

# APPENDIX E

## SCHEME DETAILS, CONSULTATION AND DISCUSSION

### INTRODUCTION

1. Notre Dame School is being redeveloped as part of the national Building Schools for the Future (BSF) programme. Planning permission for school was granted by the Council's North & West Planning & Highways Area Board in January 2011.

### PLANNING APPLICATION AND CONDITIONS

2. The Notre Dame School complex is heavily constrained. Oakbrook House is a Grade II Listed Building and it was considered that any development that would harm the setting of the Listed building should be resisted. Furthermore, development that would result in the loss of playing fields would be contrary to both local and national policy. This left very little space other than within the already developed footprint of the site for new development to take place. As a consequence, the siting of the new building was between the City Learning Centre and the Sports Hall on an area of existing car parking.
3. It was accepted that the location of the new building on part of the car park was less than ideal due to the loss of existing on-site parking. Consequently the impact of this on the surrounding highway network was thoroughly considered as part of the Planning process. There was no scope within the site to accommodate this parking. A Transport Statement was submitted which investigated the existing highway conditions, the impact of the likely additional on-street parking demand and suggested mitigation measures. The measures proposed aimed to ensure that the additional on-street parking did not result in any detriment to the highway in terms of safety or operation.
4. The Transport Statement explained that although there would be a loss of 35 spaces on site - from 82 spaces to 47 spaces. However, upon further analysis of a staff travel survey, and the implementation of a Travel Plan, it was concluded that there would be a net increase of only 13 vehicles parking on the surrounding highway network. This was due to staff and pupils travelling to the site by other means, such as public transport or by car sharing.
5. Planning officers concluded and subsequently approved by the Planning & Highways Area Board that on balance and subject to measures being implemented based on the mitigation suggested, that the additional on-street parking could adequately be accommodated on the highway network and that a refusal of the application on highway grounds would be unlikely to be justified.
6. Subsequently, planning approval was granted subject to the implementation of the following measures on the highway:
  - Riverdale Road – traffic calming and associated waiting restrictions – to formalise on-street parking

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- Graham Road – traffic calming and associated waiting restrictions – to formalise on-street parking
  - Ranmoor Park Road – waiting restrictions
7. It should be stated at the outset that the developer was not required to resolve the existing parking problems in the general Ranmoor area; only those which result from the additional parking on the public highway caused by the loss of on-site parking.
8. Officers therefore developed proposals to satisfy the conditions set out in the planning agreement. The first scheme, which can be found in Appendix B, included the following measures:
- Riverdale Road – new double and single yellow lines to protect driveways, junctions and to ease the passage of vehicles
  - Graham Road – new double yellow lines to protect driveways and junctions
  - Ranmoor Park Road – new double yellow lines to protect driveways, and 4 hour limited waiting to prevent all day parking and encourage a turnover of vehicles close to local amenities

## INITIAL SCHEME CONSULTATION

9. In order to obtain the views of residents and businesses potentially affected by each of the proposals, an explanatory letter, together with a plan showing the proposals and a response form, were delivered to all properties in the vicinity of each proposal, in July 2011. A pre-paid envelope was provided for return of the completed forms. Usually consultations take place over a 3 week period but this was extended to 5 weeks in view of the summer holiday.
10. All consultation materials were made available to local Councillors prior to the consultation, which included how widely the materials were to be distributed. To complement this, street notices were displayed, and plans were made available at First Point (Howden House), Broomhill Library, and on the Council website. The South West Community Assembly was also consulted.
11. The consultation generated a total of 36 response out of 135 delivered, giving a response rate of 27%. Respondents were asked to answer several questions and were also offered the opportunity to make separate comments. The outcome of the questions is as follows:

	Strongly agree	Agree	Disagree	Strongly disagree	Not sure	No Response
Q1. "The proposed double yellow lines on Ranmoor Park Road will address the congestion currently experienced at busy	22%	19%	8%	28%	19%	3%

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	times”						
Q2.	“The proposed 4 hour parking at the bottom of Ranmoor Park Road will help to provide a better turnover of vehicles and support local facilities”	Strongly agree 31%	Agree 28%	Disagree 6%	Strongly disagree 19%	Not sure 14%	No Response 3%
Q3.	“The proposed double and single yellow lines on Riverdale Road and Graham Road will address the congestion issues currently experienced at busy times”	Strongly agree 17%	Agree 25%	Disagree 17%	Strongly disagree 31%	Not sure 8%	No Response 3%
Q4.	To what extent do you support the proposals for Notre Dame School?	Fully Support 17%	Partly support 42%	Don't support 25%	Not Sure 11%	No Response 6%	

12. Many of the respondents provided additional comments and a number of issues and concerns were raised. In summary however, these included:

- Residents' only parking is needed on Riverdale Road/Fulwood Road/Ranmoor Road
- The proposals will push parking onto other roads
- The 4 hour parking should be 2 hour/4 hour
- The 4 hour parking will make it difficult for residents
- It will still be difficult to access my driveway
- A one-way is needed on Ranmoor Park Road
- A single yellow line is needed on Riverdale Road
- I don't want a yellow line across my driveway
- The lines will be a visual blight
- The school should not have received planning permission

## FURTHER INVESTIGATIONS

13. In view of the comments made during the consultations, officers re-considered the proposals to see if improvements could be made. To assist with this, parking surveys were carried out on local streets in September and October 2011. Some surveys had already been undertaken in June 2010, prior to construction works starting, and repeating these provided the opportunity to see if parking levels had increased, and to see if other measures may be required. (NB. These surveys were also repeated in March 2012, after the TRO consultation).

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14. The survey data was extremely helpful in assessing what measures were required. The surveys showed that parking levels had not generally increased since June 2010, even though the car park on the Notre Dame site had been out of use since the summer of 2011. This is contrary to the perception of some residents that parking levels had increased significantly since the school car park had been removed.
15. The data did however show that commuter parking remains prevalent on parts of Riverdale Road and Ranmoor Park Road, with certain parts being fully occupied at 9am and 3pm – often with the same vehicles being identified - yet quieter after the end of the school day. It also showed that on parts of Riverdale Road no vehicles were parked whatsoever early in the morning, indicating that residents utilise their own, off-street parking rather than park on-street.
16. Officers used the data and further observations to determine a revised scheme, which can be seen in Appendix C and which included the following changes:
  - Extended yellow lines across driveways
  - 2 hour parking on Ranmoor Park Road to provide an increased turnover close to local facilities

## PETITION

17. Consultation was planned for early December 2011, however officers were made aware that a petition was being submitted in relation to the proposed scheme and decided to await receipt of the petition before going ahead as this may have contained new information. The petition, which had 30 signatures, was presented at the Cabinet Highways Committee meeting of 8 December 2011, stated that:

*“We the undersigned are against the new development of Notre Dame which does not provide a car park. It is unacceptable to have such a large city institution and not provide parking. We demand that alternative off-street parking is provided and the surrounding residential streets are not used by Notre Dame employees, visitors or contractors for long stay parking. The lack of a car park is seriously affecting the quality of life for residents and putting the lives of pedestrians and motorists at risk. We the undersigned do not believe that the proposed parking regulations will solve the problem”.*

## TRAFFIC REGULATION ORDER CONSULTATION

18. Consultation on the final scheme proposal commenced in February 2012, for a 3 week period, to the same area as the first consultation. A total of 40 responses were received. Of these, it is considered that 31 responses are objections, 2 are generally supportive, and 7 are general comments. A summary of the comments can be found below:
  - Concerns that the proposals will push parking to other roads

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- Requests that the 2 hour parking on Ranmoor Park Road should be altered to 3 hours, and extended further up Ranmoor Park Road
- Requests that the proposed waiting restrictions on Ranmoor Park Road be reduced in length
- Requests for alternative restrictions on Riverdale Road (such as residents' only parking, a single yellow line along the length of one side)
- The lack of proposals on other nearby roads such as Fulwood Road and Ranmoor Road
- General dissatisfaction with the overall planning decision

## FINAL PROPOSED SCHEME

19. Officers have considered all available options to address the concerns of local people, within the scope of the planning conditions. The developer is required to only deal with additional parking related to the loss of the school car park, not to address the wider parking problems of the Ranmoor area.
20. Furthermore, the parking surveys would appear to indicate that parking levels have not become worse despite the redevelopment of the school. The developer has also provided evidence that parking related to site workers will reduce over the course of 2012 until they are off site early in 2013. It can therefore be reasonably expected that parking levels in the area should be lower in 2013.
21. Officers have however engaged with local employers to try and address the commuter parking issues in the area. Following a meeting with representatives of Thornbury Hospital, it is anticipated that they will promote new initiatives to encourage more sustainable modes of travel to the site. Notre Dame School is also due to update its Travel Plan which should help to reduce the number of commuter vehicles coming into the area.
22. All responses to the TRO consultation are summarised in Appendix F, together with officer comments. The main issues however are discussed in detail below.

### **Riverdale Road**

23. It was stated in the TRO consultation materials that approximately 8 vehicles on Riverdale Road would be displaced following the introduction of the various yellow lines. The parking surveys have indicated that there is sufficient parking capacity on the northern side of Riverdale Road (between Graham Road and Oakbrook Road), and on Graham Road itself, to accommodate well in excess of 8 vehicles without causing undue problems for residents.
24. The restrictions will also help provide improved passing places for vehicles on Riverdale Road, reducing the levels of vehicle conflict that is often seen at peak periods. Retaining parking on both sides however should ensure that vehicle speeds do not rise substantially.
25. Some residents have requested residents' only parking down the whole of one side of Riverdale Road. Consideration has been given to such a measure, but it

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is not recommended. There is minimal residential demand for on-street parking, as evidenced by the early morning parking surveys, as the vast majority of residents have off-street parking and do not park on the road. Therefore there is no justification to give residents any priority ahead of other motorists. Furthermore, should such bays be introduced the likelihood is that a further 16 vehicles would be displaced onto neighbouring streets, in addition to the 8 already transferred resulting from the double and single yellow lines. Residents further down Riverdale Road have already expressed their concerns about displacement and it is felt that such a measure would be a step too far.

26. A single yellow line along one side has also been requested, but is not recommended. A similar displacement of parking would occur, and also the removal of parking on one side could lead to an increase in vehicle speeds at peak times.
27. It is considered that all the double and single yellow lines proposed for Graham Road and Riverdale Road will be of merit, and should help to ensure traffic can pass more easily than at present, particularly between Graham Road and Fulwood Road.

## **Ranmoor Park Road**

28. In the first consultation (see Appendix B), double yellow lines were proposed to across driveways and on the tight bend adjacent to St John's Church. The intention was to ensure vehicles can pass more easily without the need to reverse on what is quite a steep hill. Additionally, parking bays with a maximum stay of 4 hours were proposed.
29. Comments received indicated that:
  - 4 hours was not long enough to deter commuters parking for either the morning or the afternoon
  - 4 hours was too long to provide a suitable turnover for local amenities
  - Short stay parking would prevent residents of Ranmoor Road and Fulwood Road from parking close to their properties
  - That there was an excess of double yellow lines
  - A one-way was required on Ranmoor Park Road which would remove the need for yellow lines
30. Officers considered the needs of all the local amenities, taking on board the parking survey data which was gathered in the autumn. In the interests of trying to strike a suitable balance, it was concluded that 2 hour parking between 9am and 4pm may be the best compromise – it would remove long stay parking whilst providing a good turnover of spaces. Residents would be able to park up to 11am and again from 2pm, and all day at weekends. The double yellow lines were only altered in one location as generally it was felt they were needed to ensure traffic can negotiate the road more easily.

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31. On this basis, the revised scheme was consulted upon as part of the TRO consultation in February 2012. Unfortunately, and despite the efforts to strike a balance between the needs of all users, many objections have been received. Generally these echo the comments made by the Priest in Charge at St John's Church, and involve the following requests:
  - That there is an excess of double yellow lines and these should only be used on corners and driveways
  - The double yellow line adjacent to the church should be altered to 3 hour parking and elsewhere they should be kept to a minimum
  - The proposed 2 hour limit is insufficient – and recommend 3 hour parking
  - The unrestricted parking further up Ranmoor Park Road should also be limited to 3 hours
  - That a one-way should be re-considered
32. It should be remembered that it is not the responsibility of the developer to resolve all the existing parking issues in the area. Officers considered that a short stay restriction may be of benefit to local amenities and the developer was happy to assist where possible.
33. It is not considered that there is an excess of double yellow lines. Indeed, these are proposed actually are either across driveways, or positioned where appropriate near to what is a tight, uphill bend to provide better visibility for motorists.
34. Consideration has been given to the benefit of a 3 hour restriction. Officers have checked the times of the school day and such a restriction would have merit in that all day parking would be removed, and an increased turnover should be encountered closer to local amenities. It would however mean that a vehicle could be parked from 1pm onwards. The Ranmoor Inn has also stated that it would prefer a two hour limit.
35. The short stay parking was limited to the lower part of Ranmoor Park Road in order not to displace too many vehicles either further up the road or onto Ranmoor Road. The parking survey data has shown that parking is generally light further up Ranmoor Park Road past the church, and could accommodate some long stay parking. Providing additional short stay parking in this area would likely lead to displacement past Tapton Park Road, something that would not be palatable to other local residents.
36. Under the proposed scheme, there would be approximately 27 unrestricted parking spaces and 14 short stay spaces on Ranmoor Park Road between Fulwood Road and Tapton Park Road. The survey data indicates that the existing levels of long stay parking could therefore be accommodated.
37. Furthermore, it should be noted that blue badge holders are entitled to park on double yellow lines for up to 3 hours, so long as they do not cause an obstruction. They can also park in the short stay bays without time limit. It is therefore considered that those with a blue badge and unable to walk long

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distances are well catered for in the area close to the Parish Centre. It is not unreasonable for other people to be expected to walk a short distance to the area.

38. Ultimately the various and often contradicting demands on parking in this area cannot be successfully accommodated and it is clear that a suitable outcome for all is not possible within the scope of this scheme. It is considered that amending the proposed 2 hour parking to 3 hours would provide a better balance for both residents and local amenities.