

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (ENDSLEIGH GARDENS AND MURIEL ROAD, BEESTON) (PROHIBITION OF WAITING AND RESIDENTS' CONTROLLED ZONE) TRAFFIC REGULATION ORDER 2014 (5151)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the above Traffic Regulation Order and whether it should be made as advertised.

Information and Advice

2. Muriel Road and Endsleigh Gardens are residential streets close to Beeston Town Centre. Whilst Muriel Road can be accessed from both Abbey Road and Marlborough Road, Endsleigh Gardens is classed as a cul-de-sac and is effectively a continuation of Muriel Road albeit narrower with a turning circle at the end.
3. The County Council has received repeated requests from local residents and the local member, Councillor Steve Carr, for parking controls to be considered due to issues with all-day commuter parking. There is a pedestrian alleyway / twitchel at the bottom of Endsleigh Garden which provides pedestrian access to the High Road in Beeston and wider town centre area, reports suggest that people are parking on these streets and using the alleyway as a convenient cut through.
4. During 2013/14 two rounds of consultation relating to the implementation of a Residents' Parking Scheme (RPS) along Muriel Road and Endsleigh Gardens were undertaken. The consultation followed support for a RPS which was validated by questionnaires sent out by the County Council during June and July 2013 to all residents who would be eligible for permits. A response rate of 55% with 71% of respondents supporting the introduction of a scheme was achieved across both streets exceeding the criteria required by the County Council.
5. The first round of consultation and a subsequent meeting with local residents generated competing demands for which a balanced solution has been sought. The final proposals, which can be seen on the enclosed drawing

H/04078/1927/02, were publicly advertised between 17th December 2013 and 15th January 2014 and are summarised as follows:

- Muriel Road: Residents' Controlled Zone operational between 9 – 10am and 3 – 4pm Monday to Saturday
- Endsleigh Gardens: Residents' Controlled Zone operational 8am – 6pm Monday to Saturday
- No Waiting Restrictions (double yellow lines) on Muriel Road junctions with Marlborough Road and Abbey Road

The aim of the less restrictive proposals on Muriel Road is to provide flexibility to residents but prevent all-day commuter parking. Enclosed drawing H/04078/1936/03 shows the location of the proposals in the wider context of Beeston town centre and the tram.

Objections Received

6. During the consultation rounds 37 responses were received, 29 of these are considered as outstanding objections to the final proposals with two of the objections being in the form of a letter signed by multiple residents as a petition. The objections have been summarised and responses grouped by common issues due to objections containing a range of issues.

7. Objections – Abbey Road and Abbey Drive (ref: A)

On Abbey Road / Abbey Drive 6 comments have been received, with 2 from Abbey Road considered as objections. Issues relate to concerns about existing traffic issues along Abbey Road and it is suggested that the restrictions will displace traffic onto this road and add to existing problems. An Abbey Drive resident is also concerned that the restrictions will lead to further deterioration in the safety of traffic and pedestrians using Abbey Road, specific reference is made to the tram works, speed of traffic and the high number of parked vehicles. Objectors have queried why Abbey Road is not included in the proposals and some refer to the public off-street car park on Derby Street. It is suggested this could be utilised for long term parking and removing charges would help, which is a matter for Broxtowe Borough Council.

8. Objections – Marlborough Road (ref: B)

On Marlborough Road 4 local residents have objected individually regarding the proposed scheme on the basis that parked vehicles will be displaced onto this road. Residents are suggesting that previous requests for residents' parking schemes have not been considered and that they currently encounter issues with blocked accesses, verbal abuse and inconsiderate parking.

In addition one resident has organised an additional objection signed by 49 people at 26 different properties along Marlborough Road, Abbey Road, Claremont Avenue and Halina Court, the objection is based on similar issues to those reported by individual residents on Marlborough Road and suggests that short term restrictions are installed on one side of Muriel Road and Endsleigh Gardens instead.

9. Response – Abbey Road, Abbey Drive and Marlborough Road

Parking restrictions along Abbey Road and Marlborough Road are outside the scope of this scheme. The revised proposals for Muriel Road to include dual use parking for part of the working day should minimise displacement onto nearby streets by allowing short term parking on any underused area of roads between 10am and 3pm and after 4pm.

Reports of parking issues are reviewed by the highways department with schemes prioritised using reports, local knowledge and member feedback. Requests and issues raised on streets wider than those included in the proposals will be logged and recorded for reference and consideration in any future schemes.

10. Objections – High Road and Derby Street (ref: C)

A local resident on High Road who is also a business owner in Beeston is objecting on the basis that limiting car parking close to the town centre does not help encourage business and the regeneration of the town. The objector suggests that parking is not a major issue and that the parking situation is reassessed once the tram works are completed.

A local business owner on Derby Street is objecting to the proposals on the basis that properties within the proposed residents' parking zone have off-street parking and that parking will displace onto other roads such as Marlborough Road. The objector states that this area has become an informal parking area as it is close to the town centre and this is due to the costs of parking in off-streets car parks such as the one on Derby Street.

Two local workers are objecting as they currently park on Muriel Road with 1 stating that this is the closest they can get to their place of work on High Road without paying parking charges. Whilst one of the objectors appreciates the concerns of residents they are suggesting that if workers utilised all off-street parking then no space would be left for customers and that most of the problems with parking is down to the amount of extra tram workers in Beeston.

11. Objections – Muriel Road (ref: D)

In total 14 individual objections and comments have been received from residents on Muriel Road, in addition to this 1 resident has organised an additional objection signed by 11 neighbours opposed to the introduction of a scheme due to the requirement to pay for parking on the road outside their properties. Overall, there is a mixture of responses with some residents objecting to the revised proposals (6) in favour of the more restrictive hours originally proposed and consistency with Endsleigh Gardens whilst others have withdrawn objections (3) based on the less restrictive hours.

In addition to the signed letter petition relating to permit charges 4 individual local residents are objecting on the basis that there should be no charge for permits and the cost should be covered by the income from the Derby Street car park. It is suggested that problems have only been an issue since the introduction of car parking changes.

Concerns have also been raised that a permit will make it difficult for visitors and tradesmen. One of these residents has also raised issues around visitor parking availability due to the number of visitors that attend their property for family events.

Residents of Muriel Road are also suggesting that the consultation is flawed and that responses from Endsleigh Gardens have skewed the results of the survey.

12. Objections – Other

2 further objections have been received; it is unclear if these are from local businesses or residents. One of these objections specifically cites the issue of the lack of free parking in Beeston as previously highlighted.

The second objection is questioning the legality of the proposals and reasons for the proposals, it is suggested that the proposals are intended simply to prohibit non-residents from on street parking.

13. Response – Car Parking Charges

The issue of car parking charges has been raised by the majority of objectors. Off-street car parking provided by the local authority in Beeston is the responsibility of Broxtowe Borough Council, NCC are unable to govern costs in these car parks and cannot use revenue generated to off-set parking permits as suggested by objectors.

The decision to introduce town centre parking charges was taken by the Borough Council and by the nature of such a change it is likely to displace parking. Broxtowe Borough Council has previously confirmed that from October 2013, long term parking in one of the car parks in Beeston will be reduced from £3 to £1 and if this is successful, then it may be extended to include other underused car parks in the area.

14. Response – Parking Permit Charges

A key issue raised by objectors on Muriel Road is the requirement to pay for parking permits. This is a requirement of the Authority and on 25th February 2010 the council's budget included a recommendation that a charge should be made for permits issued for use in residents' parking schemes. The charge is to cover the administration and management of the permit scheme and the direct costs of the permits. Parking permits would cost £25 each and will usually be valid for 12 months, with 100% discount concessions for Blue Badge Holders and residents 75 years old and over. Properties can also purchase additional visitors permits at a cost of £25 each, these are not specific to the vehicle. Detailed information on permits was provided as part of the questionnaire process and can be resent to individuals on request.

15. Response – Questionnaire Results

As stated in the background information, questionnaires were sent out during June and July 2013 to ascertain support for a RPS on both Muriel Road and Endsleigh Gardens. This exercise demonstrated that the required response and support rates had been achieved to enable the scheme to proceed. Whilst results from Endsleigh Gardens were more in favour than properties along Muriel Road,

results on both roads if considered independently do meet the agreed levels for implementation. Return rates of 68% with 98% support were obtained for Endsleigh Garden with the equivalent figures being 47% and 65% for Muriel Gardens, both meeting the response rate of 35% questionnaires needing to be returned with a minimum of 65% of responses in favour of the scheme.

16. Response – Muriel Road

Alterations to the timings of the controlled zone were proposed following a meeting held with local residents. The less restrictive hours should still assist with deterring parking from all-day commuters, but also provide greater flexibility for visitors to local residents and minimise displaced parking by allowing short term parking on any underused sections of road during permitted times.

Other Options Considered

17. Alternative options relating to the timing of the residents' parking scheme have been considered, as demonstrated by the previous rounds of consultation. In addition proposals to implement time restricted no waiting restrictions have also been consulted upon.

Comments from Local Members

18. County Councillor Steve Carr supports the proposals.

Reasons for Recommendations

19. The measures are being introduced to remove all day parking along Endsleigh Gardens and Muriel Road in Beeston. The measures will allow short stay parking on Muriel Road outside the hours of 9 – 10am and 3 – 4pm. Resident permit holders would be able to park at any time within the residents' parking zone.

Statutory and Policy Implications

20. 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

21. The scheme was originally planned to be funded by the 2013/14 Integrated Transport Measures. Due to delays and issues raised through consultation,

funding provision has been made from the 2014/15 Integrated Transport Measures block and will cost in the region of £5,000.

Crime and Disorder Implications

22. Nottinghamshire Police raised no objections to the proposals.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Endsleigh Gardens and Muriel Road, Beeston) (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2014 (5151) is made as advertised and the objectors advised accordingly.

Andrew Warrington
Service Director (Highways)

Name of Report Author

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Title of Report Author

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Constitutional Comments (SLB 01/05/14)

23. Committee have the power to decide the Recommendation.

Financial Comments (GB 01/05/14)

24. The financial implications are set out in paragraph 21 of the 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(s) and Member(s) Affected

Beeston North

Councillor Steve Carr