

## **Appendix A**

### **1 BACKGROUND**

- 1.1 Hockley has changed a lot in recent years, and is one of the most varied and exciting areas of the city centre, full of fantastic independent retailers and businesses.
- 1.2 In 2017, bollards were installed to stop cars driving through in the evening and the extraordinary summer last year demonstrated the true potential of the area; warmer weather and less traffic supporting a vibrant café culture with greater footfall for shops. It has the potential to be even better, therefore we're proposing extending the times of the day when the area is closed to vehicles to create an even more pedestrian friendly environment.
- 1.3 We've been in conversation with businesses and residents about this for some time and whilst some concerns have been raised about access, we'll continue to work with businesses and residents to try and address any concerns as part of the next phase of the scheme.

### **2 PROJECT PROGRESS TO DATE**

- 2.1 In April 2017 a Prohibition of Driving restriction was introduced on Broad Street, Hockley, between the hours of 6pm and 6am. The restriction was introduced utilising traffic signs only with the full support of Nottingham Police. With an enforcement presence, the restrictions were effective in reducing vehicle movements on the effected section of Broad Street.
- 2.2 Over a number of weeks, the enforcement presence was reduced and it was found that during the restricted hours, vehicle numbers gradually returned to their previous levels.
- 2.3 In response, in December 2017 temporary droppable bollards were installed on both Broad Street and Heathcote Street to prevent vehicle access overnight during the restricted period to physically support the restrictions.
- 2.4 In Spring 2018 the temporary measures were replaced with a more robust, aesthetically pleasing style of bollard. Additional static bollards were also introduced to ensure vehicle incursion in the restricted areas was prevented.
- 2.5 To accompany the physical bollards, changes were also made to traffic flows on adjoining streets and some parking bays were altered as part of the overall scheme.
- 2.6 In February 2019 a survey was carried to get the views of a wide range of people and groups to help guide the next steps of improvements. The key findings included:
  - 87% of respondents support further pedestrianisation of Hockley.
  - 74% of those who travel by car are supportive of a more pedestrian friendly Hockley.

- Disabled access and blue badge parking was a key theme in the written responses. However, over 70% of who consider themselves disabled were supportive of pedestrianisation.

### **3 IMPLEMENTATION PROGRAMME**

- 3.1 Subject to the outcome of ongoing engagement with the local community, officers will be progressing amendments to Traffic Routes, Parking provision, Sign & Street Furniture improvements and renewed planting from spring 2019.
- 3.2 In addition, it is proposed to make amendments to the current 6pm to 6am prohibition of driving restriction and move towards a seasonal based arrangement. This will be implemented on a trial basis starting in late spring 2019, during which as part of the ongoing engagement process, feedback will be sought from businesses, residents and other interested groups before any decision is made whether to make the restrictions permanent.
- 3.3 The proposed changes will enable increased use of the public realm during the warmer spring and summer months creating an opportunity to establish greater on-street pedestrian activity and use of the space by businesses and for events.

### **4 NEXT STEPS & FUNDING APPROACH**

- 4.1 Further funding is required to enable the project to be progressed as detailed in paragraph 4.6. Within the next steps, a number of further improvements have been identified as outlined below.

#### **4.2 Vehicular Access**

4.2.1 Proposed that the times of the vehicle access restrictions are extended to move towards a more seasonal based restriction to capitalise on the potential opportunities brought about by warmer weather in spring, summer and early autumn.

4.2.2 It is envisaged that ultimately the scheme could operate as follows:

- March to October – Prohibition of Driving 11am to 6am daily with loading permitted between 6am and 11am.
- November to February – Prohibition of Driving 6pm to 6am daily (as existing) with loading permitted between 6am and 6pm.

4.2.3 In order to progress towards this goal and capitalise on the opportunities that the warmer summer months could bring to the area, it is proposed to extend the hours on an experimental trial basis in two phases commencing late spring 2019 as follows:

Phase 1 (expected duration 25<sup>th</sup> May 2019 for approx. 2 months):-

- Weekend closures (12 Midday – 6am, Saturday/Sunday).
- Weekday lunchtime closures (12 Midday – 2pm, Monday to Friday).
- Access for loading and unloading between 6am to 12 noon Saturday/Sunday; and 6am to 12 noon and 2pm – 6pm Monday – Friday.

Phase 2 (expected duration 29<sup>th</sup> July 2019 for approx. 3 months):-

- Closed between 11am and 6am daily.
- Access for loading and unloading between 6am and 11am.

4.2.4 Residents and businesses were notified of Phase 1 of the trial in April this year, and further engagement will take place on this and the Phase 2 proposals over the course of the spring and summer as part of the Experimental Traffic Order process.

4.2.5 The success of the trial will be closely monitored during the spring and summer and will be formally reviewed in November 2019 in consultation with businesses, residents and other interested groups before a decision is taken about making the restrictions permanent in line with legal requirements.

4.2.6 It is anticipated that the Experimental Traffic Regulation Order could be made permanent with effect from 1<sup>st</sup> March 2020 to tie in with the seasonal based approach outlined in 4.2.1; however, this decision would be subject to the outcome of the necessary consultation and legal process required in the making of any permanent Order.

4.2.7 The implementation of the scheme outlined above will help to maximise the benefits to the local economy resulting from increased footfall for businesses and from the holding of events and other on-street activities over the summer months.

4.3 **Parking Strategy** – Parking capacity across the entire Hockley area has been reviewed with a number of amendments recommended for progression.

4.3.1 Pay & Display provision. The provision of up to 34 additional Pay & Display spaces have been examined to ensure adequate provision for the area and any future growth in the retail and hospitality trades across Hockley.

4.3.2 Blue Badge Parking provision. Following the online survey responses, additional parking will be proposed throughout the area with free parking for Blue Badge holders and greater turnover of spaces on Heathcote Street.

4.3.3 Taxi provision. The night time economy is serviced by Taxi and Private Hire facilities. Additional Taxi ranking facilities are to be examined at appropriate locations.

4.3.4 Limited Waiting provision. Limited Waiting bays to generate a greater turnover of vehicles, creating accessible space for loading and/or Blue Badge Holders.

4.3.5 Loading Provision. Loading is currently carried out during the accessible daytime period. Customers loading from retail premises will have the opportunity to load and unload from parking bays immediately adjacent to the area or directly from Broad Street, Carlton Street, Goose Gate and Heathcote Street during the permitted loading times.

#### 4.4 **Traffic Routes**

4.4.1 Amendments to traffic routes were made necessary due to the overnight restrictions on the Broad Street and Heathcote routes. Monitoring and feedback from local users have shown that further amendments are required to ensure clear, accessible routes are available to all users.

4.4.2 Additional physical measures are required to prevent vehicle access. The junction of Goose Gate and Brightmore Street is currently restricted via a No Entry restriction and sign, but potentially hazardous vehicle manoeuvres have been observed, requiring the need for physical bollards to be installed to prevent illegal vehicle manoeuvres.

4.5 **Public Realm Improvements.** - In order to ensure that the Hockley district meets the needs of the various user groups using the area, further public realm improvements are recommended.

4.5.1 Improved/renewed planting throughout Broad Street/Heathcote Street

4.5.2 Decluttering of signs and street furniture throughout the area, including the de-illumination of signs as appropriate.

4.5.3 Street furniture improvements. Additional cycle stand provision. The examination of “smart bollards” to replace the existing access bollards at the expiration of their expected working life.

4.5.4 Pedestrian connectivity enhancements. Improvements along the major desire lines of pedestrian routes including the junction of Carlton Street/George Street.

#### 4.6 **Capital Funding Programme**

4.6.1 It is estimated that the cost of the measures outlined in Paragraphs within 4.5 above will be up to £100k. It is proposed that this amount be funded from within the approved £500k Local Transport Plan allocation for Protecting Open Spaces – 2019/20