



Report to Cabinet

Subject **Arnot Hill Park
Parking and Traffic Management Plan**

Date **29 June 2006**

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Purpose of the Report

To propose a new Traffic Management Plan for Arnot Hill Park, commencing end Jan 2007.

1. Background

The new car park constructed on the old greenhouse site is now open, providing 14 (possibly 18 max if we park in front of gates?) parking spaces on a daily basis, with an option to extend into the designated ball game area during busy times which creates a further [10] parking spaces.

In addition to these spaces parking will also be available between the new car park and the sensory garden area (see Plan, Appendix A) creating a further [17] spaces. These will need marking and signing and an overlay of tarmac would be beneficial.

Generally, the traffic management problems are related to:-

- i) Staff parking
- ii) Visitor parking (short and long stay) to the Civic Centre Complex
- iii) Parking for visitors to the park
- iv) Safety of all visitors and staff from moving vehicles
- v) Inspection and monitoring

By producing a Traffic Management Plan for the Park with:-

Clearly defined parking areas for all users, a monitoring and inspection regime including enforcement, providing safe crossing areas and maximum speed limits within the park, it is envisaged that the issues of parking and potential accidents from moving vehicles will be reduced considerably.

This report sets out a series of proposals to address these particular problems. Each proposal will require additional funding but these have been kept to a minimum, whilst still keeping to the new "character" of the park. It should be noted however that the orders will require highly visible signage in all of the car parking areas displaying the conditions of use charges etc, together with supplementary plates at entrances, and adjacent to bays in order for them to be enforceable .

2. Proposals

Problem 1: Staff parking

Issue : 339 Staff work on Civic Centre *(excluding ex- manual employees)

The Head of Planning and Environment is leading on the development of a Travel Plan for the Arnot Hill Site, the preliminary findings from a recent travel survey carried out in connection with this has indicated 76% of staff currently use their car to travel to work (66% alone with 10% sharing). Giving an indicated requirement for staff parking of 258 bays.

It is proposed that all the car parking sites within Arnot Hill Park, will be subject to a Road Traffic Order limiting free parking to 3 hours Mon to Friday (excluding Bank holidays) 8.45am to 4.30pm (No Returns within 3 hours).

Exemptions will be provided in the order for Permit holders to park all day.

Permits will be provided to appropriate staff in accordance with a policy to be developed following consultation.

Parking will then be controlled, under the parking regulations orders, with associated signage, similar to our other car parks, and offenders who overstay the limits will receive a parking charge in accordance with current procedures.

The use of permits for staff parking will be restricted to:-

<u>Site</u>	<u>Location</u>	<u>No. Of Staff Parking Spaces</u>
A	Civic Centre Car Park and Parking Bays	56
D	Arnot Hill House Car Park	59
C	Park View Car Park and Parking Bays	33 (min)
F	Jubilee House Car Park** (excluding Baptist Church)	35
		<u>183</u>

The ratio of spaces/required parking is therefore 0.71:1. Further work is planned to promote car sharing or finding alternative travel to work for our staff. The Head of Planning and Environment is leading on this issue. However, on the assumption that 16% of the staff are absent from work each day (holidays, flexi-time, sick) then the ratio is increased to 0.84:1.

However from the travel survey 50% of the staff that use their vehicle to get to work also indicated that they use it for work every day, making a significant number of spaces available throughout the working day.

*Ex manual employees have 2 designated areas within Jubilee Depot to park. 40 spaces are available for 92 employees, a ratio of 0.44:1.

** Access controlled through barrier system rather than Road Traffic Order.

These figures exclude Non Gedling Borough Council staff employed in Arnot Hill Park. It is proposed however, to create 1 visitor car parking space restricted to 2 hours parking for Arnot Hill House visitors.

Problem 2: Visitors to the Council Offices

Issue: Spaces for short stay and long stay visitors

It is proposed that visitors parking is provided as follows:-

<u>Site</u>	<u>Location</u>	<u>No. Of Visitor Spaces</u>		
		<u>1 hr Stay</u>	<u>3hr Stay</u>	<u>Disabled</u>
B	Civic Centre Main Entrance	8	10	3
D	Arnot Hill House Car Park	1	-	2
F	Jubilee House Car Park	-	2	2
		<u>9</u>	<u>12</u>	<u>7</u>

In addition the main entrance car park has 2 designated spaces, for the Mayor and the Leader of the Council (although this is often used as a disabled space).

Visitors parking restrictions shall operate between 8.45am and 4.30pm Monday-Friday excluding bank holidays. It is envisaged that this is sufficient spaces for visitors attending the Civic Centre. The overspill car parks (grassed area behind Arnot Hill House and ball game area, Park View car park) enable a further 25 spaces to be utilised when the Council has all day events/seminars.

Short stay parking shall be for a maximum period of 1 hour (No return in on hour), With the remainder for 3 hours inline with the rest of the park. Visitors requiring to stay longer shall where appropriate be issued with a Day permit which shall be displayed in the vehicle (dated and approved), from the One Stop Shop, which will entitle them to park in any of the Staff Car Parks. The parking will then be controlled, under the parking regulations orders, with associated signage, similar to our other car parks, and offenders who overstay the limits will receive a parking charge in accordance with current procedures.

Problem 3: Visitors to the park

Issue : Current lack of spaces

While visitors will be able to park in any of the Car parking bays It is proposed that the following car park be restricted so as to not allow Permit holders, (i.e. Staff and long stay visitors) to the use the car park and thus make it available for members of the public visiting the park:-

<u>Site</u>	<u>Location</u>	<u>No. of spaces</u>	
		3 hr	<u>Disabled</u>
E	Bowling Green car park	43	2

The restriction shall apply between 8.45am and 4.30pm Monday-Friday only (excluding bank holidays). Short stay parking shall be for a maximum of 3 hours per day (no return within 3 hours).

The car park shall be controlled, under the parking regulation orders with associated signage, similar to our other car parks, and offenders who overstay this limit will receive a charge for parking in accordance with our current procedures.

Problem 4: Safety of all visitors and staff from moving vehicles.

Issue : Road crossings, speed humps and speed limit.

The park is now a very popular location for visitors and the facilities are well used. Hopefully, the above measures will have resulted in the removal of parking on grass verges, on dangerous corners or on double yellow lines.

However, many park users (staff and visitors) drive too quickly in the park, pedestrians believe that the speed humps (See Appendix A) along the main drive are crossing points and youngsters on bikes, skateboards appear very quickly from the rose garden path or from the Park View car park driveway.

The proposals on attachments b is a suggestion that will help reduce vehicle speeds, make drivers more aware of the dangers and advise visitors of safe crossing points. A further speed hump is to be provided on the driveway to Park View and a drop down bollard will prevent vehicle access (after 6.30pm, Monday-Friday and during weekends and bank holidays) to this area of the park. This is also the area that requires some resurfacing works. A driving speed of 10 miles per hour in the park is proposed.

Problem 5: Inspection and Monitoring

Issue : Enforcement

The Council's car park inspector's role will be changing later this financial year when car park charging is introduced to parts of the Borough. His role on these car parks will change to a monitoring of contractors performance, spot checking tickets, re-filling ticket machines and inspecting/reporting maintenance issues etc. He will still be required to carry out existing duties in car parks at Calverton, Burntstump and Netherfield. I propose that his work locations include the Bowling Green car park and Civic Centre main entrance visitors' car park.

CCTV covers the Park View car park, and the neighbourhood wardens (or Police) should be called to deal with any suspicious behaviour in the area.

3. Funding

The following finding is required: -

i) Overlay tarmac, signing, making spaces by sensory garden, and installing bollards at rear of council chamber	£9,400.00
ii) Create visitor space at Arnot Hill House (Signing/marketing etc)	£ 150.00
iii) Create short stay and long stay parking – Civic Centre	£1,750.00
iv) Install car park signage (short stay) at Bowling Green car park including car parking orders	£3,150.00
v) Provide road markings, speed limit and other road user instructions all marked on roadway.	£4,500.00
Total	£18,950.00

N.B. 1) The enforcement regime proposed may generate a small amount of income from fines.

2) The expenditure does not include the cost of setting up or administering the staff permit scheme.

Savings from creating Park View car park amount to £3,000 and it is proposed to contribute £4,000 from existing car park signage and street furniture budgets therefore £12,000 is required to undertake this project.

4. Consultation/Communication

it is proposed to consult with the following groups

Members	- through Cabinet	DP
Staff	- Trade Unions	PK/JB
	- Gen	SB
Park users	- Friends of AHP	KT
	- Pamphlets at kiosk and offices	KT
	- Bowls Club	KT

Equalities group	- Impact needs assessment	JB
Property Management Group	- Report	JE

5) Timescale

Aug 06 consultations
Sep 06 to Dec 06 Order Process
Dec Civils and Signage
Jan 07 Introduction

6. Recommendations

That the Cabinet agree in principal the above proposals and consultation

And subject to legal and consultative considerations and us being able to obtain the agreement of Nottinghamshire County Council an Order be prepared and put in place to encompass the above described restrictions.

Following consultation with staff Policy and procedures be developed covering the issuing of permits.