

Mayor's Announcements prior to the commencement of the Full Council Meeting of Bingham Town Council held in The Old Court House, Church Street, Bingham, on Tuesday, 3rd March, 2015, at 7.00 p.m.

Since the last meeting, the Town Mayor announced that he had attended the following events:-

- 1.00 Sunday, 18th January, 2015, attended the 40th Anniversary Charter Lunch of Bingham & District Rotary Club.
- 2.00 Friday, 23rd January, 2015, gave a talk to Year 13 at the Toot Hill Academy on the different levels of Local Government and their responsibilities.
- 3.00 Saturday, 7th February, 2015, together with several other Councillors and members of staff, attended the Annual Civic Awards Reception and presented awards to this year's recipients.

As this is the last meeting of the Full Council in its present form, I would like to thank all of my fellow Councillors for all their work on behalf of the community of Bingham during the past four years. For any colleagues who are not standing again in this year's election, I wish them all the best for the future.

I would also like to thank Lynn Holland and all of her staff without whom this Council would not be able to function. Well done all of you!

Finally, I would like to give you all notice that on Saturday, 25th April, 2015, at the Thomas Cranmer Centre, Aslockton, there will be a Fish & Chip Supper with nautical entertainment provided by the 'Stormy Weather Boys'. All of the proceeds from this event will go to my charity, Maggie's Cancer Centre, at Nottingham City Hospital. Tickets will be available shortly.

Minutes of a meeting of **Bingham Town Council** held in The Old Court House, Church Street, Bingham, on **Tuesday, 3rd March, 2015**, at **7.00 p.m.**

PRESENT:

Councillor G. Davidson – Chairman
 " P. Abbey
 " M. Barham
 " J. Eagles
 " T. Fox
 " A. Harvey
 " Mrs. S. Hull
 " Mrs. T. Kerry
 " Mrs. J. Marshall
 " F. Purdue-Horan
 " J. Stockwood

7 Members of the public

1 Press

Prior to the commencement of the formal meeting, prayers, led by the Reverend David Harper, were said.

A one minute's silence was held for Len Mees who had recently died.

1.00 MAYOR'S ANNOUNCEMENTS: (as per list attached).

2.00 APOLOGIES FOR ABSENCE AND ACCEPTANCE:

Apologies for Absence and Acceptance were received and accepted from Councillors A. Ashmore, Mrs. A. Bryan, Mrs. M. Stockwood and County Councillor M. Suthers.

3.00 DECLARATIONS OF INTEREST:

Councillor Eagles declared an interest in Folio 7790 Item 10.02, Bingham Methodist Church.

4.00 MINUTES:

The Minutes of the meeting held on the 13th January, 2015, (Folios 7734/7741), having been circulated prior to the meeting, were taken as read, approved and signed by the Town Mayor as a true record.

5.00 MATTERS ARISING:

There were no Matters Arising for information to report.

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Minutes of a meeting of **Bingham Town Council** held in The Old Court House, Church Street, Bingham, on **Tuesday, 3rd March, 2015**, at **7.00 p.m.**
continued.....

6.00 COMMITTEE REPORTS:

All Committee reports were presented and it was

RESOLVED to approve the following recommendations:-

(a) Planning Committee, 20th January, 2015, Folio 7742

Councillor Mrs. S. Hull presented her report and it was

RESOLVED that the Minutes of the meeting of this Committee be accepted.

(b) Community Committee, 20th January, 2015, Folio 7745

Councillor A. Harvey presented his report and it was

RESOLVED that the Minutes of the meeting of this Committee be accepted.

(c) Recreational & Cemetery Committee, 27th January, 2015, Folio 7750

Councillor J. Stockwood presented his report and it was

RESOLVED that the Minutes of the meeting of this Committee be accepted.

(d) Environment Committee, 10th February, 2015, Folio 7755

Councillor J. Eagles presented his report and it was

RESOLVED that the Minutes of the meeting of this Committee be accepted. It was also agreed that the Clerk writes to the Post Office Sorting Office regarding potential problems with parking to collect parcels, etc.

(e) Planning Committee, 17th February, 2015, Folio 7765

Councillor Mrs. S. Hull presented her report and it was

RESOLVED that the Minutes of the meeting of this Committee be accepted.

Continued...../

Minutes of a meeting of **Bingham Town Council** held in The Old Court House, Church Street, Bingham, on **Tuesday, 3rd March, 2015**, at **7.00 p.m.**
continued.....

6.00 COMMITTEE REPORTS continued.....

(f) Policy & Resources Committee, 17th February, 2015, Folio 7770

Councillor Mrs. T. Kerry presented her report and it was

RESOLVED:-

- 01 To approve Budget Reports 'A' (up to the 31st January, 2015), 'B', 'C' and 'D'
- 02 To approve grant aid of £391.00 towards Community Led Plan costs.
- 03 To approve recommendation, in principle, of need for a public defibrillator in Bingham.
- 04 To approve grant aid of £1,000.00 to Vale First Responders towards new equipment.
- 05 To approve a grant aid of £100.00 to Bingham Neighbourhood Watch towards room hire at The Old Court House.
- 06 That approval be given for Bingham Town Council to undertake cutting of Nottinghamshire County Council's grass verges, in line with the report presented to the Environment Committee, subject to an annual review for a pilot period of three years.

It was

RESOLVED that the Minutes of the meeting of this Committee be accepted.

It was

UNANIMOUSLY RESOLVED that the Reports and Recommendations of all the Committees and Working Groups referred to be approved.

7.00 REPORTS FROM COUNTY AND BOROUGH COUNCILLORS:

01 County Councillor M. Suthers

Nothing to report.

02 Borough Councillor George Davidson

Councillor Davidson confirmed that the launch of the Rushcliffe Borough Council Strategic & Local Growth Board was on the 10th March, 2015, and at the Statutory Annual Meeting of Bingham Town Council it would be necessary to nominate a representative on to that Board.

Minutes of a meeting of **Bingham Town Council** held in The Old Court House, Church Street, Bingham, on **Tuesday, 3rd March, 2015**, at **7.00 p.m.**
continued.....

7.00 REPORTS FROM COUNTY AND BOROUGH COUNCILLORS continued.....

03 Borough Councillor Purdue-Horan

Councillor Purdue-Horan made reference to the Parking Strategy Report and confirmed a businessman had rightly commented that as businesses prosper, then traffic flow increases; therefore, in view of the launch of the Strategic & Local Growth Board, parking would become more of an issue as Bingham, hopefully, thrives.

03 Borough Councillor J. Stockwood

Councillor Stockwood said that on the 5th March, 2015, Rushcliffe Borough Council would confirm its council tax rates and was aiming at no increase.

8.00 OTHER REPORTS:

01 Councillor T. Fox

Nothing to report.

9.00 PARKING STRATEGY REPORT:

It was **UNANIMOUSLY AGREED** to approve the attached Parking Strategy Report (Appendix 'A').

10.00 CORRESPONDENCE:

01 Post Office

It was agreed to refer a letter received from the Post Office regarding a public consultation on the proposed relocation of the Post Office to the next meeting of the Community Committee.

02 Bingham Methodist Church – Request for Additional Funding from Community Chest

The Clerk to request a revised funding profile/business case showing income and expenditure, timeline, etc. which, presumably, will show the shortfall, and refer to Policy & Resources.

Continued...../

Minutes of a meeting of **Bingham Town Council** held in The Old Court House, Church Street, Bingham, on **Tuesday, 3rd March, 2015**, at **7.00 p.m.**
continued.....

11.00 OBSERVATIONS FROM MEMBERS OF THE PUBLIC:

The following issues were raised by members of the public:-

- 01 Concerns that if the Town Council didn't support the plans for relocation of the Post Office, fears were that Bingham could lose it. Generally, it was felt that Bingham Town Council should be more positive when considering the future of Bingham.
- 02 The obvious disadvantage regarding proposed relocation of the Post Office is loss of parking at the premises.
- 03 The Parking Strategy Report was requested, and Bingham Town Council confirmed that it would be on the website and hard copies available from the office.
- 04 The Community Led Plan was queried, and the Chairman of the Community Led Plan Steering Group confirmed that the group was independent of the Council and that members were from the community, not elected Councillors. However, there was a representative of Bingham Town Council on the Steering Group to assist communication between the group and the Council.
- 05 Concerns that Community Chest monies remained dormant rather than being spent to benefit Bingham.

12.00 CONFIDENTIAL BUSINESS:

PUBLIC BODIES (ADMISSION TO MEETINGS) ACT 1960

PRIOR TO THE COMMENCEMENT OF THE NEXT BUSINESS, THE FOLLOWING RESOLUTION WAS PROPOSED, SECONDED AND CARRIED:

"That in view of the confidential nature of the business about to be transacted, it is advisable in the public interest that the press and public be temporarily excluded, and they are instructed to withdraw."

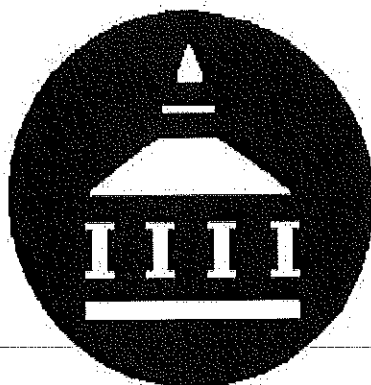
- 01 Private & Confidential Minutes 77 and 78 were approved.

As there was no further business to discuss, the meeting closed at 8.12 p.m.

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CHAIRMAN.

Date:

Minutes of a meeting of **Bingham Town Council** held in The Old Court House,
Church Street, Bingham, on **Tuesday, 3rd March, 2015**, at **7.00 p.m.**
continued.....



BINGHAM TOWN COUNCIL

PARKING STRATEGY REPORT

ADOPTED 3RD MARCH 2015

Bingham Town Council Parking Strategy Report

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1. Summary

1.1 This report sets out the considered views of the Bingham Town Council (BTC) on the parking challenges in the Town. The recommendations shown in Section 4 represents the policy and stance of the Council going forward. There are no easy solutions to the current problems but doing nothing and having no objectives is not an option.

1.2 The recommendations come out of a 7 month working group project which considered data from a variety of sources. This data is detailed in the appendices attached to the report. The Process & Discussion Section 3 paragraphs highlight the key conclusions that have been drawn from the data.

1.3 The fundamental conclusion is that Bingham needs more 'off road' parking capacity to cope with present needs and to support the existing planned future growth in the town.

1.4 The vision is that the existing Town Centre car parks are there to primarily provide car parking space for people who drive into town to shop and access services. Essentially this need is for short term parking.

1.5 To accommodate the longer term parking need which is mainly to support those who work in the Town Centre but also those who need to drive into town to access train & bus services further long term parking is required. Changes to the existing 'free all day' car park regulations cannot take place until and unless appropriate long term car park capacity is created as the resulting vehicle overflow onto town streets would bring chaos to the Town.

1.6 To manage & control any new 'off road' parking environment in Bingham a review of the Town-wide traffic management arrangements is required. In particular if additional parking capacity is created in either or both of the sites referred to in the report, measures would have to be taken to ensure that they are used effectively as both are away from the recognised Town Centre. One of the sites is north of the railway line and access over the line to & from the centre is problematical. This will become even more of an issue with the proposed closure of the Moor Lane crossing by Network Rail. Continuing engagement with the Crown Estate over the developing details of the 'Future Bingham' project will also be required.

1.7 The review of the traffic management arrangements including the possible increase in regulated "on street" parking should specifically consider what changes (if any) would assist in reducing problems on the worst affected streets in and around the Town centre.

1.8 Both potential new car parking sites would require significant funding to bring into effect. However this challenge needs to be seen in the context of the long term viability of the Town. Bingham has recently been upgraded from a Local Centre to a District Centre by the Borough Council and along with West Bridgford is the only such centre in the Borough. Despite significant growth in recent years with more planned there has been no corresponding development of the infrastructure. Bingham's current vibrant and attractive environment and hence future is under threat.

1.9 Outside of the additional 'off road' parking need a number of other recommendations are made which, whilst not solving the fundamental problem, should help. In particular turning the Market Square bays into 2 hour limited marked parking places will further increase vehicle 'churn' in the Town Centre.

1.10 The report relies heavily on evidence gathered from various recent surveys which are referred to in this report. The Community Survey shows that responders want additional car parking capacity and regulations in the existing car parks. The Nottingham County Council (NCC) survey and the BTC survey data supports these aspirations. The evidence also demonstrates that available car parking space in the car parks has got tighter and it can be seen that one reason for this is the increase in long term parkers. If Bingham is to continue to prosper the needs of both workers & shoppers have to be met.

1.11 To respond effectively to the challenges identified in this report co-ordinated support from all agencies who have a part to play will be required. These naturally include both the Rushcliffe Borough Council (RBC) & the Nottinghamshire County Council (NCC) but also both the Crown Estate & Network Rail.

2.-Introduction

2.1 By common consent parking in Bingham has been a major concern to residents, town workers & visitors for many years. Unlike West Bridgford which has an open airy feeling in the centre the middle of Bingham is tight with only the Market Square as an open space. Changing parking regulations to help one group will inevitably cause problems for other groups. Holistic solutions are difficult if not impossible.

2.2 The Bingham Town Council (BTC) believes that the situation has continued to worsen and with the planned future development in mind foresees a time when the current vitality of the Town will be irreparably damaged unless solutions can be found. Already it is believed that there are many people who would ideally like to shop in Bingham who choose to visit other towns because they believe parking in the town is too difficult (see appendix 2.3 page 2 point 5).

2.3 Government policy demands that all Local Authorities have parking policies integral to a transport strategy. Furthermore it requires authorities to take account of existing and projected levels of parking demand linked to local objectives & circumstances (see appendix 3). BTC wanted to create a considered view on what options were available taking into account the views of residents and any data that was available.

2.4 In March 2014 the Council approved the setting up of an 'across Council' working group to review all parking issues in the Town. The object of this review was to try and define a number of aspirations for the Council which, if agreed, would represent the objectives to be pursued and lobbied for with other agencies, most particularly Rushcliffe Borough Council (RBC) who have authority for 'off street' parking & Nottinghamshire County Council (NCC) who have responsibility for 'on street parking' and accompanying traffic regulations.

2.5 The starting point for the project was the car parking questions within the Community Survey completed by 901 residents & visitors during the turn of 2013/2014 (see appendices 2.1, 2.2 & 2.3). This was supplemented by NCC & BTC surveys during 2014.

3. Process & Discussion

3.1 At the inaugural working group meeting on 17th April 2014 the objectives & terms of reference for the project were agreed. The group consisted of Cllrs J Eagles, T Fox, Mrs. S Hull & J Stockwood together with the Mayor Cllr G Davidson and Deputy Mayor Cllr Mrs. T Kerry.

3.2 Also at the inaugural meeting it was agreed that both NCC & RBC would be invited to be part of the process. This resulted in officers Paul Hillier & Peter Mathieson of NCC together with NCC Cllr Martin Suthers attending meetings and offering advice. RBC declined to be involved but expressed a wish to be appraised of "any resultant proposals for changes to current parking arrangements in Bingham".

3.3 In anticipation of one likely discussion point a meeting was sought with the Crown Estate to discuss their plans for the land immediately north of the railway line close to the BTC owned contaminated land and Butt Field. A meeting was eventually held on 10th September at which possible developments in car parking in that area were discussed.

3.4 The effect of likely extra car parking being provided by the possible Tesco & more recently Aldi & Lidl supermarkets was recognised. However the view is that this (inevitably short term parking) would not provide a solution to the long term parking need. Neither could this be relied upon to noticeably reduce the need for more short term parking availability in the centre. Some people may park in these supermarkets and walk back and forth to the town centre but the Group is sceptical that this would be significant.

3.5 The Community Survey completed by 901 residents and visitors showed amongst other things that 77% of responders used their car to visit the town centre & of those 95% found it difficult to park (note that since the subsequent implementation of 2 hour 'on street' parking around the Market Square there is circumstantial evidence that this position has improved), that 91% of responders were in favour of an additional car park being constructed and that 90% of responders would be in favour of limited free parking in the car parks. (see appendix 2.2).

3.6 The case for a park & ride either into Bingham or from Bingham into Nottingham has not been proven. Whilst the Community Survey suggested a 70/30 majority in favour many responders were confused about which direction the question referred to. The data suggests that many people do not see the benefit of one into Bingham (i.e "the town is too small") and the suggestion that one into Nottingham would relieve the Town car parks is not born out by the facts i.e on the NCC survey only 6 people admitted to parking in the car parks and then taking the bus to Nottingham. Furthermore it became clear in discussions with NCC that they are unlikely to support another 'pocket' park & ride even if an appropriate site could be found. The Community Survey did flag up an interest in a Community Minibus and the working group do feel that this should be pursued.

3.7 The NCC survey shows that the percentage of the car park spaces taken up by long stayers has increased since previous surveys (see appendix 4). Previous references to the latest survey had put the figure as high as 70% but due to the possibility that some of the Doctors surgery parkers were included this is now being described as a minimum of 58% (the actual figure will be somewhere between the two). Even at 58% it can be seen that the 'long stayer' effect has noticeably increased. The assumption is that the majority of these 'long stayers' are Bingham workers. Logic suggests this is the case because 698 forms were handed out for the BTC survey (reflecting the advised number of workers both part & full time at each Town centre business) and of the 349 returns 81 said they parked in the car parks (see appendix 6.2).

3.8 The BTC survey of workers methods of getting to work showed that 57% of town centre worker responders live outside of Bingham. The scatter of locations is very wide (see appendix 6.3) with a fairly even geographic split between the three general directions south & south east, the north & north east and the west. Furthermore whilst there is some concentrations in towns such Grantham & Newark the general spread is very wide covering some 80 different locations. In practice it would seem unlikely that much reduction in the number of vehicles being driven into Bingham can be achieved by these drivers using other means of transport or car sharing. Nevertheless this likely fact does not obviate the sense in pursuing this line of action.

3.9 The BTC survey also showed that 80% of worker responders drive to work. Fortunately 45% of these drivers use private parking spaces but that still leaves 55% who park in the car parks (29%) or on the road (26%). Clearly it is not just shoppers & service users who find it hard to park at times so do workers and both groups need to be accommodated to maintain a viable centre. To an extent workers have an advantage in that many start work before the shoppers & service users arrive and therefore have more parking opportunities.

3.10 Various statistics can be drawn from the NCC survey but in both the car park and "on street" parking sections the most important is seen as the volume of "long stayers". The survey records vehicles staying in the car parks for over 5 hours and "on street" for over 6 hours. Over the two days in the car parks the average number of vehicles staying over 5 hours was 110 (113 & 106) whilst on the streets the average number of vehicles staying over 6 hours was 77 (69 & 85). In both cases residents vehicles were excluded. However from the BTC survey 74 workers said they parked on the road although unlike the NCC survey this included the Market square bays. Statistically this 74 should be doubled (given the 50% survey response) to 148 and if the 18 bays are taken off this suggests 130 long stay road parkers. In reality a sensible correlation between the different surveys is impossible to make. What can be said though is that it would seem that during weekdays there are likely to be an average minimum of 77 vehicles parked on the town centre roads for 5 hours or more. A separate exercise (not recorded in this report) shows that the town centre has 40 2 hour limited parking spaces and a maximum town centre 'on road' unlimited parking capacity of 256 vehicles. The roads included are those marked in the NCC report. This may seem a big number but when one adds in the need for residents and their visitors parking requirements it's not so large. Furthermore the width of many of the town centre roads are such that safe movement of vehicles are compromised when these roads are heavily parked. Certainly the implementation of limited parking in the car parks without putting other measures in place is likely to be very detrimental.

3.11 The NCC survey (appendix 3) does provide data on the "on street" parking volumes in the Town centre on the survey days of 10th & 12th June 2014. The average non resident cars parked on the surveyed streets was 580 over the two days. This is with the Chesterfield car park numbers which NCC included taken out. Since the survey it is believed that the situation on The Banks has eased slightly with the re-opening of the full Toothill car park and the provision by the school of separate teacher car parking. Nevertheless it is recognized that there are problems on many streets such as the short Gillotts Close or the longer roads such as The Banks. Increased car parking capacity in the Town would help to reduce "on street" parking but further consideration of regulated "on street" parking is considered necessary.

3.12 The case for a Community Transport Minibus scheme in Bingham was made and accepted in the March 2010 report by Rural Community Action Nottinghamshire (RCAN) & STAR (Sustainable Transport Advice & Research) Independent Consultants Ltd. A major factor behind this proposal was the predicted increase from 23% to 30% of the over 60 population in the County between 2006 & 2031 which was predicted to be mirrored in Rushcliffe. More recently the Rushcliffe Clinical Commissioning Group have highlighted that the forecasted increase in population by 2015 in the Borough is predicted to be the highest in the County with a 40% increase in the over 65's & a 66% increase in the over 85% (Town & Parish Conference 25 June 2014 - Dr Stephen Short CCG Clinical lead). Despite the case being made Bingham doesn't have a Community Minibus whilst Bassetlaw does. The predictions for the growth in the elderly population in the Borough coupled with the previously made case for a Minibus in Bingham shows that the Town would benefit from one. Furthermore if one was in place there would be a beneficial impact on the parking situation that this report deals with.

4. Recommendations

4.1 More parking capacity is needed to cater specifically for long term parking.

4.2 That two sites are further considered as potential car parking sites, these being the only ones that are potentially viable (the two sites are the BTC owned contaminated land north of the railway line & the old Police Station on the Grantham road).

4.3 Timed parking regulations should be introduced in the 3 central car parks but only if & when appropriate long term parking is available.

4.4 Extension of 2 hour parking around the Market square to include the bays .

4.5 The principle that free parking should continue to be available in the Town Centre to stimulate trade and aid visits to services.

4.6 In the short term to consider maximising regulated 'on street' parking with a view to it being more effective.

4.7 To encourage Town Centre Businesses & Organisations to consider Travel Plans as a way of cutting down on staff vehicles in the Town Centre i.e. car sharing, home working etc.

4.8 To investigate issues raised by the Community Survey - Community mini-bus scheme, increased cycle facilities and lower speed limits in the Town Centre.

The group is conscious that the Town Council has very limited authority to introduce changes to either 'off street' or 'on street' parking arrangements and that it has to seek the co-operation of RBC & NCC to effect change. The hope though is that now the above evidence based measures are approved the BTC will be in a stronger position to lobby for its strategic objectives.

5. Qualifying comments

5.1 Park & Ride (P&R) into Nottingham does take place involving people who park west of the Town Centre and use the 3 bus stops from Garden road to Balmoral road. The NCC survey only covered the 5 central bus stops on the basis that the possible effect on the town centre car parks of 'park & riders' would be limited to people using these bus stops.

5.2 P&R into Nottingham by train has not been tested but some of the heavy parking down Station street may be due to this activity as the formal station car park has only 9 spaces.

5.3 The Market square bays were not covered in the NCC survey.

5.4 The VOSA site off the Saxondale roundabout is still being used and VOSA have advised that they have no plans to vacate or sell the site. The theoretical option of seeking some sharing of the site (which would involve site development) by arrangement with VOSA to facilitate additional 'out of town' parking has not been tested.

5.5 The analysis of theoretical options for helping to 'solve' the parking problem (see Appendix 5) represents the views of the working group members with input from County Councillor Martin Suthers & NCC representative Paul Hillier. The Working Group wishes to acknowledge their appreciation of the time & input to the process given by these people.

5.6 The BTC survey of Bingham workers excluded the Town Centre Robert Miles schools and the Moor Lane old peoples facilities as it was assumed that all their workers who drive to work would park on the premises. Also excluded were the Toothill School & the Moorbridge road businesses as their locations are not classed as Town centre.