

Traffic and Safety, Nottingham City Council

Written submission from Paul Boulton, Head of Traffic, Nottingham City Council, received on 16 February 2018:

1. Purpose

1.1 To provide evidence to the Call-In panel on the traffic management implications of the proposed decision, as outlined in reason for requesting call-in c) relevant information not covered.

2. Impact on how disabled citizens will access the City Centre if this is withdrawn

2.1 Nottingham is a very accessible city and this decision will have no significant impact on disabled citizen's ability to access the City Centre. Indeed, opportunities to access the City Centre for disabled citizens are available in a number of ways, including:

2.2 Concessionary Travel Scheme

2.2.1 Senior and Mobility cards are available to permanent city residents of eligible age or qualifying disability. They offer free travel as part of the English National Concessionary Travel Scheme, which allows free travel on all local bus services between 9.30am and 11pm Monday to Friday and at all times at weekends and bank holidays.

2.3 Special Educational Needs Mobility Card

2.3.1 The Special Educational Needs (SEN) Mobility card pilot is not part of the National Concessionary Scheme, it is a separate project funded by Nottingham City Council to support users access training opportunities through our Independent Travel Training scheme.

2.4 Easy Link

2.4.1 Easylink is an accessible bus service offered to support disabled and other citizens who find the main bus and tram network difficult to use. Easylink is a door to door service to the shops, leisure activities, medical appointments or other journey citizens want to make.

2.4.2 Disabled citizens can travel anywhere up to the Robin Hood Boundary. Easylink is available Monday to Friday – First pick up is at 08:00 and final pick up is 17:30.

2.4.3 Citizens with a Mobility Citycard issued by Nottingham City Council are automatically registered as a user and don't need to join, which entitles disabled citizens to a 50% fare reduction.

2.5 Disabled Blue Badge Parking Opportunities

- 2.5.1 Blue badge parking spaces for disabled citizens are available both in off-street car parks and in on-street disabled bays.
- 2.5.2 Within City Centre car parks, parking will remain free for the first 4 hours for blue badge holders in Curzon Street, Sneinton Market Square, Motorpoint Arena Car Park and Nottingham Castle Car Parks.
- 2.5.3 Blue badge holders will also still be able to park in Trinity Square, subject to normal parking charges, in the 14 dedicated disabled parking spaces conveniently located close to exit and entry points.
- 2.5.4 There are also over 30 free on-street blue badge parking bays within reasonable proximity to Trinity Square, not to mention the many more across the City Centre.
- 2.5.5 Finally, further free on-street parking opportunities are also available for disabled citizens in the 1400 Pay & Display bays located across the City Centre, about 200 of which are in the general vicinity of Trinity Square. Parking in these bays is free for blue badge holders.

3. Availability of on-street parking in proximity to Trinity Square given increased demand arising from withdrawal of free parking from Trinity Square

3.1 As outlined above, there are over 30 free on-street blue badge parking bays located within the general vicinity of Trinity Square, not to mention the many more across the City Centre.

3.2 The free disabled bays within the general vicinity of Trinity Square include:

- Burton Street (outside E-On) – 5 Spaces
- Burton Street (outside Guildhall) – 2 Spaces
- Burton Street (outside Royal Concert Hall) – 3 Spaces
- Wollaton Street (outside Best Western Hotel) – 2 Spaces
- Wollaton Street (east of Best Western Hotel) – 4 Spaces
- Queen Street (east side) – 4 Spaces
- King Street (west side) – 4 Spaces
- Peachey Street (south side) - 2 Spaces
- Glasshouse Street (west side) - 5 Spaces

3.3 In addition, further free on-street parking opportunities are also available for disabled citizens in the 1400 Pay & Display bays located across the City Centre, approximately 200 of which are located in the general vicinity of Trinity Square.

3.4 Pay & Display bays located in the general vicinity of Trinity Square, which are free to use by blue badge holders, include in North Sherwood Street, Bluecoat Close, Shakespeare Villas, Shakespeare Street, Wollaton Street, Perth Street, Rick Street, Kent Street and King Edward Street. Others are also close by.

4. Impact on wider traffic flows within City Centre arising from increases in on-street parking

4.1 Given the numerous alternative opportunities for disabled citizens in Nottingham to travel and park free of charge, as outlined above, it is not envisaged that this decision will lead to any noticeable impact on wider traffic flows within the City Centre.

4.2 Blue badge holders are permitted to park free for up to 3 hours on double yellow lines (excluding no loading times). Whilst this may give rise to concerns that this decision could lead to an increase in blue badge holders parking on double yellow lines, in reality it is extremely unlikely that should this occur, there will be any noticeable impact on wider traffic flows. This is based on three main reasons namely:

4.2.1 The existing practice of blue badge holders parking on double yellow lines currently has little or no impact on wider traffic flows. Blue badge holders themselves are generally very responsible when and where they park and as such do not generally create any major issues.

4.2.2 The alternative free parking opportunities outlined above will reduce the need for blue badge holders to park on double yellow lines.

4.2.3 The most critical time for traffic flows is during the morning and evening peak periods. All Nottingham's key traffic routes, including those within the City Centre, have peak period loading prohibitions in force which prevent blue badge holders from parking during these traffic sensitive periods. Red routes and tram corridors also prohibit parking by disabled drivers, except in marked bays.

4.3 For the above reasons therefore, no significant impact on traffic flows is envisaged.

5. Summary

5.1 In summary, due to the many alternative opportunities available as outlined above, no blue badge holder need pay to travel into the City.

5.2 This decision is not considered to have any detrimental impact on wider traffic flows within the City Centre.