

Report to Norwich highways agency committee
19 March 2020
Report of Head of city development services
Subject Caernarvon Road Permit Parking Re-consultation

Item

5

Purpose

To advise members of the responses to the recent re-consultation in Caernarvon Road following its exclusion from the recently installed permit parking scheme

Recommendation

To:

- (1) note the responses to the permit parking consultation;
- (2) approve the inclusion of Caernarvon Road in the recently implemented permit parking scheme that operates Monday-Saturday, 8:00am to 6:30pm (8:00 to 18:30)
- (3) ask the head of city development services to complete the statutory processes to implement the permit parking bays in Caernarvon Road as shown on plan number PL/TR/3584440 in Appendix 1

Corporate and service priorities

The report helps to meet the corporate priority Great neighbourhoods, housing and environment

Financial implications

The installation costs of the scheme is through on-street parking charges. This additional consultation and implementation costs of the scheme in Caernarvon Road are estimated at £5,000.

Ward/s: Nelson

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers:

Bruce Bentley, principal transportation planner

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Background documents

None

Background

1. At your meeting on 5 September 2019, it was agreed to implement permit parking in the Welsh Streets area excluding Caernarvon Road following representations from residents there. The committee agreed that Caernarvon Road residents should, however, be given an opportunity to review the decision once the permit scheme had been implemented. The scheme considered at the time is shown on the plan in Appendix 1, and everything except the permit bays on Caernarvon Road has been implemented apart from some sections of lining where parked cars have prevented its completion.

The consultation

2. The 113 households in Caernarvon Road that were excluded from the permit parking scheme when the extended permit area was installed were re-consulted with a closing date for responses of 24 February 2020. Residents were advised that either the existing unrestricted parking would become permit parking or that arrangements would remain as they were depending on the outcome of the consultation. The overall response rate from residents was 48 per cent and of those 74 per cent now say that they are in favour of permit parking.
3. Members will be aware that it is hoped to achieve a 50 per cent response rate from residents, with an overall majority in favour of permit parking (i.e. more than a quarter of household's expressing a preference for permits) to proceed with implementing a scheme. Over 35 per cent of households said that they now wanted permit parking so that threshold was easily reached on this most recent consultation, and it is therefore recommended that permit parking is extended into Caernarvon Road.
4. Eight residents of other streets also responded to the consultation (seven in favour of permits and one against). Three of these appeared to have little relationship with the area, and left no comments. One was from a prospective resident of Caernarvon Road and three were from residents of Christchurch Road; all supporting the permit scheme. One resident from a street in the already permitted area objected to the extension.

Issues raised by residents of Caernarvon Road

5. Other issues raised are detailed and listed in Appendix 2 together with an officer response.

Issues raised by residents of other streets

6. The issues raised by non-residents are detailed and listed in Appendix 3 with officer comments

Next steps

7. Should members agree the recommendations in this report, the extension of permit parking into Caernarvon Road will proceed in a timescale to be agreed with Norfolk County Council's contractor.

Integrated impact assessment



NORWICH
City Council

Report author to complete

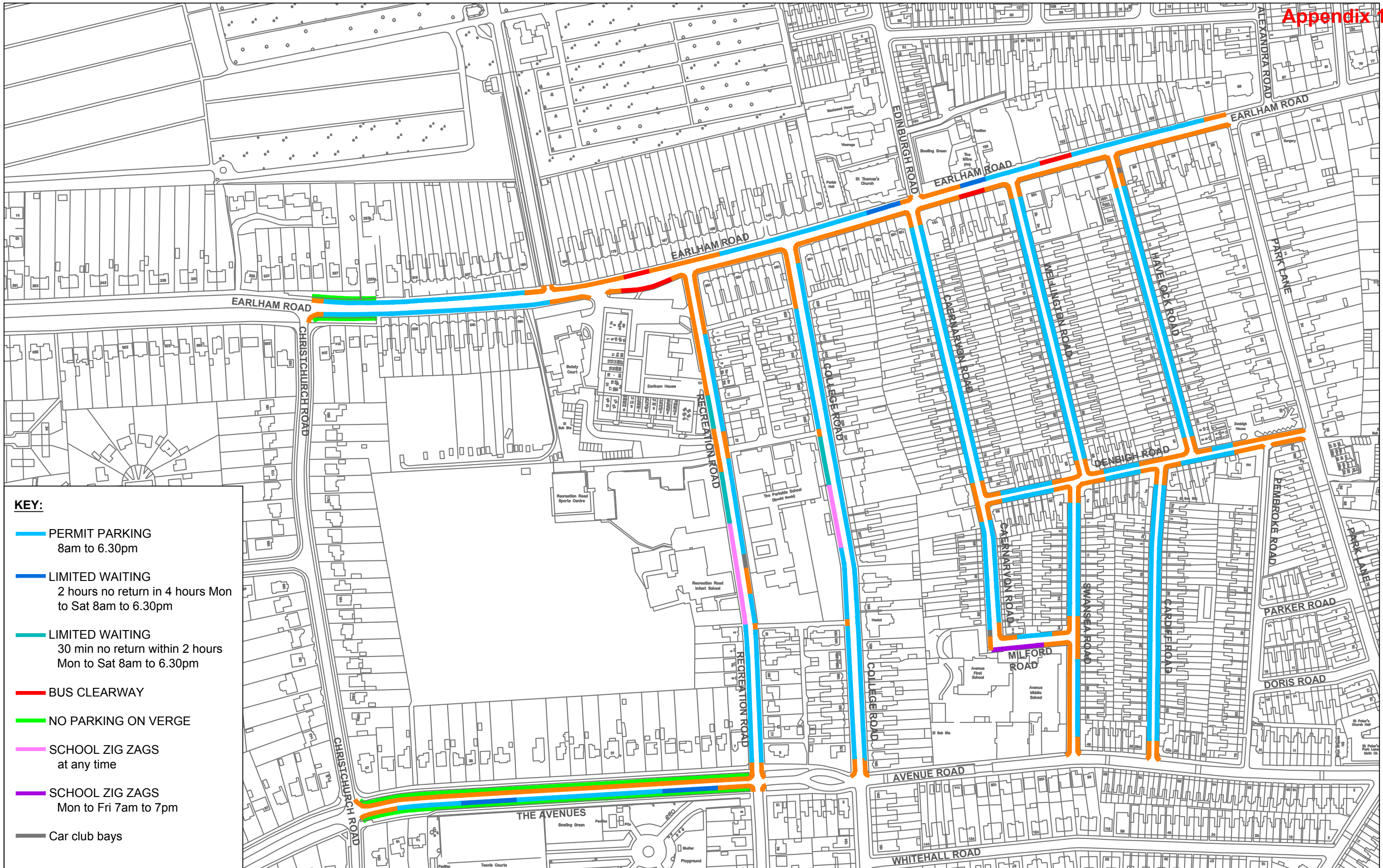
Committee:	Norwich Highways Agency Committee
Committee date:	19 March 2020
Director / Head of service	Andy Watt
Report subject:	'Welsh Streets' Area CPZ Extension
Date assessed:	4 March 2019
Description:	

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Permit parking schemes cover their own operational costs
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Uses existing processes.
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Uses existing software
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The permit scheme has been designed to take account of the needs of protected groups affected
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The implementation permit parking supports NATS by discouraging commute parking in the urban area
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will help to promote sustainable transport forms by discouraging commuting by car
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will improve facilities for cycling, walking and public transport in the longer term

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment
Positive
The proposal will reduce parking congestion in this part of the City and support NATS
Negative
N/A
Neutral
Issues
N/A



KEY:

- PERMIT PARKING
8am to 6.30pm
- LIMITED WAITING
2 hours no return in 4 hours Mon to Sat 8am to 6.30pm
- LIMITED WAITING
30 min no return within 2 hours Mon to Sat 8am to 6.30pm
- BUS CLEARWAY
- NO PARKING ON VERGE
- SCHOOL ZIG ZAGS
at any time
- SCHOOL ZIG ZAGS
Mon to Fri 7am to 7pm
- Car club bays



NORWICH
City Council

Title
**SOUTH WESTERN CONTROLLED PARKING ZONE EXTENSION
PROPOSED CHANGES
Appendix 1**

Date 01/11/2018	Scale(s) NTS	No.	Date	Notes	REVISIONS	Int.	Ckd.
Designed by JG	NEG. No.						
Drawn By JG	Checked By BB						
DWG. No. PL/TR/3584/440							

Andy Watt
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Appendix 2 - Caernarvon Road responses

Issue Raised by those in favour of permit parking	Frequency	Officer Comments
Parking is an issue in the road now	24	This is captured in the overall responses to the proposals for permit parking here
Please complete the DY lines for access by refuse vehicles	2	These will be done as soon as we can. The weather and parked cars have made this difficult
Cannot now park in adjacent streets	2	We do not issue permits to residents who are outside permit parking areas
Some residents are in denial about the true situation in the street	2	All responses to the consultation are taken into account
Double yellow lines are excessive	2	The extent of the Double Yellow lines has been determined by the space needed for refuse and emergency service vehicles to negotiate the junctions
Car Club bay is unnecessary	2	The space will be filled in the next tranche of car club cars. It has been proven that the car club substantially reduces parking pressures as residents choose not to own their own vehicles.
Short stay spaces are unnecessary	1	These spaces are there for the benefit of adjacent non-residential users who have short term visitors
Parking is an issue in the evening	1	This is likely to be caused by resident parking that permit parking will not resolve
Residents who voted for permits should be allowed to apply for them for the adjacent streets if permits are not introduced	1	We do not issue permits to residents unless they are in the permit zone
Income from scheme should be used to fill potholes	1	The scheme only covers its operational costs. If there is a surplus, then this is used for transport improvements
We need electric buses	1	This is beyond the scope of a permit parking scheme

Appendix 2 - Caernarvon Road responses

Issue Raised by those against permit parking	Frequency	Officer Comments
Permits not needed, no parking issues	8	This is captured in the overall responses to the proposals for permit parking here
Too many double yellow lines	3	The extent of the Double Yellow lines has been determined by the space needed for refuse and emergency service vehicles to negotiate the junctions.
The car club space should be removed/ should have been put elsewhere	2	The space will be filled in the next tranche of car club cars. It has been proven that the car club substantially reduces parking pressures as residents choose not to own their own vehicles.
Do not want to pay/ can't afford a permit	2	The permit charges are kept to a minimum level solely to cover costs.
It's a money making exercise	2	The charges for permits cover solely the operational costs. This has been made clear to residents
Decision was not democratic	1	The response from residents formed the basis for the recommendations and the decision to install permit parking.
Residents won't be able to identify non-permitted vehicles if virtual permits are introduced	1	There will be a facility for residents to check this.
Should have been a straight yes/no vote	1	It was a straight yes/no question
Residents in other streets should have been included to see if they are happy with the new permit scheme	1	A majority of residents in the other streets were in favour of permit parking. Some had been campaigning for it for some time
Christchurch Road now has a parking problem	1	There are always edge effects when permits re introduced and we are clear about that.
Schools should provide parking/ car share	1	noted
More cars are now parked on the pavement	1	noted
Shouldn't have surveyed so soon	1	This was agreed at the Committee meeting in September
Short stay spaces shouldn't have been implemented in Milford Road	1	These spaces are there for the benefit of adjacent non-residential users who have short term visitors
Caernarvon Road should not have been re-consulted	1	It was agreed that residents would be consulted at the Committee meeting in September

Appendix 2 – Responses from residents of other streets

Issue Raised	Frequency	Officer Comments
Intending to move to Caernarvon Road and supports permit parking	1	noted
Agree Caernarvon Road should be re-consulted	1	noted
Christchurch Road should be offered permits	2	
There are traffic and parking issues on Christchurch Road now	2	There are always edge effects when permit schemes are introduced. In addition, there is potentially more traffic on Christchurch Road currently as a result of road works on the ring road
Permit Zone should be removed completely or made 24/7	1	

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Parking is an issue in the evening	1	This is likely to be caused by resident parking that permit parking will not resolve
Residents who voted for permits should be allowed to apply for them for the adjacent streets if permits are not introduced	1	We do not issue permits to residents unless they are in the permit zone
Income from scheme should be used to fill potholes	1	The scheme only covers its operational costs. If there is a surplus, then this is used for transport improvements
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Appendix 3

Appendix 3 – Responses from residents of other streets

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