

**13 February 2014**

**Agenda Item:13**

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

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHAPEL STREET, CHARLES STREET, CHURCH STREET, CUMBERLAND STREET, DISTILLERY STREET, HIGH STREET AND WILFORD ROAD, RUDDINGTON) (PROHIBITION OF WAITING AND PARKING PLACES) TRAFFIC REGULATION ORDER 2013 (8200)**

#### **CONSIDERATION OF OBJECTIONS**

##### **Purpose of the Report**

1. To consider the objections received in respect of the above Traffic Regulation Order.

##### **Information and Advice**

2. Following requests from the Parish Council and local County Councillor for Ruddington a review of parking arrangements in the Ruddington village centre was carried out. The review was prompted by the fact that the parish council felt the present arrangement did not maximise the use of on street parking in the village and considered an improved arrangement would better meet the needs of local businesses and residents. A particular concern related to the use of on street parking by local workers and commuters leaving vehicles in the village and travelling to the city using local transport links.
3. The review of parking included a meeting held with the local County Councillor, County Council officers and the clerk from Ruddington Parish Council. Following the meeting a copy of the draft scheme was given to the Parish Council, initial indications being that the parish was in agreement with the draft scheme. The proposals included altering existing parking bays from half hour parking to two hour parking and to remove any bays that are located outside residential properties. Additionally a number of existing unrestricted parking bays were to be converted to two hour waiting. The scheme also included parking restrictions to keep Church Street clear of parked vehicles to allow better access for the buses.
4. These initial proposals were consulted on and letters sent out on 8<sup>th</sup> January 2013 to all residents and shop keepers directly affected by the scheme and to all statutory consultees including the Parish Council. A copy of the consultation letter and plan was also published on the County Councils web site. Thirty-three responses were received as part of this initial consultation with four considered as

objections; this is not unexpected due to the range of the restrictions in the village centre.

5. Revisions to the proposals were made incorporating some of comments received as part of the initial consultation, the changes being removal of sections of limited waiting (single yellow lines) to revert back to unrestricted parking and the introduction of additional two hour waiting restrictions outside the Doctors Surgery.
6. Prior to public advert a second meeting was held on 10<sup>th</sup> April 2013 with the local County Councillor, County Council officers and members of the Parish Council - the revised proposals were circulated prior to this meeting. During this meeting the parish council presented a report summarising its objections and suggestions for improving the parking situation in Ruddington.
7. The statutory consultation and public advert commenced on 29<sup>th</sup> May 2013, the consultation included a notice in the Nottingham Post, notices on site and a copy of the notice / plan on the County Council's website. The final proposals (including those changed from the initial consultation) are shown on the enclosed drawing H/04078/1917/01/A.
8. The public advertisement of the scheme resulted in a further fifteen responses (including the parish councils report presented at the meeting on the 10<sup>th</sup> April 2013). Of these responses ten are considered as objections to the proposals.

## **Objections Received**

9. In total 49 responses (a mixture of comments, suggestions and objections) have been received of which 37 are considered as outstanding objections, including 23 from the initial consultation. Outstanding objections have all been reviewed and the responses are available as a background paper. A summary of the objections and responses for each of the key areas in Ruddington are as follows:

### 10. Objections – Vicarage Lane

One objection raised issues on Vicarage Lane with concerns about parking displaced off Church Street onto Vicarage Lane and parked vehicles obstructing private driveways closest to Church Street.

#### Response

A white 'H' marking will be laid across driveways as part of scheme and the revised proposals have less Monday to Saturday parking restrictions than originally planned to minimise the effect of displaced parking.

### 11. Objections – Cumberland Close and Easthorpe Street

Six objections were raised relating to issues of non-residential parking on Cumberland Close, obstruction of driveways and that proposals will make current issues worse.

#### Response

The proposals only include restrictions to keep the Cumberland Close junction with Easthorpe Street clear of parked vehicles to ensure safe entry and exit of road users. The revised proposals included a reduction in the length of double yellow lines from fifteen metres to ten metres following feedback from residents. Problems have been logged over the last few years in the authority's Highway Asset Management System regarding obstruction and inconsiderate parking. Local police and county council officers have been in contact with residents on this street.

Due to the narrowness of the road, motorists tend to pull up on the footway otherwise they are causing obstruction. Previously bollards were installed along a section of footway and an extra bollard will be added as part of the revised scheme based on feedback from the consultation.

#### 12. Objections – Easthorpe Street

Four objections were raised relating to issues of non-residential parking on Easthorpe Street. Specific issues included the construction of flats in the area and parking for customers of local pubs and restaurants. Better enforcement in the area was also requested.

##### Response

In 2012 requests for a Residents' Parking Scheme were considered (for Easthorpe Street) following reports by local residents. This was considered at the time and discounted on the basis that it wouldn't solve the problem due to the volume of vehicles and overall there is not enough parking opportunities for residents of both Cumberland Close and Easthorpe Street - the issue is more with obstruction. Restrictions were put in previously on a section of Easthorpe Street to help with obstruction issues along this section.

Enforcement is carried out by Rushcliffe District Council, upon implementation of the scheme it will be requested that enforcement is undertaken subject to resources and action elsewhere in the Rushcliffe District.

#### 13. Objections – Charles Street

Two objections were raised from local business requesting permits for residents and two hour parking for customers due to difficulties parking on Charles Street.

##### Response

The revised proposals advertised split the parking bay into 2 hour parking and unrestricted parking; residents can park in this section on a first come first served basis. The limited waiting on the street and nearby in the village will encourage a turnover of vehicles for visitors to local businesses.

#### 14. Objections – Wilford Lane (Dutton Hill)

Seven objections were raised regarding Wilford Hill (Dutton Hill) on the basis that all parking should be removed from Dutton Hill and that two hour parking bays will affect business. Better enforcement in the area was also requested.

##### Response

The existing parking bays will be changed to two hour limited waiting to encourage turnover and prevent all day parking and is considered better for shoppers and visitors. Removal may encourage an increase in traffic speeds and also reduce the opportunity to park.

#### 15. Objections – Church Street

Thirteen objections were raised regarding the proposals for Church Street. Issues along this street include a request for residents only parking (outside the church), general concerns about residential parking and long term parking (particularly for workers), displacement of parking onto Vicarage Street and loading issues for local businesses.

#### Response

There are no proposals for a Residents' Parking Scheme along Church Street. The area outside the church will continue to provide an opportunity for an area of unrestricted parking to be maintained as events at the church are infrequent and at irregular intervals. Other areas of Church Street outside the shops during the working day are proposed to be utilised as limited waiting to encourage a turnover of vehicles for local business and vitality of the village centre. Further restrictions are proposed to allow free and safe movement of vehicles in this area. There are no changes planned to the current loading restrictions, any specific loading bays would reduce the availability of parking for residents and visitors to the area.

There is a section of unrestricted parking on the south side of Church Street and further along outside the Church. Parking spaces for specific properties cannot be reserved or guaranteed on the public highway.

The current parking bays on Church Street outside the shops on the north side are perpendicular parking and whilst uncommon are not presenting safety concerns. It also allows more bays to be created than parallel parking at this location which is considered important due to the amount of available space in this area, so the layout of the bays will not be changed to parallel parking at the location.

The advertised parking restrictions along Church Street were reduced from the initial consultation based on objections received. Whilst this does not remove the objection it helps reduce the risk of displaced parking on Church Street whilst meeting the need of short term parking and long term parking and to assist access for buses.

#### 16. Objections – Ruddington General

Sixteen objections were raised about general issues and covered a range of issues similar to those previously described. Specific issues not already covered include basis of nowhere to park for employees in the village, different locations in the village should have different parking durations, and parking restrictions suggested on nearby streets in Shaw Street (opposite exit from Co-op car park), Parkyns Street and Distillery Street. It has also been raised that the scheme does not address fundamental uses in the village.

### Response

The two hour waiting restriction in parking bays is to allow more shoppers the opportunity to park in Ruddington. There are still sections of unrestricted parking available in the village centre that can be used on a first come first served basis for residents and local workers. Employees may need to park further away from the village centre or consider changing travel arrangements. Consistent time durations for any limited waiting in the village minimises confusion for road users and helps with enforcement.

The scheme is recommended because it will help to address the balance between short and long term parking and to assist access for buses. The scheme will create more two-hour parking bays in an attempt to ensure that there are always spaces available for shoppers and visitors to the local facilities. The aim of the scheme is to manage the existing parking spaces and not necessarily to create more spaces. There may be opportunity for parking spaces on private land or areas under the responsibility of other authorities.

17. Confirmation of the number objections per key area is summarised in the table below:

<b>Area</b>	<b>No of Objections</b>
Vicarage Lane	1
Cumberland Close and Easthorpe Street	6
Easthorpe Street	4
Charles Street	2
Wilford Lane (Dutton Hill)	7
Church Street	13
Ruddington General	16
<b>Total</b>	<b>49</b>

18. Overall the scheme has generated varying and opposing views on the extent and type of restrictions for Ruddington. Further restrictions on the periphery of the scheme may be required depending on the effectiveness of the proposals. However, it is recommended that a period of monitoring is undertaken with a review in twelve to eighteen months.

### **Other Options Considered**

19. There are many alternative arrangements possible regarding the mix of waiting restrictions many of which were considered but discounted during the reviews. Two options have been consulted on and both followed discussions with the local member, parish council members and county council officers with knowledge of the area.

### **Comments from Local Members**

20. County Councillor Adair supports the proposals and has been closely involved in the development of them.

### **Reasons for Recommendations**

21. The scheme is recommended because it will help to address the balance between short and long term parking and to assist access for buses. The scheme will create more 2 hour parking bays to ensure that there are always spaces available for shoppers and visitors to the local facilities.

### **Statutory and Policy Implications**

22. 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**

23. The scheme is being funded by the Rushcliffe Traffic Management revenue budget and will cost in the region of £5,000.

### **Crime and Disorder Implications**

24. Nottinghamshire Police raised no objections to the proposal.

## **RECOMMENDATION/S**

It is recommended that

The Nottinghamshire County Council (Chapel Street, Charles Street, Church Street, Cumberland Street, Distillery Street, High Street and Wilford Road, Ruddington) (Prohibition of Waiting and Parking Places) Traffic Regulation Order 2013 (8200) is made as advertised and the objectors advised accordingly.

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

**Report Author: Mike Barnett, Team Manager (Major Projects and Improvements)**

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

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### **Constitutional Comments (SHB 17/12/2013)**

25. Committee have power to decide the Recommendation.

### **Financial Comments (TMR 17/12/13)**

26. The financial implications are set out in paragraph 23 of the report

### **Background Papers**

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, Nottingham, NG2 6BJ.

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.

- Ruddington Parking Scheme – Appendices A and B

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

Ruddington ED

Councillor Reg Adair