



**9th January 2014**

**Agenda Item:**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (BINGHAM TOWN CENTRE) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2013 (8212)**

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (MARKET STREET, BINGHAM) (ONE WAY) TRAFFIC REGULATION ORDER 2013 (8213)**

## **CONSIDERATION OF OBJECTIONS**

### **Purpose of the Report**

1. To consider the comments received in respect of the above proposed Traffic Regulation Orders for Bingham Town Centre.

### **Information and Advice**

2. Bingham has a vibrant Town Centre based around the traditional Market Place. There is a high demand for access to shops and other attractions, and the proximity of residential properties to the centre means that parking space is at a premium, and often parking comes into conflict with pedestrians, public transport operations and servicing of local businesses.
3. Problems are most severe in the area around the Market Place, with conflicting demands of short term shopper parking, long term worker and commuter parking, essential loading and parking by blue badge holders obstructing the free passage of buses as well as blocking narrow footways and other pedestrian routes.
4. These proposals have been developed to tackle some of these problems whilst maintaining a regular turnover of visitors on foot, by car and by public transport so as not to jeopardise the vitality of the area. The main aspects of the scheme involve;
  - a. Introduction of one-way system southbound on Market Street between the Market Place and Long Acre, this is to assist through movements by larger vehicles whilst maintaining parking in some locations and enabling localised improvements to footways;
  - b. 2 hour limited waiting on existing uncontrolled parking spaces within the Market Place area and along sections of Market Street and Church Street

to prevent all day parking and encourage a regular turnover of parked vehicles;

- c. A ban on loading around the Market Street / Church Street junction to prevent obstruction by loading and disabled vehicles, this will be mitigated by the provision of specific loading and disabled parking places in more suitable locations nearby;
  - d. Additional 'no waiting at any time' on Cherry Street to improve access for buses, plus a section of 'no waiting at any time' along Church Street to provide a passing place in the long length of uncontrolled parking;
  - e. No waiting Monday to Saturday between 8am and 6pm on the north side of Church Street to replace the existing Thursday (market day) only restriction and standardise with other 'working day' prohibitions in the area;
  - f. Additional 'no waiting at any time' restrictions at the Long Acre / Market Street and East Street / Fosters Lane / Rutland Road junctions, and on the east side of Market Street and sections of the Market Place and Moor Lane. This is to assist turning movements and prevent obstruction of junction areas.
5. The proposals, which can be seen on the enclosed drawings 47065882/TRO8212/401 and 402, were publicly advertised during November 2013. This included street notices, plans on deposit in the Library and Town Council office (along with feedback forms) and letters distributed to all properties fronting the proposals.
  6. During the consultation period a total of fifty-six responses were received. This included nineteen comment forms completed as a result of the consultation documentation available for public viewing in the Town Council offices.
  7. Overall twenty-four were broadly in favour of the proposals, and most responses, including those in favour, offered a number of comments and suggestions on various aspects of the proposals. The remaining thirty-six are considered objections; this is not unexpected due to the range of proposals across the town centre area. For the purposes of this report, objections will be grouped into different areas of the scheme.

## **Cherry Street**

### Objections

8. This aspect of the proposals attracted the most comment, with eight objections being received from nearby residents specifically suggesting that the proposals were too extensive and also suggesting that permit parking should be considered to give residents priority over visitors.

### Response

9. Cherry Street is used as the main access to the market area by buses, historically parking on Cherry Street obstructs bus movements to such an extent that police 'no waiting' cones are deployed on the east side. The proposed restrictions replicate the effects of the cones and provide minor modifications to restrictions near the tight junctions at either end of Cherry Street.

10. It is acknowledged that the proposals are prohibitive, and given the number of objections it is suggested that they are reviewed in discussion with affected residents to achieve a design that is more suited to local activities whilst still maintaining access for buses and larger vehicles. It is suggested therefore that proposals for Cherry Street are omitted from the final Order and implemented as an addition at a later stage.
11. The use of permit parking would give residents the option of parking on the road in preference to non-residents. However, in cases where restrictions are proposed specifically to prevent obstruction it would not be appropriate to allow any parking, and in those cases residents permit parking would be unsuitable.

## **Market Street**

### Objection

12. A number of responses suggested extending the one way operation to include Cherry Street and Church Street, creating a full one-way system around the Market Place. A similar number of responses objected to the creation of a one-way street, suggesting that the removal of parking altogether in that area would be a better solution and would remove the need to make Market Street one-way.

### Response

13. The left turn into Market Street from Church Street is extremely tight and demand for parking in that area is high. Although much of the road currently has daytime restrictions, this is often legitimately occupied by blue badge holders or loading vehicles, which severely obstructs bus movements around the junction, blocking the movement of traffic around the whole of the Market Place and leading to inappropriate and potentially dangerous vehicle manoeuvres.
14. The proposals will ease the situation by allowing the formalising of parking for blue badge holders in locations where traffic would not be obstructed and preventing parking and loading in locations where this would obstruct free movement.
15. The removal of parking and the retention of two way working would achieve the same thing, but this would be at the cost of parking provision where demand is high. In addition, opportunity has been taken, with the introduction of one-way operation, to make improvements to existing narrow footways in Market Street to improve the situation for pedestrians.

## **Long Acre**

### Objection

16. A number of issues have been raised regarding parking on Long Acre. Proposals for no waiting at any time on Long Acre for a short distance to the west of Market Street are intended to improve visibility for emerging vehicles from the one-way section in an area where the road is particularly narrow and parking often takes place outside a number of small businesses, obstructing visibility and the free movement of larger vehicles.

### Response

17. Objections have been received on the grounds that the proposals would prevent businesses operating effectively and would reduce the number of customers visiting these businesses.
18. The road here is regularly occupied by vehicles, the majority of which belong to the adjacent businesses; this in itself prevents the use of this space by casual visitors and creates a permanent obstruction to visibility and movement by larger vehicles. The introduction of no waiting at any time here would therefore remove parking but would allow the use of the road space for genuine loading and unloading activities, whilst the improvements to parking restrictions in Market Street would provide a greater level of turnover, making it easier for customers to park within a reasonable distance of these businesses.

### **Fosters Lane**

#### Objection

19. Objectors have commented that, although they recognise the problem, the removal of parking here would severely restrict parking close to their homes, and have suggested residents' parking to give them priority over non-residents and the shortening of the extent of the restrictions to allow parking closer to their homes. Other responses have commented that restrictions should go even further, and should also be considered around the Fosters Lane / Long Acre junction.

#### Response

20. The junction around Fosters Lane / Rutland Road / East Street is narrow and regularly obstructed by parked vehicles; the proposals therefore seek to remove this problem by introducing no waiting at any time around this junction.
21. The problem here is severe, with parking occurring on bends, around junction radii and on footways. Restrictions are needed to prevent obstruction for through traffic and maintain safe and unobstructed pedestrian routes. Whilst residents' parking would give preference to residents over non-residents, any level of parking here would be obstructive and residents parking would therefore not be appropriate.
22. There is a high demand for parking in the area and it is considered that the proposals cover the most severe sections without overly-inconveniencing residents. Observations have also been carried out at the Fosters Lane / Long Acre junction and whilst parking does take place in this area, the junction is sufficiently wide that good visibility is maintained and obstruction rarely occurs.

### **Parking Displacement**

#### Objection

23. A number of responses expressed concern that the introduction of timed restrictions in the central area will displace vehicles into other streets where there are currently no restrictions, creating additional problems for residents. Those parking all day to work in local businesses or to travel further afield would seek out unrestricted space in residential streets, making it difficult for residents to park. Particular problems have been highlighted in The Paddock

and Fisher Lane, where it is reported that significant all-day parking already takes place.

## Response

24. The proposals are partly aimed at reducing the level of all-day parking within the central area, and creating turnover for shorter-stay visitors; it is acknowledged that this could displace more vehicles into nearby residential areas. It is recommended, therefore, that these streets are identified and monitored, and any significant increase in displacement considered for further action at a future date.

### **General Comments**

25. As well as the above, a number of general comments were received, including:
- a. Provide more timed restrictions;
  - b. Introduce longer lengths of no waiting on Church Street;
  - c. Provide longer waiting times (3 or 4 hours) in limited waiting bays;
  - d. Provide more parking space in the Market Place;
  - e. Take a wider view of the problems in Bingham and introduce a more comprehensive scheme to tackle all the issues.
26. The scheme is clearly not designed to be a comprehensive solution to all parking and traffic problems in Bingham; rather it is designed to combat some of the more common occurrences of obstruction through a simple re-arrangement of parking and traffic patterns, while maintaining the essential character of Bingham.
27. The suggestion for a more comprehensive one way system in the Market Place has been considered by the County Council on a number of occasions. It has never been supported as it is forecast that it would have a significant detrimental effect on traffic patterns in the town centre.
28. It is considered, therefore, that whilst minor changes could have been made to extents, types and times of restrictions, the scheme as proposed represents the best compromise to improve the situation in the short term. Further traffic surveys can be undertaken in the future to monitor the effectiveness of the proposals.

### **Other Options Considered**

29. The scheme is considered to be the most appropriate to meet the many and varied requirements of local residents and road safety concerns. This follows discussions with the local member, town council and local businesses.

### **Reasons for Recommendations**

30. The recommendations are made in view of the comments received. County Councillor Martin Suthers supports the proposals, and expressions of support have also been received from the Police and Rushcliffe Borough Council. In addition, the proposals have been developed in discussion and with the input of the Town Council.

## **Statutory and Policy Implications**

31. 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**

32. The scheme is being funded by the Local Transport Plan (Integrated Transport Measures) budget for 2013/14. The cost of implementing the scheme the restrictions advertised changes to make a section of Market Street one way including footways and the associated works will be in the region of £60,000.

## **Crime and Disorder Implications**

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

## **RECOMMENDATION/S**

34. It is recommended that:
- a. The Nottinghamshire County Council (Market Street, Bingham) (One Way) Traffic Regulation Order 2013 (8213) is made as advertised;
  - b. The Nottinghamshire County Council (Bingham Town Centre) (Prohibition of Waiting) Traffic Regulation Order 2013 (8212) is made as advertised in part, with the exception of the proposals for Cherry Street;
  - c. The issues on Cherry Street are discussed further with residents and amended proposals are introduced at a later date;
  - d. The issues of parking transfer are monitored and, if necessary, action considered at a later date;
  - e. The objectors are informed accordingly.

**Andrew Warrington**  
**Service Director (Highways)**

**Name of Report Author**

Mike Barnett

**Title of Report Author**

Team Manager (Major Projects and Improvements)

**For any enquiries about this report please contact:**

Mike Barnett - Team Manager (Major Projects and Improvements) Tel: 0115 97 73118

**Constitutional Comments (SB)**

35. Committee have the power to decide the Recommendation.

**Financial Comments (IC)**

36. The financial implications are stated in paragraph 32 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 section at Trent Bridge House.

**Electoral Division(s) and Member(s) Affected**

Bingham                      Councillor Martin Suthers