

Appendix A – Consultation Comments

The Council received 18 responses to the public consultation on the Off Street Car Parking Strategy. Responses often had multiple comments in them. The comments have been summarised into areas/themes, and any associated amendments to the strategy are summarised here:

Themes	Notes	Amends to the Strategy
<p><u>Joint Strategy with NCC:</u></p> <p>Received 5 comments that the Off Street Parking Strategy should be developed jointly with NCC, to provide a joined up approach to parking.</p>	<p>The strategy aims to address how RBC manages council-owned, off street car parking capacity across the Borough. The strategy was developed in consultation with NCC and meets the NCC Transport Plan objectives for Nottinghamshire (LTP3, 2011-2026; Table 2 – p. 10).</p>	<p>No amends</p>
<p><u>Public Transport</u></p> <p>Received 5 comments about the lack of public transport from the villages to main centre areas, which means people have to use their cars.</p>	<p>Section 2.1 and 3.12 of the strategy acknowledges that high use of private vehicles in Rushcliffe is influenced by the rural locality and lack of viable public transport alternatives. The Council agrees that it is essential that suitable parking is provided (Section 2.2).</p>	<p>No amends</p>
<p><u>Car Parking Charges in Village Centres</u></p> <p>Received 3 comments that as people living in villages needed to use their cars to get to the shopping areas, parking charges would deter people from coming into the town centres and supporting local businesses, forcing them to use free parking provided by large supermarkets and retailers.</p>	<p>The Council takes a non-uniform approach to setting charges or a no-fee tariff (Section 6.7 – p. 18), taking into account the location, economic and social needs of each specific area. Only 50% (6/12) of the car parks have charges.</p>	<p>No amends</p>
<p><u>The Role of Enforcement:</u></p> <p>Received 4 comments related to enforcement for parking outside the lines of bays, parking in dedicated space for market traders who are not using the spaces, the need for enforcement to support the proposed policies if they are actually going to work, and enforcement of charging spaces for electric vehicles.</p>	<p>Comments have been noted and also forwarded to car parking services and NCC.</p>	<p>No amends</p>
<p><u>Sustainable and Green Agendas:</u></p> <p>Received 4 comments on the number of spaces that would be allocated for electric charging when most people still use fossil fuels and why the Council is concerned with this as people cannot afford electric vehicles.</p>	<p>The number of spaces typically installed for electric charging is between 1 to 3 spaces. For example, at Bridgford Road car park with 156 parking bays, 2 electric charging spaces represents 3% of the parking available, leaving 97% for anyone, including diesel and petrol vehicles.</p> <p>Rushcliffe also has 2 areas where Nitrogen Oxide levels exceed national air</p>	<p>No amends</p>

	quality levels, due to the high use of petrol and diesel run vehicles. The Council is committed to addressing Rushcliffe's air quality. Part of this is providing parking areas for motorcycles and cycles, encouraging and supporting the use of these vehicles (section 6.23-6.24 – p. 23).	
<u>Long Stay Parking:</u> Received 4 comments on the need for long term parking to support employment, commuters and ease road congestion.	The strategy recognises this area. Section 6.6 and Recommendations (top of p. 18) and the Action Plan (p. 31) show that long stay options for Bingham, Keyworth and West Bridgford will be reviewed.	No amends
<u>Disabled Parking Provision</u> Received comments regarding the provision of additional disabled parking spaces in Keyworth	The Council follows national guidance on the number of allocated disabled parking spaces in a car park in relation to the overall number of parking spaces in each of its car parks. Planned short stay changes to Bunny Lane car park will also allow for usage monitoring to take place to ensure that provision meets local need	No amends
<u>Fee Structure at West Bridgford</u> Received 2 comments on the £20 fee starting only after 3 hours. Could we please consider 4, 6, and 8 hour options?	The comments have been noted and forwarded to the car parking team.	No amends
<u>Evening Tariff in West Bridgford:</u> Received 2 comments on sorting out the night tariff and cross-over in ticketing to the evening.	The strategy identifies the complexity of the tariff and it will be reviewed in 2018-19 (Section 6.9, recommendations p. 19 and Table 8 action plan on p.31).	No amends
<u>Extending the Secure Cycle Hubs:</u> Received 2 queries on whether the secure cycle hubs would be extended to Bingham and Rushcliffe Country Park (RCP)?	The Council will review extending the secure cycle hub to its other car parks – this will include Bingham and RCP (section 6.24, p. 23 and recommendations top of p. 25).	No amends
<u>Terminology:</u> Received 3 comments that the terms <i>Digital Toolbox</i> and <i>Modal Shift</i> were not widely understood.	Terms have been reviewed in the document.	Definitions, examples and plain English terms have been provided as alternative words in the Exec Summary, and sections 3.12 and 6.7.
Additional Comments Received		
Has the Council assessed the cost of using cashless rather than standard	Pay-by-phone options with costing and	

coin payment systems? Would the Council ever go cashless only?	economic analysis have been done. Contactless payment systems are already available (Section 6.14 – p. 20). It is important to the Council that we provide a range of payment options so everyone can access and use the car parks in a way that meets their needs.	No amends
The strategy needs to clarify the role of the Borough Council in providing car parking for the future in light of expanding communities and employment.	As standard procedure, the Council assesses its role in providing infrastructure for any new developments. Car parking is considered as part of any new developments and community infrastructure.	Clarified in Section 3.11, p.11 – additional sentence added: “ <i>Car parking is also considered as part of any new developments and community infrastructure on a case-by-case basis.</i> ”
The strategy recognises the importance of economic vibrancy but also needs to realise the potential for community and leisure activity which also plays a role.	Section 3.14 sets out the Council’s vision including social, cultural and leisure regeneration and that Rushcliffe is served by a range of services including cultural enterprises and meeting places. The use of the term <i>economic vibrancy</i> has been reviewed in the strategy and where appropriate, expanded to include social vibrancy and/or quality of life, which both include community and leisure.	Amends made in the Foreword, Executive Summary, Sections 3.15 and 6.1.
The strategy should take into account the views of the Parish and Town Councils.	Rushcliffe Borough Council was pleased to send out a draft copy of the strategy to all Parish and Town Councils for their review and comments.	No amends
Use of messaging signs to show the location and available spaces at car parks would be good.	The recommendation has been noted.	No amends
Received recommendation to use LED lighting in the car parks.	This has been listed on the car parking maintenance schedule for review and also sent through to the Estates Department.	No amends
Will you be putting electric charge points in all car parks?	All of the Council’s car parks are being reviewed by ChargeMaster for electric charge points, where feasible.	No amends
How much will it cost RBC to put the charge points in?	There is no cost to the Council; it is being funded by Nottingham City Council’s grant for ultra-low initiatives (p.23 - grey box out).	No amends
The provision of parking in West	The comment has been noted. Long stay	

Bridgford needs reviewing given the location of 2 major sports teams and a third just over the river.	provision for West Bridgford will be reviewed further in 2019-2020 (p. 31, Table 8, medium term aims).	No amends
If you are implementing pay-by-phone, please make sure that it does not cost more to park.	The convenience charge for using Pay-by-Phone will be covered by the Council. Optional extras, e.g., reminder texts when parking is about to expire, are at the user's discretion and choice.	Clarified in Section 6.14 (grey box out) that the Council will cover the convenience charge. Added: "a convenience charge of £0.20p per transaction, which would be covered by the Council."
Please consider some free parking in West Bridgford.	Suggestion has been noted.	No amends
Ruddington Parish Council supports the proposals relating to Rushcliffe Country Park.	Thank you for the feedback.	No amends
Radcliffe on Trent Parish Council kindly asks that any future car parking developments are discussed with them at an early stage and they would not like charges implemented in the area.	Comments have been noted.	No amends
Opening paragraph 2.1 – please consider adding a table with the population of all areas, not just West Bridgford.	Additional population figures have been added.	Section 2.1 – additional population figures for the main town areas have been added.
Why does the section 6.13 only report parking patterns for West Bridgford and not form any other parking machines like in Bingham?	The car parking machines in Bingham were only installed in September 2017. The Council is starting to generate usage patterns from them and will include the data in future documents.	No amends
Why does Section 6.32, Table 7 recommend monitoring only usage statistics for West Bridgford. Why does it not mention Bingham?	Section 6.32, Table 7, section on Monitoring, Usage & Turnover – the 1 st action plan recommendations says: "Review the pattern of car park use, informing the development of flexi parking pilots to boost car park usage and local spend in off-peak months." This is for all car parks.	No amends
West Bridgford has about the same number of parking spaces as Bingham,	The Council takes a non-uniform approach to setting charges (Section 6.7), taking into	No amends

but the usage is higher. Have you considered that that the West Bridgford fee structure might be useful for Bingham?	account the location, economic and social needs of each specific area. As part of this, 2-hour free, short stay parking was brought in at Bingham in Sept 2017. Section 6.6 and Recommendations (top of p. 18) and the Action Plan (p. 31) show that long stay options for Bingham are to be reviewed, and this may include a parking fee structure.	No amends
Cycle safety can be increased by reducing/not extending off street parking.	The comments have been noted.	No amends
Will the review of car parking prices on influencing behaviour in section 8.1, be across the Borough?	Yes, it will be across the Borough, where feasible.	No amends
Will the shopping & parking rewards schemes be considered for Bingham and how will you do that if Bingham doesn't have a parking fee structure?	Bingham long stay parking will be reviewed (section 6.6, recommendations top of p.18 and Table 8, p. 31) and as part of this review, the role of parking fees will be considered. After this, the review of shopping rewards schemes will be completed (2020-2021; Table 8, p.31 – long term actions) and will look at all car parks, including Bingham.	No amends
Car sharing is laudable but rarely works.	Comments have been noted.	No amends
Off street car parking in Cropwell Bishop with the new Co-op and new developments, has been missed from the strategy.	The application for the new Co-op, as part of its material development, will have included visitor parking with NCC making any necessary assessments on parking provision, displacement and associated road safety. Rushcliffe considers car parking as part of any new residential developments on a case-by-case basis. There is limited space and land availability for off street parking in Cropwell Bishop.	No amends
We are concerned that reviewing the need for very short stay, free parking may result in further increased vehicle-generated air pollution.	The review will include impact assessments, where feasible.	No amends
Changes to the parking restrictions in Radcliffe and Bingham have improved the chances of finding a park.	Thank you for the feedback.	No amends
Pedals welcomes proposals for active and sustainable travel, improving air quality, extending the secure cycle parking hubs to other car parks and Pocket Park and Ride sites and commitments to encouraging people to use sustainable transport and linking in	Thank you for the feedback.	No amends

with NCC's personal travel plan project for West Bridgford.		
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