

OFFICER DECISION IN CONSULTATION WITH CABINET MEMBER

Scheme of Delegation No: 207, Page 179

Officer: Richard McGuckin

NORTON PARKING STUDY

SUMMARY

This report presents the results of a parking study for Norton. It seeks to confirm your approval for recommendations following the study, to be calendared for 2014/15 funding.

A number of improvements to overcome the issues have been developed and can be seen on drawing TM14/124 in **Appendix 1**. These include introducing new areas of limited waiting to increase turnover of spaces additional no waiting at anytime restrictions, a taxi rank and introducing a formal parking area at Harland Place to prevent obstructive and indiscriminate parking. A new zebra crossing on Leven Road is also recommended.

RECOMMENDATIONS

It is recommended that:

1. The findings of the study be noted.
2. Approval of the proposed changes to waiting restrictions be given
3. Approval of the proposed changes to speed limit on A139 Billingham Road be given.
4. Approval be given to the proposed zebra crossing on Leven Road as a calendar for Central Area Transport Strategy funds.
5. The Director of Law and Democracy be authorised to process the necessary Traffic Regulation Orders and Notice of Works at the appropriate time.
6. Local ward councillors and Norton Village Residents Association be informed of your decision.

DETAIL

Background

1. In 2011 a Borough wide parking study was undertaken. Norton was identified as an area for assessment. The Central Area Transport Strategy (ATS) Group whose members are local transport stakeholders have been given an annual budget allocation to spend on transport priorities in their particular area. Stakeholders include Ward Councillors and Norton Village Residents Association. The Central ATS Group approved a study into parking in Norton given the perceived parking issues in the area and to investigate the feasibility of introducing pedestrian crossing facilities at Leven Road. Previous studies have been undertaken that have considered one way options and the pedestrianisation of Harland Place. These have previously been dismissed on the basis that buses cannot physically turn left if vehicles are exiting the road. A one way route would inconvenience residents and motorists if it was introduced that would also require police enforcement. The carriageway can accommodate two way traffic movements including buses therefore physical works would be required.

Discussion

2. The Norton parking study is within the conservation area which extends the full length of the High Street between its junctions with the A139 Norton Road and A1027 Ring Road.

There are service roads on either side of the High Street, running parallel to the majority of its length. These service roads are now mainly used for parking. Parking is predominantly on street with the exception of the privately owned supermarket car park and two small car parking areas within the adopted highway and there are two distinct visitor areas; The Green and the High Street.

3. On street parking surveys have been undertaken that indicates that there is high use and turnover throughout the day along the east and west side of the High Street carriageway. Three areas have been identified as potential 2 hour limited waiting areas:
 - The existing car park close to the amenities, adjacent to 4-10 High Street;
 - The uncontrolled area adjacent to 8-12 Harland Place;
 - An increase to the duration of stay to 2 hours in Leven Road is proposed to allow a more consistent approach.
4. It is also proposed to formalise the Keep Clear restriction on the west side service road (Fox Alms Houses) to no waiting at anytime restrictions, to allow regular access and stop obstructive parking.
5. Information received from Norton Village Residents Association (NVRA) demonstrates that the main concern is obstructive and indiscriminate parking for both residents and businesses. Introducing limited waiting and no waiting restrictions that can be enforced can reduce the impact of such parking. See **Appendix 2** for detailed issues.

The other recommendations from the NVRA survey are:

- Formalise parking on the west side of the High Street outside 135 – 143 where several businesses require customer parking.
- Amend no waiting between 7.30am to 6pm to no waiting at any time on the unnamed road between High Street and Billingham Road.
- Formalise parking on the west service road outside 21 – 53 High Street.

Existing Situation

- The Green

As part of a previous highway scheme, formalised parking arrangements and waiting restrictions were introduced at 'Blackwell's corner'. There are 8 marked on street parking spaces limited to 2 hours Monday to Saturday 8am – 6pm. The parking around Norton Green itself is unlimited parking, although it is proposed to review this separately should Red House School relocate in line with current planning consents.

- High Street

24- 28 High Street provides the only off street private car park that services the super market.

4-10 High Street provides unlimited parking for approximately 14 vehicles and 2 disabled bays.

21-53 High Street (Service Road) provides 2 hour limited parking Monday to Friday 9am-5pm for approximately 12 vehicles (Although not enforceable due to insufficient lining and signing).

2-24 Leven Road provides 45 minute limited waiting Monday to Sunday between 9am and 5pm for approximately 15 vehicles.

Harland Place provides unlimited parking for approximately 11 vehicles and 1 existing disabled bay.

Parking Survey

Due to the inconsistent parking restrictions at present both obstructive parking and long stay, on street parking observed. 5 vehicles were observed parked on waiting restrictions and 17 vehicles were parked for 7 or more hours.

Pedestrian Survey

Due to the recent work carried out at the Highland Laddie public house, pedestrian desire lines were temporarily altered, therefore a survey was delayed until these works were completed. The survey has now been undertaken and analysed and it has shown high pedestrian movement, from 10:30 to 16:00 there were 1103 pedestrians crossing and 1290 vehicles.

Speed Survey

Following a request from residents and Councillors speed surveys were undertaken on the A139 Billingham Road from the Red Lion Roundabout to the A19 Slip Road Roundabout, these indicated that a 30 MPH limit would be appropriate.

Proposed Measures

Phase 1

- Amend the limited waiting on Leven Road to 2 hours, Monday to Saturday 9am-5pm
- No Waiting at Any time to be removed from 11-19 Leven Road and Bays to be marked on footway.
- Formalise the markings between 135 and 143 High Street.
- Formalise the markings between 21 and 53 High Street.
- Introduce 2 hour limited waiting at Harland Place, Monday to Saturday 9am-5pm.
- Introduce 2 hour limited waiting between 4 and 10 High Street, Monday to Saturday 9am-5pm
- Introduce a Zebra Crossing in Leven Road.
- Billingham Road Speed limit amendments.
- Existing Loading/unloading details to be obtained from business located on the High Street Service Road and Leven Road and their future requirements.

Phase 2

- Request for a build out to the bus stand at 145 -147 High Street to allow bus access to the raised stand to be considered.
- Review the traffic island to a pedestrian refuge at High Street/Blackwells corner.
- Consider traffic calming at the roundabout exit onto The Green.
- Consideration will be given to extending the limited waiting layby on Leven Road to allow better traffic flow and parking for residents.
- Private access road to co-op to be considered for TRO.

Phase 3

- Following the introduction of the measures identified in Phase 1, monitor long stay parking in the area to identify displacement including to wider areas such as Billingham Road, Holly Street and Fox Street.

PUBLIC CONSULTATION

An exhibition and drop in session has been carried out in Norton Library, the drop in session was well attended and the reply results are below and additional comments can be seen in

Appendix 3.

	Support	Do Not Support	Total Consultations Returned with a comment
Zebra Crossing	29 88%	4 12%	33
Leven Road Limited Waiting	23 77%	7 23%	30
2Hr Limited waiting Harland Place	30 91%	3 9%	33
2Hr Limited waiting 4-10 High St	28 85%	5 15%	33

As a result of the exhibition and drop in session the following suggestion were made and have been incorporated into the scheme.

- Introduce a Taxi Rank.
- Bollard to be installed at the pelican crossing next to Norton Fisheries.
- Additional Keep Clear markings and hatching to assist vehicles exiting service roads.

FINANCIAL IMPLICATIONS

At its 2013 Spring meeting, the Central Area Transport Strategy Group allocated £4600, £5000 CPB has also been allocated to implement the Zebra Crossing to be implemented 2014/15. Phase 1 recommendations rising from this study will be calendared for 2014/15 and funded through LTP allocation towards borough wide parking strategy (parking) and ATS funding (Zebra Crossing).

POLICY CONTENT

The proposals are consistent with the Council's Local Transport Plan and Sustainable Community Strategy. Providing short stay car parking will continue to support the High Street trade during the economic downturn.

CONSULTATION

The Officers Traffic Group have been consulted on the scheme and support the principle. The minor revisions are to be presented to the group on 26 June 2014 for information. Ward Councillors for Norton North and NVRA have been consulted and support the scheme. Councillor Cook has indicated support for the speed limit reduction on Billingham Road as it is the boundary between both wards.

CONCLUSIONS

The Norton Parking Study concludes that at present existing limited waiting is to be marked on street to enable enforcement and along with the introduction of additional limited waiting turnover of available short stay parking will increase and accommodate shoppers and visitors to the area. Additional bay markings and no waiting at any time restrictions to be introduced to alleviate identified obstructive parking. The introduction of a Zebra Crossing is also recommended. Following phase 1 works it is recommended that further consideration is given to extend layby parking/Loading in the area, as well as investigation of possible

additional works elsewhere on the High Street as detailed in the report. Longer term monitoring of displaced parking and commuter parking will also be undertaken following the proposed changes in the High Street area.

Corporate Director of Development & Neighbourhood Services

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Environmental Implications

Attractive, locally distinctive environments support the re-location and retention of businesses and can provide an attractive place to live.

Community Safety Implications

Convenient parking facilities will be increase that provides for residents and visitors alike.

Background Papers

TS.T.38.14

Education Related Item?

No.

Ward(s) and Ward Councillors

Norton North: Councillors Mrs K Nelson and Mr S Nelson

Signed by the Delegated Officer Date

Richard McGuckin
Head of Technical Services

NORTON PARKING STUDY

I accept / do not accept the above recommendations

Signed Date

Cllr M Smith
(Cabinet Member for Regeneration & Transport)

Comments

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