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Tutbury Parking Strategy Feasibility Study

Parking Restrictions Review

Document Control Sheet

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Executive Summary

This study has been undertaken by Staffordshire County Council (SCC). The works brief was to review the on-street parking in and around Tutbury, with particular focus on the village centre.

The document presents a parking strategy which will address a number of factors:

- Overall management of on-street parking provision in the village
- Introducing car parking standards
- Safety and mobility impaired requirements.

In addition this document also links intrinsically with the SCC On-Street Parking Policy and Strategy and the Local Transport Plan 2011-2026 (LTP) in that it will support a number of the countywide objectives and challenges; reducing road transport emissions, respecting the environment, supporting growth and regeneration, making transport easier to use and places easier to get to.

The recommendations of this report focus on the introduction of 3 solutions each one designed to add benefit to the village and support the overall approach to parking management in Tutbury.

- Quick win options for on street restrictions
- Measures to improve 'off street' parking
- Long term options to introduce permit parking schemes (PP's) or on street charging measures.

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Scheme Details

Introduction

Vehicular travel is and for the foreseeable future will remain an important form of transport in a rural shire county like Staffordshire. The challenge is therefore to maximise the value that parking contributes towards the Councils priorities, the successful delivery of which can be supported with the introduction of a Tutbury Parking Strategy. A parking strategy can be an extremely useful tool in helping to achieve economic, social and environmental objectives. In particular a strategy can:

- Support the local economy by making it easier for shoppers and visitors to access the village, ensuring conditions are 'Right for Business'.
- Meet the needs of residents for addressing parking issues near their homes enabling 'Resilient Communities' (e.g. by introducing Permit Parking Schemes (PPS's)).
- Improve access to key services and facilitate the needs of the mobility impaired providing a 'Great Place to Live' (e.g. provide appropriate Blue Badge car parking bays).
- Encourage sustainable travel modes and support a reduction in the reliance on private cars, encouraging people to 'Live Well' (e.g. by setting pay & display prices at appropriate levels).
- Make Tutbury a safe place to visit (e.g. ensuring that parking areas are located appropriately and safer by design).

From the above it is clear to see that the provision of car parking and an effective parking strategy is essential in supporting the delivery of a local transport system which aims to support the County Council economic, social and environmental objectives.

Outcomes

The appropriate level of provision and management of on and off-street parking can contribute to the vitality and viability of busy village centres, villages and visitor locations alike and SCC seeks to achieve the following outcomes¹:

- Residents and communities are effectively engaged in the parking provision in their local areas;
- Support the vitality and viability of village centres by ensuring the needs of shoppers and visitors are prioritised, recognising the varying needs of the day and night time economy;
- Encourage the use of more sustainable travel modes;
- That the special parking needs of people with disabilities are recognised;
- Peak hour congestion due to commuters is reduced through the appropriate management of long stay parking supply;
- Wherever possible, the cost of providing and maintaining on and off-street parking spaces is funded by the user, rather than more generally through wider taxes, rates or levies in retail prices; and
- The effective management of parking spaces achieves value for money, supporting the business plan aims of a 'Well Run Council'.

¹ Report of the Director of Place – Cabinet Meeting 17 June 2015, Staffordshire County Council. Available at: www.staffordshire.gov.uk

It is therefore important to consider the balance between supporting economic growth and being effective in managing demand and sustainable transport alternatives.

How will it be funded?

All initial setup costs for the scheme; processing of all necessary traffic orders will be funded through the County Councillors Divisional Highways Programme budget or through contributions from the Parish Council.

The Divisional Highway Programme brings together the vast number of requests, received by the County Council, for improvements to the highway network and enables local issues to be prioritized. The programme is reviewed on a six-monthly basis and all requests are considered by the local County Councillor, as the democratically elected community representative, to ensure that local priorities are met and delivered within financial realities.

Under the leadership of the local County Councillor, all local highway and transport matters of this nature will be rationalised and prioritised in to a deliverable plan known as the Member's Divisional Highway Programme. This will include a delivery programme of committed improvements and agreed priorities. For further investigation of feasible solutions to ongoing local concerns.

If at a later date on street charging should on street charging be considered in Tutbury the purchasing and installation of proposed charging meters, any construction works, necessary signing and lining, etc. would need to be financed through the SCC capital programme, prioritised against other competing demands across the County.

Once the initial on street review and any 'quick wins' have been implemented it is anticipated that any future works such as additional measures, traffic orders etc. or the ongoing running costs will be funded through revenue taken from the Divisional Highway Programme, CPE surpluses and any pay and display parking.

Overview

With the rapid growth of out-of-village shopping centres and the change in people's lifestyles, the needs for village centres, such as Tutbury, to change so as to support local businesses and services is more important than ever. It is therefore essential that we consider how best to support the required increase in visitor footfall needed to sustain local communities.

Existing car parking designation needs to be managed to encourage visitors to use these in preference to parking on street. A failure to consider these changes as part of any overall parking strategy will lead to increased congestion for visitors and local traffic, the outcome of which could see a reduction in visitors, driving down pedestrian footfall and adversely affecting those businesses we are striving to support.

In order to deliver on the strategic outcomes for Staffordshire we need to recognise that parking continues to play an important role in ensuring we make Staffordshire a more pleasant and environmentally safe place to live and visit; parking is crucial in the development of future businesses and delivering on the County Council's economic growth in line with the objectives set out in Medium Term Financial Strategy (MTFS).

The proposals put forward within this report, although initially looking at short term measures are key to not only creating a better environment for Tutbury, by reducing congestion in the village centre and creating a better place to visit, but also economically by generating more spaces with a quicker turnover in those strategic areas which have been identified as providing the greatest benefits to local businesses and services.

Parking History in Tutbury and current provision

There are three broad categories of parking in Tutbury:

- On-street – this is parking within the highway boundary that is regulated by SCC as the Highway Authority. Enforcement of this type of parking was historically carried out by the Police but following the decriminalisation of parking this is now carried out by SCC.
- Public off-street – these are designated parking areas which are open for use by the general public. There are currently four public car parks with varying degrees of charging depending on the length of stay. The enforcement of these car parks is carried out by East Staffordshire Borough Council (ESBC).
- Private off-street – this type of parking is privately owned for use by residents, employers, retailers, etc.

To review the current on-street process involves considering historical issues received via residents, the Parish council or other stakeholders, followed by the formulation of proposals to deal with safety or obstruction problems, which are subsequently processed through the Traffic Regulation Order (TRO) process.



Map 1. Tutbury designated Neighbourhood Plan Area

Tutbury Neighbourhood Plan (UNP) ?

The vision and aspirations for the Tutbury Neighbourhood Plan:

"Tutbury is an attractive and friendly historic market village with a vibrant and bustling village centre, offering excellent opportunities for housing, employment and education, located within a highly valued rural landscape setting and supported by appropriate infrastructure."

Supporting this vision are a number of policies one of which, the transport policy, outlines what it feels are the outcomes for Tutbury. It seeks to improve movement between destinations in the village and beyond, via all modes of transport; walking, cycling, public transport and cars.

Tutbury benefits from a railway station, bus services, cycle networks and an accessible village centre, but there is a heavy reliance on privately owned cars due in part to the infrequent public transport services. The ability to access facilities within the village and the ease with which residents can travel around is central to promoting sustainable development and community wellbeing.

Overall Parking Management

As touched on earlier, parking needs to be carefully managed in order to achieve countywide objectives and help meet the vision and outcomes for Tutbury and its residents.

In order to do this current and future parking stock must be managed efficiently through the implementation of appropriate supply, maintenance, charging and enforcement measures. The different roles and responsibilities for making this happen mean a collaborative approach is essential;

- Effectively manage Borough Council owned off street parking to reflect local circumstances
- Define the provision of private non-residential and residential parking associated with new development/re-development sites.
- Maintain high quality and safe public parking facilities.
- Enforce parking restriction effectively.
- Effectively manage the competing demands for on-street parking through the implementation of appropriate measures (e.g. Limited Waiting restrictions).

While it is important to consider the economic, social and environmental differences in Tutbury, in managing the parking stock, SCC need to propose a workable framework which provides a level of consistency.

The historical approach of providing increased, inexpensive car parking stock to meet rising demand has three main disadvantages:

- Where off-street parking is concerned, valuable land which could be used for other purposes (e.g. housing, retail and employment) is used for large parking areas
- It encourages people to use their cars more which leads to increased traffic flows, congestion, carbon emissions and other traffic impacts
- It often requires councils to subsidise the cost of providing and managing parking facilities.

This can often lead to a haphazard approach to parking stock management where by a 'predict and provide' mentality is adopted; calculating the need for additional space to meet increased demand.

Proposed Parking Zones	Deliverable Time Period Framework
1: Short Stay	<ul style="list-style-type: none"> • Located in the centre • Management of spaces within the village that encourage short stay parking and deter long-stay parking • Reduce the number of long-stay spaces and manage the number of short-stay spaces • Promotes a regular turnover of parking
2: Medium Stay	<ul style="list-style-type: none"> • Time periods to be extended • Residential roads to have priority given to meeting property occupiers parking needs • Protection from displacement of drivers avoiding charges
3: Long Stay	<ul style="list-style-type: none"> • Located on the outskirts of the village • Focused on communities that live there • Typically journeys to and from fixed locations • Journeys usually taken at peak periods when the network is most congested • Encourage other modes of sustainable transport

Table 1: Deliverable time periods

It is important therefore to consider the outcomes for the village centre and how these can be measured alongside driver behaviour and visitor habits. To some end Table 1 above sets out the deliverable framework for a three zone system which considers short-stay visitor/shopper requirements through to the needs of typical, long-stay, commuter journeys.

In support of this approach the management of the parking stock will be carried out in accordance with certain principles whereby short-stay parking will be given priority at available on-street parking locations in or near shopping and commercial centres. It will also be necessary to provide sufficient provision for the delivery of goods, public service vehicles and emergency vehicles.

Facilities for Blue badge holders will also be made in line with recognised national standards and similarly, where streets are predominantly made up of residential properties, it will be the needs of the property occupiers which will take priority.

From a policy perspective, to continue the successful application of these principles and to ensure that the objectives of the **TNP?** and local circumstances are met it is important that the mix, number and usage of on-street parking spaces are periodically reviewed.

This continued review will ensure that the approach remains based on managing parking demand rather than on a 'predict and provide' calculation.

There are currently two car parks designated for off-street pay in Tutbury; Duke Street and Cornmill Lane.

Car Park	Zone	Bays	Blue Badge allocation	Designation	Max Stay	Comments
Duke Street	1	?	?	Long Stay	All day	free
Cornmill Lane	1	26	?	Long Stay	All day	Free
Hatton Railway	2	?	?	Long Stay	All day	£3 per day

Table 2: Off-street car parks in Tutbury

The current off-street pay and display parking arrangements do not incentivise a particular user to park nearer or further away from the village centre. The charging principles are the same for each car park in that they are both free for vehicles to park. Whilst this is good in some respects, often the car parks are full most of the day and do not allow for a turnover of vehicles to encourage trade. This often results in overspill parking fighting for on street spaces within the village centre.

This is also demonstrated in the use of other, privately run, off-street parking facilities which are regularly full throughout the day.

It should therefore be an outcome of this study that proposals are implemented which aim to relocate some of these journeys to other areas around Tutbury in an effort to achieve those economic, social and environmental objectives.

Management of On-street parking

When considering options to manage on-street parking, there is often concern about the impact that this can have on the economy of village centres and that any increase in the types of control may discourage visitors to the village centre and reduce trade for businesses.

When considering travelling to a destination, drivers take account of the quality, convenience, safety and accessibility of their destination when they make their parking choices. All parking has a cost; either the user contributes directly at point of use or it is paid for via wider taxes, rates or levies, in retail prices.

Car park users are not solely influenced by price. Motorists often place a higher priority on parking availability than on parking price and price is an important tool both in ensuring availability and in reducing the amount of time traffic spends driving round searching for a space. This creates additional congestion and pollution, which is of no benefit to anyone. Free parking, where demand exceeds supply, can clog-up village centres and make them less attractive to visitors. It is therefore important to strike the right balance in each locality that benefits the whole community.

Types of on-street parking controls

No restrictions

The availability of free parking attracts cars into village centres contributing to congestion and pollution.

'Cruising' in search of parking spaces adds vehicle mileage, also contributing to congestion and pollution.

Spaces can be occupied all day by long stay parkers and commuters thereby reducing on-street availability for short stay visits to village centres

Issues can arise with safety, accessibility, access for public service and delivery vehicles due to inconsiderately parked vehicles

Double or single yellow lines (with or without loading restrictions)

Prevents all waiting, easy to identify infringements but requires ongoing enforcement presence.

Blue badge holders (disabled drivers or passengers) can lawfully park for up to three hours on Single or Double yellow lines during the hours of operation provided they do so safely, are not obstructing traffic and the badge and clock are clearly displayed with the correct time of arrival.

Additional restrictions on loading and unloading can ensure routes are kept clear to reduce the risk of congestion or access problems for vehicles

Time-limited waiting with no return within a specified number of hours

Allows waiting for up to a specified maximum period with no flexibility for the individual motorist on the maximum length of stay within that specific restriction.

This can be costly to monitor because the enforcement officer has to record all the vehicles parked on each pass, and identify any that were there on a previous pass.

Disc parking

This is the same as time-limited waiting but drivers display a disc showing their time of arrival.

Disc parking can offer a practical solution, where drivers must display their arrival time, using a cardboard disc issued by or on behalf of the highway authority

Enforcement can be carried out in a single visit meaning greater flexibility for civil enforcement officers to serve other areas within the community more effectively.

There would be an ongoing cost to publicise, administer and issue discs and visitors to the village centre may not be aware of the scheme.

Pay-and-display.

Can provide higher levels of turnover of spaces, improved availability of spaces

Reduced congestion and pollution through improved availability of spaces – drivers spend less time searching for a space to park.

Enforcement can be carried out in a single visit meaning greater flexibility for civil enforcement officers to serve other areas within the community more effectively

There is a higher capital cost to set up the scheme due to the purchase and installation of meters.

There is an ongoing cost of servicing the meters albeit this is offset by income.

The income generated from pay and display parking ensures schemes are sustainable

Permit parking

Priority is given to property occupiers enabling them to park closer to their homes / businesses.

Scheme set-up, maintenance and enforcement costs are covered via a Scheme Joining Fee and an Annual Permit Charge making permit schemes self-funding.

Elimination of 'cruising' in search of parking spaces which adds vehicle mileage, and contributes to congestion and pollution.

Enforcement can be carried out in a single visit meaning greater flexibility for civil enforcement officers to serve other areas within the community more effectively

Development of Recommendations

In order to provide parking measures that will support the required outcomes for Tutbury each parking zone has been considered in further detail for each of two zones

This includes the recommendation of preferred solutions based on the likelihood of achieving the outcomes together with a potential timeline for implementation and how each proposal could be funded. Each option has been assessed on its ability to contribute to the required outcomes for the management of on-street spaces as developed in the table below.

The three zones considered essentially reflect the proximity of the location to the village centre and the type of demand for on-street parking that arises as noted earlier.

Zone 1 is primarily the main shopping streets within the village centre and would generally be focussed on the provision of shorter stay parking in the daytime with the ability to provide longer stay to reflect the night time economy

In Zone 1 all of the outcomes below would be considered a priority

Zone 2 is focussed on medium stay parking for those areas which lie just outside of the main village centre. These areas will include some business premises but will primarily be residential properties or amenities which may generate an increased level of visitor demand but generally concentrated at certain times of the day, such as a leisure centre, church or schools

In Zone 2, the priority outcomes would be 1, 2, 5, 6, 7, 8, and 10

Assessment of types of parking control against the required outcomes

L = low likelihood, M = medium likelihood, H = high likelihood

	1. Contribution to Road Safety	2. Support the local economy by making it easier for shoppers and visitors to access the village	3. Improve access to key services, shops and businesses	4. Encourage sustainable travel modes (e.g. by setting pay and display fees at appropriate levels).	5. Support the vitality and viability of village centres by ensuring the needs of shoppers and visitors are prioritised,	6. Recognising the varying needs of the day and night time economy	7. That the special parking needs of people with disabilities are recognised	8. Peak hour congestion due to commuters is reduced through the appropriate management of long stay parking supply;	9. The cost of providing, maintaining and enforcing on and off-street parking spaces is funded by the user	10. Management of parking pressures on local residential communities due to commuter/worker parking
No restrictions	L	L	L	L	L	L	L	L	L	L
Double or single yellow lines	H	M	M	L	L	M	L	L	L	M
Time-limited waiting	L	M	M	L	M	M	L	M	L	M
Disc parking	L	L	M	L	M	M	L	M	L	L
Pay-and-display	L	M	M	H	H	M	L	H	H	L
Permit parking	L	L	L	L	L	M	L	M	M	H

Quick win options

Monk Street – East end near the junction with Bridge Street

As one of the concerns raised by local resident is that the parking bays which limit parking to 1 hour only, Monday to Saturday 8am to 6pm make parking near their properties difficult, removing this restriction would allow them to park for longer periods throughout the day. This will also allow others to also park here for longer periods but as the general consensus is that they would prefer the opportunity to take their chances with it would help the residents who are most affected by these restrictions



Monk Street – South west end near the junction with Castle Street/Duke Street

There may be some opportunities to increase on street parking at this end where the doctors surgery is which may also help alleviate parking issues further down the road reducing the knock on effect to residents there. At present there is approximately 33 metres of double yellow lines both sides of the road on the approach to the junction. If on the south east side approximately 20 metres were removed this would free up that 20 metres of parking and still leave 13 metres of junction protection (the Highway Code recommends 10 metres) but not only that there is also an additional 10 metres which is currently not used due to parking on the opposite side of the road giving a net gain of 30 metres of about 7 to 8 cars. I would however suggest extending the double yellows on the North West side to the disabled bays to discourage parking on that side. The reason for this is that there is currently an access protection marking on that side beyond the double yellow lines which limits available space to 2 to 3 cars which are drawn to park on that side due to the disabled bays and they park that side to follow suit. As property 63 has a vehicle access on the south east side this will prevent parking beyond the 30 metres on that side and allow vehicles to cross sides of the road to negotiate vehicles parked in the disabled bay.



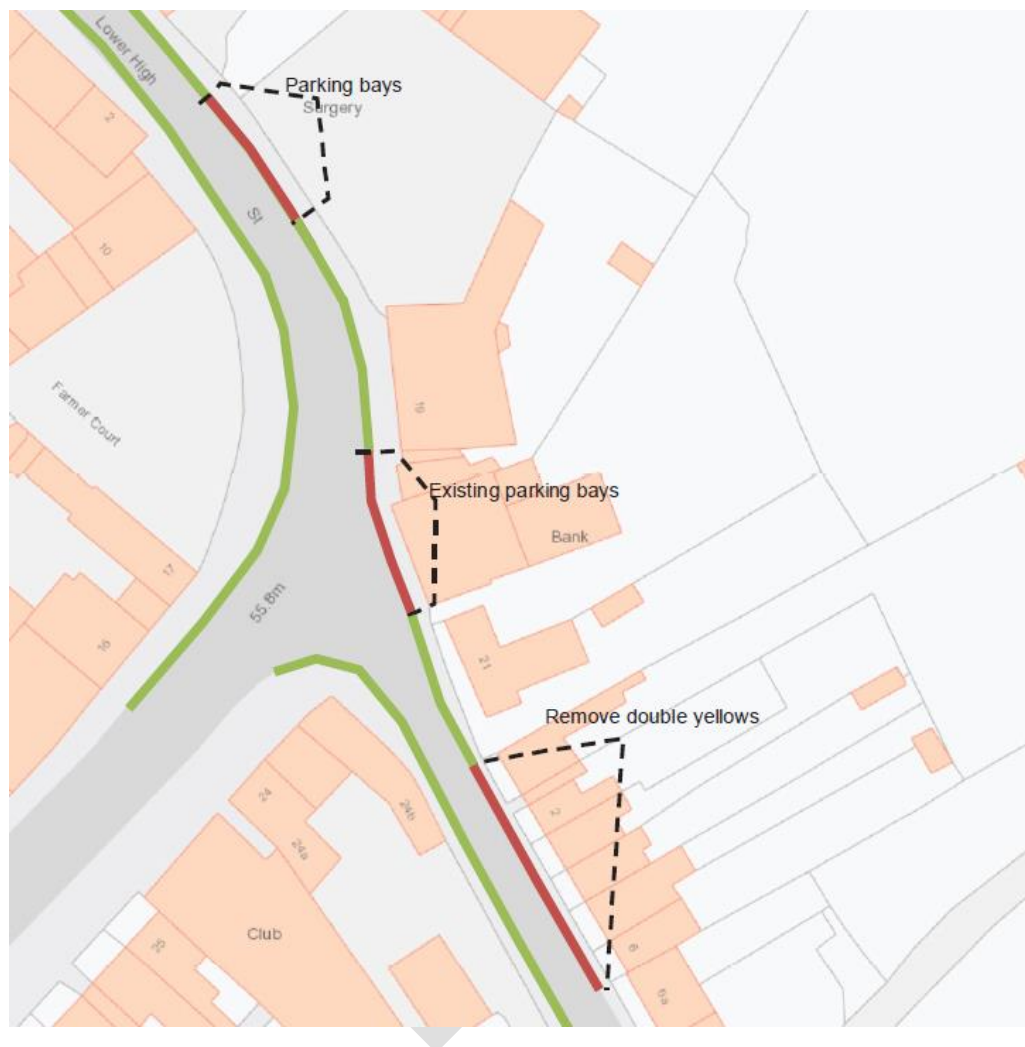
Bridge Street – East side

There could be an opportunity to free up more parking on Bridge Street too; approximately 26 metres of double yellow lines could be removed starting from property No 28 to No 34. The road here is currently double yellow lined both sides but it is clear of the bend so perhaps it is not entirely necessary. The properties here are terraced properties so there are no vehicle accesses to consider and the additional parking could benefit them too. This may also assist with slowing the speed of traffic but it may add a little to congestion at busy times? By only removing to No 34 this does give a point where traffic can pass in a chicane effect.



Lower High Street and Cornmill Lane

Another consideration may be for some additional bays on Lower High Street. It may be that these could mirror the restrictions outside the bank and have a 20 minute stay Monday to Saturday 8am to 6pm only, because of their location. It would give an opportunity for someone to pop into one of the local shops for a quick visit but due to the limited waiting time they will not be parked up most of the day. On Cornmill Lane there are also double yellow lines on both sides of the road some of which extend in front of some terraced properties which presumably do not have off street parking. It could be worth considering removing approximately 26 metres of double yellow lines in front of these properties. It would still allow the passage of vehicles as the double yellow lines could remain on the opposite side of the road and it would undoubtedly improve the parking situation for these residents. There are after all sections of this road further up where there are no restrictions and this is on a bend so it is not envisaged that this would cause major issues with traffic.



Wakefield Avenue

Due to difficulties for the bus service negotiating the corner on Wakefield Avenue it is proposed that we should use some double yellow lines around the corner to assist with these movements. Not only should lines be considered on the inside of the bend but also on the opposite side of the road to ensure that buses can negotiate the bend safely without overriding the verges as they do at present. Consideration should be made that any restrictions are kept to a minimum as this is a residential area and parking is probably at a premium and therefore not too much available parking is removed.



Burton Street and High Street

It may also be worth considering a few alterations to Burton Street and High Street too. Currently the double yellow lines on Burton Street extend from the roundabout up the hill for about 50 metres on both sides so it may be worth considering a reduction on one side to about 20 metres and in so doing freeing up about 30 metres of parking. These could be considered either unlimited or timed bays as they are close to the high street. The timing of these bays would be best to remain the same as on High Street for a consistent approach. It may also be worth considering freeing up some of the current double yellow lines on High Street in front of the Dog and Partridge for parking bays. The road is about 10 metres wide here so should be able to accommodate parking on both sides at this point. This will help with trade on the shops etc. on High Street



Castle Street up to the Castle

Concerns have been raised about parking on Castle Street up to the castle, more detail may be needed to assess the issue here but if required double yellow lines could be added to some or all of this road dependant on what is required.



Signing Review

In addition to the parking proposals detailed above it is also a recommendation of this report to complete a 'Wayfinder' review for the existing car parking signage around the village centre. It is important to consider the requirement for appropriate and accurate signage in order to inform drivers accordingly of where the most suitable parking areas are located. Currently it is felt that there is a lack of information available to motorists to support appropriate decision making that could potentially reduce journey times and alleviate congestion.

Medium to Long Term Aspirations.

High Street

Located in to the north-East of the village centre, there is an area which makes up the primarily residential area between the Dog and Partridge PH and Cornmill Lane.

Based on the outcomes and priorities identified for Zone 2 and the impact of commuter and village centre long stay parking at these locations it is recommended that permit the management of on-street spaces should be focussed on the provision of permit parking zones. This would need to be prioritised with other locations across the county and typically such schemes can take 2 to 3 years to deliver. Funding for permit parking schemes is provided through the local residents.

Phasing of works?

As mentioned above the funding for these quick win solutions can be achieved partly through the Divisional Highways Programme and part through Parish Council contributions. Should there be no funding available then this will need to be considered through a future bid to the Local Transport Plan (LTP) funding.

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