are charged at £25 per permit and would be available to all households within the scheme. The number of permits per household is currently not restricted and purchase of a permit does not guarantee the availability of a parking space.

19. Objection - Scheme is not required

Two objectors felt that there was not a problem with parking in the area and that the proposed permit scheme was an unnecessary expense and inconvenience for residents and their visitors.

Response - Scheme is not required

Nottinghamshire County Council has received complaints from residents regarding the availability of on-street parking for residents within the Phase 2 area for a number of years. Several rounds of consultation have been conducted with residents in the area to determine the majority view and to develop the most appropriate scheme to address the identified problem of daytime, non-resident, long-term parking. Unfortunately it is not possible to meet everyone's differing requirements in terms of their specific highway needs, as these are frequently diametrically opposed. It is considered that the current proposals provide the best compromise for all users.

Other Options Considered

20. Other options were considered which related to the length of time that the residents parking scheme would be applicable, locations for the parking bays and extents. Proposals have been modified to take into account comments received during the initial consultation.

Comments from Local Members

21. County Councillor Tony Roberts has been involved with the consultation and supports the proposals.

Reason for Recommendation

22. The recommendations represent the most appropriate action to balance competing requirements, meet the needs of local residents and facilitate the safe operation of the highway.

Statutory and Policy Implications

23. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

24. The scheme is being funded by McLagan Investments Ltd through agreements that are in place on the Asda Potterdyke scheme and the cost of implementing the scheme including works is anticipated to be £8,000.

Crime and Disorder Implications

25. Nottinghamshire Police has raised no objection to the proposals.

RECOMMENDATIONS

It is **recommended** that:

The Nottinghamshire County Council (Pelham Street area, Newark-on-Trent) (Parking Restrictions) Traffic Regulation Order 2015 (3231) is made as advertised and objectors notified accordingly.

Neil Hodgson
Service Director (Highways)

Name and Title of Report Author

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For any enquiries about this report please contact:

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Constitutional Comments (SLB 19/11/15)

26. Transport and Highways Committee is the appropriate body to consider the content of the report.

Financial Comments (GB 19/11/2015)

27. The financial implications are set out in paragraph 24 of this report.

Background Papers

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972. All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, West Bridgford.

Electoral Division and Members Affected

Newark West ED

Councillor Tony Roberts