

## Ruddington Neighbourhood Plan

### Ruddington Village Centre

#### Evidence Based Group 1

The evidence in support of the proposed improvements to the village centre is derived largely from two village-wide public consultations which have been held during the past 5 years:

##### 1. Ruddington Village Plan (RVP) Consultation 2015

The RVP consultation document was delivered to every property in Ruddington and comprised 114 questions asking for opinions on all aspects of village. Intended to be completed on a one per household basis, a total of 576 responses were received. The majority of the questions required a yes or no answer, presented below as percentages supporting or not supporting a proposal. The total number of responses for each individual question is also recorded, together with the number of comments where appropriate.

##### 2. Ruddington Neighbourhood Plan (RNP) Consultation 2018

The RNP consultation was widely publicised in the village and was completed by 940 respondents, either online or using a printed version of the questionnaire. The consultation comprised 67 questions which would be used to inform the creation of the Neighbourhood Plan. The majority of the questions asked that the respondent assign a level of priority to a proposal, the options being 'not a priority', 'low priority', 'medium priority', 'high priority' or 'don't know'. The responses to individual questions were analysed statistically to produce a weighted average priority score for each proposal, with the highest score equating to the highest priority.

### Transport

Preference is for the inclusion of the following in the plan:

#### **A One Way System**

- The one way system to including the southern section of High Street (from Kirk Lane to The Green), The Green and Church Street.
- Parkyns Street to be made one way in the same direction as Charles Street

### **Evidence**

#### ***RVP Consultation***

74% of respondents supported a one-way system, 26% did not (Q62 *Would you support a one-way system through the village?* – 485 respondents)

#### ***RNP Consultation***

A one way system was not considered high priority compared to other village centre issues (priority score 2.97). However 2 out of 3 respondents considered it at least a medium priority and the one way system may be considered in the context of delivering on the high priority attached to "Q24 *What level of priority should be attached to ensuring that the highway infrastructure meets current and future needs*"

In the comments section there were 42 comments in favour of a one way system compared to 7 against.

## Speed Restriction in the Village Centre

- 20mph speed limits covering the whole of the village centre (Church Street, High Street and The Green) plus part of Wilford Road, Shaw Street, Kirk Lane and Easthorpe Street.
- Visual measures (e.g. 20mph signs on carriageway, carriageway painted visual pinch points) and physical measures (e.g. physical pinch points) should be used to reduce traffic speed in the 20mph zone. The scheme should **not** depend on speed humps for traffic calming.

### **RVP Consultation**

67% of respondents supported measures to reduce speed, 33% did not (Q63 *Would you be in favour of visual and/or physical measures to cut speed? For example: cobbled edge strips, chicanes, etc (NOT speed bumps) – 496 respondents*)

### **RNP Consultation**

There were 17 comments supporting 20mph, none against. There was a high priority score of 3.43 on “Q20 *What level of priority should be attached to the provision of speed limits and traffic calming measures for Ruddington?*” However there were 23 comments against speed humps compared to 9 in favour.

Respondents were 9 in favour, 23 against speed humps. “Q24 *What level of priority should be attached to ensuring that the highway infrastructure meets current and future needs?*” received a high weighted average priority of 3.64

## Community Speed Watch

- Development of a community speed watch group to help enforce the 20mph zone.

### **RVP Consultation**

28% of respondents would help with a community speed watch scheme. (Q64 *Would you help with a speed watch scheme manned by volunteers? – 477 respondents*)

## Parking

- No parking and restricted loading times on both sides of Dutton’s Hill from Sainsbury’s to the Red Lion
- Additional herringbone parking on those parts of the one way system which are wide enough to accommodate it
- In conjunction with new parking arrangements, improvement to the amenity space outside the Vets, Library and Wheatsheaf Cottages

### **RVP Consultation**

80% of respondents supported double yellow lines on both sides of Dutton’s Hill, 20% did not. (Q65 *In view of the planned roundabout at the Clifton Road / Wilford Road junction, would you support double yellow lines on both sides of the road for the length of Duttons Hill from Sainsbury’s to the Red Lion? – 491 respondents*)

87% of respondents supported more enforcement of parking regulations, 13% did not. (Q61 *Would you support more enforcement of loading, parking and waiting restrictions? – 482 respondents*)

### **RNP Consultation**

There was a high priority attached to “Q36 What level of priority should be attached to the provision of parking in the village centre which acknowledges the needs of shoppers and other users?”

The single biggest issue for respondents making comments to Q25 was Duttons Hill parking. 63 respondents commented on this issue. It might be a good idea to specifically mention this area as an area for improvement. There was a high weighted average priority for “Q24 What level of priority should be attached to ensuring that the highway infrastructure meets current and future needs? For example, looking at road widths, layouts and routes, junctions and pedestrian crossings” which this probably falls under.

### **Pedestrian Circulation and Crossing Points**

- The scheme should **not** include any pedestrianised areas
- The existing pedestrian crossing points should be reviewed in the context of the one way system and increased parking provision and, if appropriate, the existing zebra crossing at the junction of High Street to Easthorpe Street removed
- New pedestrian crossing points should be implemented where there is a need for them, either to encourage greater use of the village centre by pedestrians or to enhance road safety
- Remove the pedestrian/cycle conflicts in the village centre (vide Pedestrian Strategy 1.4)

### **RVP Consultation**

58% of respondents supported a pedestrianised area, 42% did not. (Q54 *Would you support a pedestrian only area in the centre of the village?* – 462 respondents)

61% did not think there were adequate safe crossing points in the village, 39% did. (Q53 *Do you think there are adequate, safe crossing points in the village?* – 489 respondents and 267 comments)

### **RNP Consultation**

Pedestrianisation received a relatively low priority score of 2.97. However those that commented were mainly in favour (24 in favour, 4 against).

### **NCC Accident Data**

Data from the Nottinghamshire County Council accident database show two minor accidents during the period involving vehicles and pedestrians on the zebra crossing (High Street / Church Street Junction). No accidents were recorded at other locations where additional crossing points are proposed.

### **7.5T Weight Limit**

- A 7.5T weight limit for HGVs which would encompass the village centre

### **RVP Consultation**

95% of respondents supported a scheme to reduce the number of HGVs cutting through the village? (“Q60 *Would you support a scheme to reduce the number of HGV vehicles that cut through the village?* – 498 respondents)

### **RNP Consultation**

“Q23 What level of priority should be attached to restricting HGVs from cutting through the village centre?” received a high priority score of 3.60. There were a high number of comments (43) in favour of restricting HGVs. None against.

### **NCC Highways**

The annual average daily traffic flow over the bridge on Clifton Road in 2015 was 9,850 vehicles, of which 100 were lorries. [NCC Report to Finance & Property Committee, 19 September 2016, Agenda Item: 17]

### **Residents’ Parking Schemes**

- Current and future residents’ parking schemes should endeavour to balance the needs of residents, businesses, shoppers and other visitors to the village

### **RVP Consultation**

18% of residents would be prepared to pay for a residents’ parking scheme (“Q59 *Would you be prepared to pay a fee (approximately £30 per year) to participate in a residents' parking scheme?*” – 443 respondents), “Q36 *Are you satisfied that the new 2-hour parking in the village is sufficient?*” Resulting in 5 comments out of 124 calling for some form of resident permit scheme in the village centre

### **RNP Consultation**

There were 11 comments on Q25 in favour of resident parking permits

### **Village Centre**

A new outline of a village centre, centred on retail and commercial activity, has been drawn and a new primary focus for commercial activity defined.

### **Priority Areas**

Priority areas for improvement within the village centre are:

- Site of Barclay and Cook
- Corner of the High Street and the Green
- The Community Centre (outside our currently defined village centre)

### **RVP Consultation**

72% of respondents thought that derelict properties in the Conservation Area could be improved. (“Q10 *Which of the following could be improved in the Conservation Areas?*” – total responses 457)

## **Non Designated Heritage Assets**

Suggested additions to the register of non-designated heritage assets:

- 50 Steps Bridge
- The Rookery / Easthorpe Cottages
- Fuller Street (west side part)
- Asher Lane (west side part)
- Top Road
- Shaw Street
- Vicarage Lane
- Green Terrace (2 x Terraces of cottages)
- Savages Row
- Manor Park (original 13 houses + Bulwell stone boundary walls)
- Stone gates at the entrance to Stoney Gate (the bridleway to the north of Ruddington Hall)
- The resting bush

Gateways on Flawforth Lane and Wilford Road will both need repositioning if the proposed developments take place

## **Key Views and Vistas:**

- Wilford Road toward Church Spire – needs preserving from the Golf Club through to the village centre
- From Duttons Hill over Sellors Field towards Wilwell Farm
- From Duttons Hill to The Green
- Easthorpe House from Easthorpe Street and from Flawforth Lane
- The Church Spire from Easthorpe Street, Asher Lane and from Vicarage Lane
- From Vicarage Lane to Vicarage Lane Playing Field
- From Clifton Lane towards the village centre
- A multitude of views across The Green, including to the Chapel, Nethergreen House, The Old School, the two terraces of cottages.

## **Notes**

RVP – Ruddington Village Plan

RNP – Ruddington Neighbourhood Plan

NCC – Nottinghamshire County Council

## **Additional Sources Which Proved Unhelpful**

Parking tickets issued – less than 6 months data available and very few tickets issued on Dutton’s Hill

Speeding tickets issued – this information is not in the public domain

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