

Bridge Ward - Meadows Area Parking Review (ACF 241)

1.0 Introduction

Following the meetings of Bridge Ward Councillors and officers in September/October 2015, the following information has been collated in order to provide a re-statement of the issues that need to be addressed in relation to identifying, prioritising and providing solutions to the various sources of problematic parking experienced across the Meadows area.

2.0 Issues Experienced

Convenience parking is a growing problem across the entire Meadows Area. The sources of this parking and the times/days that it occurs vary dependent upon location and events being held at nearby visitor destinations.

Generally this parking can be defined as follows:

- City centre employment sites.
Displacement of this type is experienced in the northern and eastern parts of the Meadows where workers may be tempted to park all day, in order to avoid charges for city centre parking and then walk into the city centre. This parking can also be compounded by shoppers walking into the city centre particularly during the weekends. Generally speaking the hours of parking are limited to 8am – 6pm.
- Football/Cricket parking.
Parking associated with both local football clubs and Nottinghamshire County Cricket Club to the eastern and southern parts of the Meadows. Generally fixtures of both sports are held at weekends with football commonly commencing at 3pm. However due to the change in approach of holding football fixtures, this type of parking can commence at any time up to 8pm on any evening. As such, restrictions preventing parking up to 8pm should address the vast majority of supporters attending these events.
- NG2 business site and County Council employment sites.
Displacement associated with the NG2 site is experienced on the western side of the Meadows and is generally confined to normal working hours, 8am – 6pm, Mon – Fri. Similarly displacement associated with the County Hall tends to take place during the same time period but is limited to Victoria Embankment

3.0 Priority/Methodology

Taking into account the thoughts of both officers and local Councillors, in prioritising the problems being experienced, the following methodology of approach is suggested. Prior to any formal proposals being made, councillors have requested that all effected properties are surveyed to determine the thoughts of residents.

3.1 Area 1a.

The streets to the north and east sides of the Meadows currently experience problematic parking associated with two differing sources (City Centre and Football/Cricket parking). The streets on the eastern side in particular are currently unrestricted and due to the already limited amount of available parking space, residents experience regular difficulties in obtaining parking in close proximity to their homes. Officers would advise that a “Permit Holders Only Past This Point” signing strategy is utilised that will preclude the need for lining to be installed and will enable the maximum amount of available parking space to be generated. It is suggested that the zone would be operational Mon – Sat, 8am – 8pm, during which time residents and their legitimate visitors must display a valid permit. Permit numbers are currently limited to 3 per property.

In order to provide a consistent approach to the management of parking across the area, it is suggested that the nearby existing Resident Parking Schemes titled Lammas Gardens Area and Conduit Close Area are amended to reflect the extended hours of operation. (Localised signing will identify the availability of Limited Waiting Parking Bays in the vicinity of the Bridgeway Centre). Officers will also need to examine the requirement for restrictions to be introduced on Arkwright Walk due to the development of this route. (See 5.0)

As “Permit Holders Only Past This Point” is proposed, it is envisaged that Traffic Orders will incorporate Nottingham City Homes land, allowing enforcement of these areas. (NCH agreement will be required)

3.2 Areas 1b/1c.

The streets to the western side of the Meadows experience problematic parking associated with the adjacent business park NG2. Although capacity does exist on Meadows Way to accommodate parking, many drivers choose to park within the residential streets which are located closer to their place of employment. In these areas it is suggested that the times of operation of the adjacent Resident Parking Scheme on Meadows Way are utilised (Mon – Sat, 9am – 5pm). As with Area 1a, it is suggested that a “Permit Holders Only Past This Point” signing strategy is utilised. Signed and lined bays will also be required on certain lengths of Meadows Way to enable “Pay by Phone” bays to be installed at the tariff rate of £2 per day. Where appropriate these bays will also be available to Permit Holders at no cost. This approach will also include the section of Robin Hood Way to the south between its junctions with Queen’s Drive and Riverside Way.

As with Area 1a, it is proposed to incorporate Nottingham City Homes land within the Traffic Orders.

3.3 Areas 1d/1e

The possibility of introducing restrictions on Lamcote Grove and River View will be explored and local residents surveyed. If the majority of residents in these areas are in favour of restrictions, formal proposals will be made.

4.0 Timescales

Current workloads and available resources would enable progression to be made on Areas 1a – 1e inclusive as specified above. Traffic Management generally anticipate that a Traffic Order will take between 6 and 9 months to complete and install. This process is highly dependent upon the amount and nature of any comments or objections received and the political steer that is given in response to these comments. It should also be noted that due to the scale of projects being suggested Highways Construction will need to accommodate the works within their own programme which can be difficult towards the end of each financial year, due to budgetary constraints on other projects. If a Resident Questionnaire is desired prior to the commencement of the TRO process, an additional 8 week period will be required to complete this process.

Following the introduction of Areas 1a – 1e, Resident Surveys for Areas 2 and 3 could be carried out concurrently. As possible displacement from other areas could affect Area 3, it may be prudent to wait until restrictions in neighbouring Areas have been introduced. Funding for these surveys is not currently being sought.

Further investigations in Areas 4, 5 and 6 have been deferred at the current time. Parking practices associated with the new NET line will need to be assessed and further restrictions funded by the NET project remain a possibility. Similarly, development in areas 5 and 6 could lead to developer contributions throughout these neighbourhoods.

5.0 Funding Assessment

Areas 1a – 1e - Officers have undertaken an initial assessment of the signing requirements of Areas 1a – 1e and have estimated that the cost of introducing new and amended TRO's to these areas will be in the region of £75,000. This cost includes the completion of initial resident's surveys followed by the necessary consultation and legal process for the TRO and installation/removal of signing and lining as appropriate. Contributions to the cost of the Traffic Orders has been sought from the Workplace Parking Levy (WPL) section (due to the additional pressures placed on parking associated with nearby Pay by Phone schemes) and Nottingham City Homes (due to the Traffic Orders encompassing Nottingham City Homes land and the additional signing required in these areas).

As £10,000 has already been confirmed by Area Committee 8 and a contribution of £10,000 has been secured via the WPL section, **a sum of £55,000 will require committing**. This figure is subject to detailed design and further

agreement with Nottingham City Homes as to the inclusion of their land and a contribution to enable this.

6.0 Nottingham Express Transit (NET) impact assessment.

As with all sections of the new Tram lines within Nottingham City, the Traffic & Safety section will be carrying out continued monitoring of parking on and around the Tram alignment. The Nottingham Express Transit Order 2009 makes an allowance for additional restrictions to be introduced within 2 years of the opening of the tram (subject to varying conditions).

The process for introducing restrictions associated with the Tram Order varies slightly from the normal TRO process and the authority would look to the operator to fund any amendments. The authority will expect to clearly evidence any requirements made as a consequence of the Tram to ensure that this process can be justified.

7.0 Arkwright Walk Development

Arkwright Walk is currently restricted for motor vehicle use via No Entry signs but these are not associated with a legal order so cannot be enforced (by Nottinghamshire Constabulary). As the route currently only provides access to adjacent properties neither parking nor traffic movement are a significant problem. It has however been noted that levels of parking do increase in association with local sporting events.

The remodelling of the Crocus Fields Children's centre to enable a continuous pedestrian/cycle route along Arkwright Walk is due to commence in 2016. It is proposed to prevent through traffic movements via the use of physical street furniture positioned in close proximity to the new section of highway. Due to the creation of a more visually obvious route, it may be necessary to regulate traffic movements via the use of a Traffic Regulation Order but it should be noted that enforcement of "moving restrictions" currently lies with Nottinghamshire Constabulary.

The remainder of the route is also subject to re-development with a planning application detailing proposals expected post Easter 2016. Any redevelopment of the area is likely to incorporate developer contributions for necessary Traffic Orders and/or highway improvements. The wider development is likely to incorporate increased vehicle access requirements with greater numbers of off-street parking places and any traffic orders will need to encompass this requirement.

8.0 Victoria Embankment Events

A Temporary Traffic Order is utilised for events held on Victoria Embankment and includes the ability to introduce restrictions on certain roads in the immediate vicinity that would otherwise be compromised by event traffic. The amount and type of restrictions implemented should be commensurate with the size of the

event being held. For example for larger events, restrictions are introduced over a wider area to ensure that Emergency routes to the event site and local community can be assured.

These restrictions have been developed over a number of years to balance the needs of residents/businesses against problems that would otherwise occur. It should be remembered that where temporary restrictions are introduced to prevent event parking on the grounds of safety, these will also apply to residents and their legitimate visitors. As the size and nature of events evolve it will be necessary to amend restrictions as required. Traffic and Safety generally review the restrictions in association with City Councils' Arts and Events section on an annual basis prior to the Temporary Order being made.

It was suggested previously that advisory signing of the type used for events at Wollaton Park (advisory Residents Only signs) could be utilised in the River View and Bathley Street areas. Generally the south side of Bathley Street (adjacent the recreation ground) is not used by residents. Temporary restrictions' could be introduced on this length during events but could lead to an increase in event parking on the northern side of the road (adjacent to properties) which could be to the detriment of the residents.