Public Reconsultation – local businesses & residents

Nottingham City Council

Station Street Area

15th July 2015

Amendments to the Proposed Pedestrianisation Scheme
In reference to our previous consultation letter of 9th April 2015, we are now seeking your views on amendments to the Council proposals to create a pedestrianised public space in the section of Station Street between Carrington Street and Trent Street, and the gyratory system along Trent Street and Station Street.

Background
As part of the Nottingham Hub redevelopment project, a number of improvements have already been made to the appearance and function of the public highways adjacent to the Station. Station Street, at its junction with Carrington Street, has been closed to through-traffic (with exemptions for cyclists and delivery vehicles (midnight to 7.30am)). This has improved the primary pedestrian route between the Station and the City Centre.

Since 2012, there have been a number of temporary traffic management arrangements around the Station to facilitate works associated with the NET and Hub redevelopment. An assessment of the impact and effectiveness of these arrangements in consideration with wider network proposals has enabled us to review the role of Station Street, and develop proposals to further enhance the area.

Objectives
The key objectives of the scheme as previously outlined are:-

- Create a new public space on Station Street using high quality materials and extend the current restriction on access for motor vehicles up to the junction with Trent Street. This will rebalance the use of the highway, remove the dominance of traffic and create a strong sense of place on one of the key pedestrian and cycle links for the City Centre, the Station, and NET.
- Revise the existing Traffic Management on Station Street and Trent Street; in effect to introduce a one-way gyratory system that will more efficiently manage traffic movement and provide an opportunity to reallocate road space for other purposes.

Consultation responses
Responses from agencies representing the Hackney Carriage trade objected to the plans to move taxi ranking operations to the Station. Drivers and passengers have expressed concerns about the facilities that would only be provided within the Station carpark, as well as a preference to retain a taxi rank on Station Street.

The Traffic Management proposals have been amended to mitigate these concerns, they are shown overleaf on drawing TMP7103REVB. The amendments to the proposals are listed below:-

1. To introduce a permit holder bay on Station Street which may only be used by Hackney Carriages (with a valid permit)

2. To introduce permit holder bays on Trent Street which may only be used by Hackney Carriages (with a valid permit)

The remainder of the Traffic Management proposals are unchanged, shown overleaf on drawing TMP7103REVB; the effects of the proposals are listed below:-

3. To introduce restrictions for the new public space on Station Street. The effect of which will be:
   - To prohibit motorised vehicles from entering Trent Street from Station Street (cyclists will be exempt).
   - Limiting access into the pedestrianised section of Station Street beyond Trent Street, to permit holders only and vehicles accessing off street parking only.
   - To prohibit motor vehicles from entering Station Street from London Road (cyclists will retain their access via a purpose built route through this junction).
   - To remove the contra flow bus lane from Trent Street leading to Canal Street.
   - To introduce a Bus only gate (cyclists exempted) on Carrington Street between Station Street and Queens Road.
   - To remove the existing Taxi exemption (N4) from the Bus gate on Arkwright Street at its junction with Queens Road.

   These are to support Nottingham's Hackney Carriage Association's request to remove Taxis from the front of the railway station who will attract customers away from the legitimate taxi waiting facilities on Station Street, Trent Street and within the Station car park.
   - To exempt Taxis from the No Right turn from Canal Street to Carrington Street to allow access to the taxi rank adjacent to the Broadmarsh car park.
   - The existing access restriction from Canal Street to Carrington Street will remain, however larger goods vehicles delivering to Carrington Street will have to exit via Station Street, and this will only be permitted during the hours of Midnight to 7.30am.

4. Larger goods vehicles, delivering goods to fronting properties Station Street will still be permitted access from Carrington Street to Station Street from Midnight until 7.30am, egress being via Station Street onto London Road only. This is no change to the existing Order. This is extended to the Carrington Street frontages.

5. Introduce 'parking for permit holders only' signage around the new pedestrianised part of Station Street, and within the junction of Station Street and Trent Street. This type of signage will remove the need to provide lining within the newly paved areas, to preserve the open public space.

   - The effect of the signage will be to restrict waiting to "permit holders only" – "permit holders" being vehicles loading or unloading goods to fronting properties, for a maximum of 20 minutes or when that activity has been completed whichever is the sooner. Parking will not be allowed, including blue badge holders.

6. The effect of these proposals will be to create a gyratory system on the roads surrounding Loxley House / Trent House / Waterfront House on a permanent basis. Station Street between London Road and Trent Street will effectively become one-way by effect of the access restrictions.

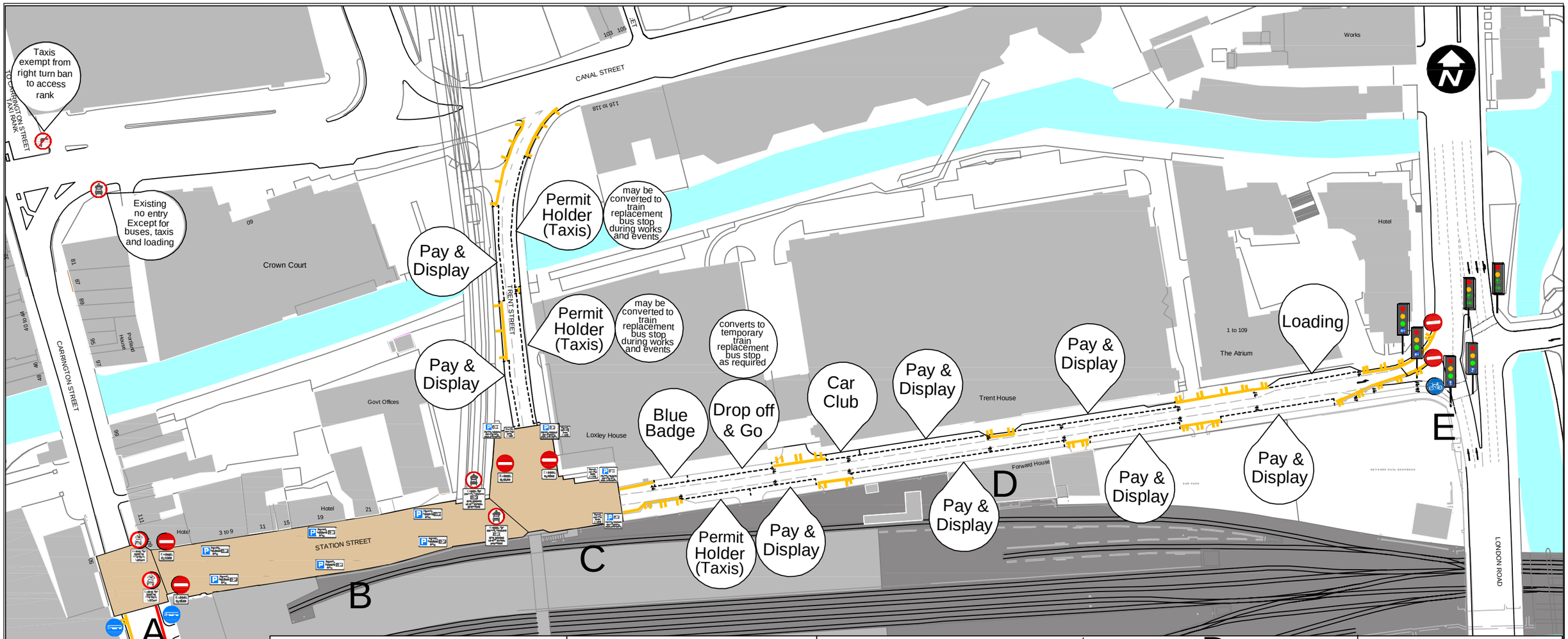
   - Two way access for cyclists will be maintained on all roads. Cycle lanes are proposed in both directions on Station Street.

7. To introduce and amend parking provision:

   - A ranking facility for Taxis (Hackney Licenced Carriage) is still expected to be provided within the Station's multi-storey car park on Queens Road. This is linked to the scheme by East Midlands Trains, to provide this facility within the station premises.
   - Parking space on Trent Street and Station Street will provide pay & display, blue badge, car club, drop off & go, and loading facilities. Please note that blue badge holders can also park for free in pay & display bays.
   - Temporary stops for rail and NET replacement bus services, will be accommodated on both Trent and Station Street
   - At Forward House (NEMs) it is proposed that the double yellow lines (no waiting,) will be extended to make it easier for cars and ambulances to exit the car park this includes no loading at any time.

Your views
Before proceeding further with these proposals, and in accordance with statutory procedures and policies, we wish to consider your views regarding the matter. Please send your comments or objections in writing to the postal or email address below by 12th August 2015. If you require any further information about the proposals please contact us at the address below.

Nottingham City Council, Traffic Management, Loxley House, Station Street, Nottingham, NG2 3NG
traffic.management@nottinghamcity.gov.uk . 0115 8765247.



A

Junction of Station Street and Carrington Street

EXISTING
No Entry for motorised vehicles from Carrington Street onto Station Street except for loading Midnight - 7:30am

Except for loading Midnight - 7:30am

No Entry for vehicles from Station Street onto Carrington Street except for cycles

Except cycles

NEW Bus Only Gate - Carrington St from Queens Road to Station Street

No stopping at any time

B&C

Station Street between Carrington Street and Trent Street
(including the junction of Station Street and Trent Street)

Permit holders parking only past this point
Permit parking area ENDS
Permit holders LD1 only

Parking for permit holders only (ie) delivery vehicles whilst loading and unloading

C

Junction of Station Street and Trent Street

Except for permit holders LD1 and access to off-street premises

No Entry for motorised vehicles from Trent Street, or from Station Street, onto Station Street pedestrianised area except for permit holders (ie) delivery vehicles and access to off-street car parking

Except cycles

No Entry for vehicles from Station Street onto Trent Street except for cycles

D

Station Street between London Road and Trent Street

Road space re-allocated with one lane for motor vehicles and on-street cycle lanes running in both directions.

Parking bays (usage as indicated).

No waiting at any time

No waiting at any time /No loading at peak times

No waiting/No loading at any time

E

Junction of Station Street and London Road

No Entry for vehicles from London Road onto Station Street

Bypass for Cyclists

KEY

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2. All discrepancies are to be reported to the Engineer.
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Nottingham City Council

Rev.	Date	Details	Ch'd

Scale: NTS
Drawn: BB/JR
Date: 6.2015

Scheme: ERDF STATION STREET PEDESTRIANISATION

Title: PROPOSED TRAFFIC MANAGEMENT PLAN GENERAL ARRANGEMENT

CAD	Checked	Authorized	Drawing Number	Revision
BB			TMP 7103	B

Original frame size A3 (420 x 297mm)