



**20<sup>th</sup> March 2014**

**Agenda Item:**

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

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (GLEBE STREET AREA, BEESTON) (PROHIBITION OF WAITING AND RESIDENTS' CONTROLLED ZONE) TRAFFIC REGULATION ORDER 2014 (5148)**

## **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. The Glebe Street area proposals include a number of streets close to Beeston Town Centre. Offices for Broxtowe Borough Council and Beeston Round Hill County Junior School are located close by on Foster Avenue. In October 2012 no waiting restrictions (double yellow lines) came into force around the Glebe Street area. As part of this consultation concerns were raised by local residents, the local County Councillor Steve Carr and the local Borough Councillor regarding issues about long term parking. These concerns followed the introduction of off-street parking charges by Broxtowe Borough Council in June 2010.
3. Following further reports and concerns from residents in the area and the local member, a proposed residents' parking scheme was included in a report to the Transport and Highways Committee (21st March 2013) as part of an update to the 2013-14 Integrated Transport Measures and Highways Maintenance Programme. The recommendation to include additional schemes (Glebe Street area Residents' Parking Scheme being one of these) was approved at this committee.
4. The scheme's inclusion in the 2013/14 programme followed questionnaires that were sent to all residents who would be eligible for a parking permit within the boundary of the proposed scheme asking for opinions on the introduction of a Residents' Parking Scheme. The questionnaire was distributed in December 2012; there were a total of 90 responses with 71 of these being from residents and the remainder from employees of Broxtowe Borough Council. Of the residents' replies 58 were in favour of the introduction of a scheme and 13 were against. This represents a response rate of 69% with 82% of respondents in

favour; this meets the County Council criteria for the introduction of a Residents' Parking Scheme i.e. 35% of questionnaires returned with 65% of these in favour of a scheme.

5. On 15<sup>th</sup> August 2013 initial consultation letters were sent to all residents within the scheme boundary and to all the statutory consultees. Measures included in the initial consultation to remove all day commuter parking from the roads in the vicinity of Glebe Street area in Beeston, consisted of the introduction of a residents' parking scheme combined with limited waiting parking bays. The initial design included for a combination of permit holder parking and limited waiting for non-permit holders operating Monday to Friday, 8am – 6pm in the area covered by Elm Avenue (between Glebe Street and Vicarage Street), Devonshire Avenue (between Glebe Street and Vicarage Street) and Vicarage Street.
6. In light of comments received during the initial consultation the scheme proposals were amended, alterations included:
  - Amending the time of operation for the Area 2 residents' parking controlled zone to 11am - 1pm rather than 8am – 6pm as previously advertised. This will remove all day commuter parking whilst maintaining any available road space for shorter term parking. The purpose being to minimise any displaced traffic and also maximising short term parking provision to facilitate a turnover of vehicles.
  - Removing the parking bays from Vicarage Street and removing Vicarage Street from the residents' parking scheme area maintaining the existing single yellow lines restrictions (no waiting Monday – Saturday, 8am to 6pm)
  - Removing the parking bay from outside 33 Elm Avenue.

The final proposals, which can be seen on the enclosed drawing H/04078/1936/01/A(i) were publicly advertised between 27<sup>th</sup> November 2013 and 6<sup>th</sup> January 2014. Drawing H/04078/1936/02 shows how the proposals relate to the wider Beeston area and the new tram route.

## **Objections Received**

7. The two consultation rounds generated sixty-two and fifty-nine responses respectively representing support, objection and general comments. In total 46 responses are considered as outstanding objections with 36 responses supporting the proposals.
8. As part of the public advertisement a number of constituents contacted Anna Soubry MP objecting to the proposals. A response was provided to the MP for Broxtowe in line with the responses contained in this report. No further feedback has been received to the County Council response. The objections have been summarised below and grouped by common issues.
9. Objections – Bramcote Road  
Two objections were received from residents of Bramcote Road. The first was on the grounds that Bramcote Road residents are not in favour of the proposals and that the scheme is only there to stop workers parking on-street. The second objection received to the revised scheme was from a resident who previously

supported the proposals, the reason being that the revised scheme will stop residents from parking outside their own property and no short term parkers use the road at present.

#### Response

Properties on the section of Bramcote Road between Park Street and Glebe Street that fall within Area 2 of the proposed Residents' Parking Scheme were included in the questionnaire carried out prior to the implementation of the proposals. As described in paragraph 4 overall the required response rate and support was achieved for the scheme to be progressed. Scheme proposals were developed following feedback from consultations on previous restrictions, residents and the local members regarding issues to long term commuter parking.

A Residents' Parking Scheme will allow permit holders to park within the scheme boundaries not necessarily directly outside their property, the proposals to introduce dual use permits and short term parking allows the best use of road space and more flexibility for visitors to property within the area.

#### 10. Objections – Cromwell Road, Park Street, Imperial Road, Devonshire Avenue and Silverwood Road

Four objections were received from residents of Cromwell Road, fourteen on Park Street, three on Imperial Road, one on Devonshire Avenue, two from local residents with no address given and one from Silverwood Road.

The first objection on Cromwell Road was raised through the initial consultation on the grounds that there are no problems with parking, the objector does not want to pay for permits and that parking will be displaced on to surrounding streets. The further three objections were received reiterating issues of displaced parking, penalising commuters and against the revised proposals for dual use parking.

Fourteen objections were from residents on Park Street following public advertisement of the scheme. Objections were based around proposals displacing parking onto Park Street, the road being too narrow and that Park Street should be included in the scheme. Specific feedback also states that there is no justification for the scheme as properties have off-street parking already.

Two further objections were received from local residents (no address given) and two from Devonshire Avenue regarding displaced parking and that the scheme is unnecessary.

Three objections were also received from residents of Imperial Road regarding displaced parking, increase in traffic due to drivers looking for spaces and requesting restrictions at junctions of Cromwell Road / North Street and North Street / Imperial Road.

#### Response

On 25<sup>th</sup> February 2010 the County 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.

The revised proposals to include dual use parking should minimise displacement onto nearby streets by allowing short term parking on any underused areas of roads. Long term parking provisions are available locally within the Beeston area off-street with associated charges.

Reports of parking issues are reviewed by the highways department with schemes prioritised using reports, local knowledge and member feedback and funding availability. No reports of issues concerning the junctions of Cromwell Road / North Street and North Street / Imperial Road have been received and therefore have not been included in the proposals.

#### 11. Objections – Employees of Broxtowe Borough Council

During the initial consultation period a petition of 113 signatures from employees of Broxtowe Borough Council (Ref: 2013/037) was presented to the Chairman at the meeting of the County Council on 26th September 2013 by Councillor Steve Carr. Concerns raised by the petitioners included displacing parking onto other local streets, further restrictions discouraging shoppers from the area due to costs in off-street car parks and also the potential effect of empty streets as residents in the area have driveways.

At Transport and Highways Committee on 31<sup>st</sup> March 2013 the recommendation in the Response to Petition report to treat this petition as a single objection was approved. In addition a further thirteen objections were received direct from employees of Broxtowe Borough Council. Further comments received included cost of parking in off-street car parks is too high for most employees, requirement for the public highway to provide parking provision for local workers and that the demolition of the multi storey car park in Beeston resulted in displaced parking on local streets. The same issues were raised in another objection by a worker in Beeston.

Broxtowe Borough Council have not formally objected to the scheme, but requested the scheme is introduced after the Tram works are complete.

#### Response

In Nottinghamshire (excluding the city area), local government operates on a two-tier system and there are certain services provided by the county and others by the district or borough council. 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.

With reference to the multi storey car park, this was demolished in 2012 following reduced occupancy of the car park to 28% of capacity in 2010 and to 13% of capacity in 2011. This was largely due to the Tesco store opening in 2010 which provided 453 parking spaces. The parking formerly provided by the multi storey

car park was effectively replaced therefore by the provision at the Tesco store and by capacity in the Foster Avenue car park.

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.

The scheme is being implemented following reports of issues arising from long term commuter parking. Alternative parking is available off-street albeit at a charge and the extensions to Nottingham's tram network through Beeston will further provide park and ride facilities at Toton.

Broxtowe Borough Council has previously produced Travel Plans promoting sustainable travel to all its employees providing advice for employees on planning journeys using public transport, sustainable transport and information about car sharing and other initiatives.

The proposals were originally planned to be implemented in the 2013/14 financial year as part of the highways capital programme. As a result of complaints and responses received from the consultations, provision has now been made in the 2014/15 Integrated Transport and Highway Maintenance Capital Programme as approved at the Transport and Highways Committee on 13<sup>th</sup> February 2014. It is not intended to delay implementation until the tram works are complete.

#### 12. Objections – Ireton Street

Two objections were received from residents on Ireton Street. The first objection is against having to pay for a permit and that parking will cause problems for vehicles turning around the corner at the junction of Cromwell Road / Ireton Street. Another objection requested parking restrictions on the Ireton Street / Imperial Road junction in addition to the Cromwell Road / Ireton Street junction.

#### Response

As previously stated in paragraph 10 it is the County Council policy to charge for permits.

No parking restrictions are proposed for the junction of Cromwell Road / Ireton Street, this is unchanged apart from the requirement for a residents' parking permit between 11am and 1pm Monday to Friday. Previous consultation was undertaken regarding the possibility of introducing restrictions at this location but were removed due to objections.

No waiting restrictions (double yellow lines) for the Ireton Street / Imperial Road junction are included in the proposals.

#### 13. Objection – Newcastle Avenue

The objector feels they should be allowed to park within the residents' parking scheme or the scheme should be extended to include Newcastle Avenue.

### Response

Newcastle Avenue is not directly adjacent to the scheme and in such a case would not be eligible for a permit. Newcastle Avenue is not currently being considered for a future residents' parking scheme.

#### 14. Objections – Manor Avenue and Dovecote Avenue

Two objections were received from residents of Manor Avenue and Dovecote Lane. Key concerns raised by both objectors included issues around the consultation process. This included a view that the consultation taken prior to the public advertisement was limited and flawed as residents in surrounding areas were not directly consulted.

The other issue is related to displaced parking and a lack of a broader holistic approach to parking management. Both objections were subject to a corporate complaint and were dealt with at stage 1 of the County Council complaints procedure. One of the objections was also passed to the Local Government Ombudsman, the final decision being that the Ombudsman will not investigate the complaint as there is no injustice to the complainant.

### Response

On 15<sup>th</sup> August 2013 initial consultation letters were sent to all residents within the scheme boundary and to all the statutory consultees. The initial consultation is not a statutory requirement, but on occasion is carried out, to enable views to be taken into account and modifications made to a scheme before the statutory consultation and public advert. The initial consultation was sent out to the list of statutory consultees (police, district council, local county councillor etc.) plus the residents within the scheme area.

The next stage completed is the statutory consultation and public advert. This typically includes all those from the initial consultation plus the advert and notices on site. Notices are placed onsite, usually on lighting columns and also placed in the local press (Nottingham Post for this case). More detailed information including the draft order, plans and a statement of reasons are also available for public inspection at local libraries (in this case at Beeston Library) and at County Hall, Nottingham. The consultation is also available on the Nottinghamshire County Council public website.

In one of the complaints, reference is made to the council document 'Consultation in Nottinghamshire: Targeting – selecting your audiences'. If you take the rule of thumb for local residents i.e. 'consult people within a 5-minute walk (approx. 400 metres to capture those with a clear local interest' then this would include over 2,700 properties. On this basis both objectors' properties did not fall within the 400m buffer. However, it was highlighted that the 400m should apply to the businesses generating parking rather than the scheme area.

Over the county, a large number of consultations take place for a range of traffic regulation orders. In most cases notices on site, in the local press, website and in the local library suffice for consultation and to meet requirements for notifying people indirectly affected by the proposals. As a result of the complaints it was

resolved that the objectors were emailed when the statutory consultation and public advert starts. Site notices were placed on lighting columns covering the 400m buffer area from the proposals and an additional 243 letters were sent to residential properties on adjacent streets to the proposals. The consultation was also launched on the County Council's facebook and twitter accounts; a QR code was also added to the site notice allowing people with smart phones the capability to scan the code and link directly to the consultation page on the authority's website. Twitter brought the most traffic to the page with 80 page views (62 unique) followed by people going directly to the page (from the consultation database) with 48 page views (41 unique), then 16 from the QR code (15 unique) and 8 from Facebook (8 unique).

Responses to issues regarding displaced parking and off-street parking charges are contained in paragraphs 10 and 11.

## **Other Options Considered**

15. Alternative options relating to the extent of the residents' parking scheme have been considered, as demonstrated by the various rounds of consultation. This resulted in the area being amended slightly and the introduction of dual use parking in both areas of the scheme.

## **Comments from Local Members**

16. County Councillor Steve Carr fully supports the proposals.

## **Reasons for Recommendations**

17. The measures are being introduced to remove all day parking on the roads around Glebe Street in Beeston during the working week. The measures will allow short stay parking for 2 hours in parking bays on some roads or parking before 11am and after 1pm on the remainder. Resident permit holders would be able to park at any time within the residents' parking zone.

## **Statutory and Policy Implications**

18. 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**

19. 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**

20. Nottinghamshire Police raised no objections to the proposals.

## **RECOMMENDATION/S**

It is recommended that:

The Nottinghamshire County Council (Glebe Street Area, Beeston) (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2014 (5148) is made as advertised and the objectors advised 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:**

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## **Constitutional Comments (SHB 25/02/14)**

21. Committee have the power to decide the Recommendation.

## **Financial Comments (TMR 25/02/14)**

22. The financial implications are set out in paragraph 19 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