

**Report to** Norwich highways agency committee  
21 March 2019  
**Report of** Head of city development services  
**Subject** 'Welsh Streets' area Permit Parking Consultation

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Item

5

### **Purpose**

To advise members of the responses to the recent consultation in the 'Welsh Streets' area to extend the existing permit parking areas, and recommends the partial implementation of permit parking.

### **Recommendation**

Members are recommended to:

- (1) note the responses to the permit parking consultation;
- (2) agree to implement a Monday-Saturday, 8:00am to 6:30pm (8:00 to 18:30) controlled parking zone (CPZ) as shown on the plans (nos. PL/TR/3584/440/A) as set out in Appendix 1 in:
  - (a) Cardiff Road, Havelock Road and part of Earlham Road and Denbigh Road;
  - (b) College Road and Recreation Road from the junction of Avenue Road to the junction with Earlham Road;
  - (c) Avenue Road between Recreation Road and Christchurch Road;
- (3) install extended yellow lines at the junctions of other streets in the area including Caernarvon Road, Denbigh Road (part), Earlham Road, Swansea Road and Wellington Road also shown on the plan no. PL/TR/3584/440/A in Appendix 1;
- (4) ask the head of city development services to complete the statutory processes to implement these proposals.

### **Corporate and service priorities**

The report helps to meet the corporate priority to provide a safe, clean and low carbon city and the service plan priority of implementation of the Transport for Norwich strategy.

### **Financial implications**

The installation costs of the scheme will be funded through on-street parking charges. Implementation costs are estimated at £46,000.

**Ward/s:** Nelson

**Cabinet member:** Councillor Stonard – Environment and sustainable development

**Contact officers:**

Bruce Bentley, principal transportation planner

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**Background documents**

None

## **Background**

1. Permit parking achieves two objectives; the first is to ensure that limited on-street parking (particularly in more densely developed areas) is available for those who live or do business in the area, and the second is to support the Transport for Norwich Strategy, by discouraging commuter parking in specific areas and supporting more sustainable modes of transport.
2. Currently, the city council operates and enforces controlled parking zones (CPZs) throughout the city centre, the inner suburbs of the city and around the university. These permit parking schemes operate 24 hours a day, seven days a week, in and around the city centre, whilst the more suburban ones operate between 8am and 6:30pm (8:00 to 18:30), Monday to Saturday. Some parts of the 'University' scheme only operate between 10.00am and 4pm (10:00 to 16:00), Monday to Friday.
3. In agreement with local members, residents on the periphery of the existing south west CPZ were consulted about being included in the CPZ. The exact streets were Caernarvon Road, Cardiff Road, College Road (remaining section), Denbigh Road, Earlham Road (from the existing CPZ boundary to Christchurch Road), Havelock Road, Milford Road, Recreation Road, Swansea Road, The Avenues (Recreation Road to Christchurch Road), and Wellington Road. The original consultation plan is set out in Appendix 2.
4. Following the consultation, some minor amendments and additions were advertised on 26 February 2019, with the closing date for representations being 20 March 2019. These are discussed in the report below.

## **The consultation**

5. Almost 900 consultation letters were sent out to residents and local businesses and schools: 431 responses were received from local residents and businesses, individual letters from all three schools and 213 responses from non-residents.
6. The overall response rate from occupiers in the area (primarily residents) was 48%. Details of the response rates are contained in the table in Appendix 3.
7. Almost all the responses from non-residents were received from school parents and school teachers (although it is not always possible to tell the relationship of any particular individual to the area).

## **Where do residents want Permit Parking?**

8. Members will be aware that it is hoped to achieve a 50% 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. That threshold was achieved on Cardiff Road and Havelock Road and The Avenues, College Road and Recreation Road.

9. Including Cardiff Road and Havelock Road in the permit scheme will require the inclusion of a short length of Earlham Road and Denbigh Road in the permit area. This will require the inclusion of 91-123(odds) and 82-104(evens) Earlham Road and Denbigh House, Nos. 1 and 1a(odds) and 4-14 (evens) Denbigh Road in the scheme. Of these properties, 7 were in favour of permits whilst 8 were not. This does not affect the overall balance significantly in favour of permit parking being introduced in this area.
10. Including The Avenues as far as Christchurch Road, Recreation Road and College Road will also mean allowing parking permit entitlement for some Earlham Road residents between Recreation Road and College Road (Nos. 150-168(evens)) and some immediately east of College Road (nos. 138-148) as to leave them out would require residents to park on the opposite side of the road and three of the houses have frontages to the side streets. 7 residents were not in favour of permits whilst one was. Again, this does not significantly affect the overall balance in favour of permit parking being introduced in this area.
11. Earlham Road at this point would not be within the permit zone and the parking opposite would remain unrestricted.

#### **Where are residents opposed to permit parking?**

12. Residents in Carnarvon Road were particularly opposed to permit parking with 47 households there opposing the idea and only 4 supporting it. A petition of 108 signatures (mostly Caernarvon Road residents) opposed to any extension of permit parking has been received. Residents in Wellington Road were also not in favour and the response from Swansea Road was insufficient to make a judgement. Generally, residents in Earlham Road and Denbigh Road did not favour permits either, and only those areas necessary to make the permit zone coherent have been included in the recommended scheme.

#### **Issues raised by residents**

13. Most other issues raised are detailed and listed in Appendix 4 on a street by street basis together with an officer response.
14. A number of residents raised concerns about the extension of the double yellow (DY) lines around the junctions in the 'Welsh streets' area suggesting that they were unnecessary. However, these were included at the request of the refuse collector and have been subject to correspondence from them which is included at Appendix 5. The contractor for refuse collection has confirmed that accessing these particular streets is a particular challenge and 105 incidents including near vehicle strikes and inability to access due to bad parking have been logged in the area in the past two years including a substantial number of incidents on the junctions blocked by parked vehicles. Consequently, it is recommended that the principal of extending the double yellow lines is accepted.
15. Subsequent to the consultation, discussions took place between officers and the refuse contractor and it was agreed that some sections of double yellow lines, originally proposed, could be reduced. These include a short section on

Caernarvon Road and a length proposed opposite the junction of Milford Road on Swansea Road.

### **Issues raised by non-residents**

16. The issues raised by non-residents are detailed and listed in Appendix 6, with officer comments where the issues are not covered in the report. The concerns raised were essentially split into three different issues, although a number of detailed points were also raised. The vast majority of non-resident responses were from either parents or teachers at the three schools and one nursery in the area.
17. The primary and junior schools on The Avenues and Recreation Road, judging from the correspondence received, have a primarily local catchment many of whom already live in a permit parking area. Parkside School caters for children with additional and complex needs from across Norfolk and consequently most of these children need to be brought to the site by car, taxi or minibus. The Peapod Nursery also has a wider catchment and caters for the youngest children.
18. Letters received from the schools in the area are reproduced in Appendix 7. The response from the Peapod Nursery was made on line and raised concerns about parent pick-up/ drop off and teacher parking.

### **Parent pick-up – drop off**

19. A significant number of parents raised concerns that they would be prevented from picking up and dropping off their children by car at the various schools. As a result of the consultation, the areas around the Peapod Nursery and Avenues School are not recommended for any changes over the current arrangements, but in any case, stopping to let children alight or get into a vehicle is permitted even in a permit area.
20. Although most responses were from parents concerned about car pick-up/ drop off, some parents welcomed the changes as a potential mechanism for reducing the level of traffic around the schools due to the impact of traffic and poor parking on safety around the schools. Adjustments to the availability of short stay parking provision in the vicinity of the schools would help to allow those parents who need to accompany their children into the school to park legally and might manage parent parking more effectively so that it does not impact as much on local residents.

### **Nowhere to park for events/clubs etc.**

21. In response to these concerns, additional short stay parking provision was proposed outside the schools within the proposed zones. This is detailed below.

## **Nowhere for teachers to park**

22. All of the schools in the area have limited on-site parking provision, with that at The Avenues and Peapod being the most limited (and no change is proposed in the vicinity of those sites). Some staff do not work on site all day and the overall demand for car parking by the schools was outlined in the letters that were sent in by them during the consultation.

## **Travel Plans**

23. None of the schools operate a travel plan.

## **Other issues**

24. The only other issue raised by a significant number of non-residents was that there would be a knock-on effect from the implementation of permit parking. This is undoubtedly true, and is something that is made clear in the consultation literature.

## **Changes resulting from Consultation**

25. There is clearly tension between occupiers of residential properties in some areas and users and employees of the schools.

26. Officers and local members for (both city and county councils) discussed the outcome of the consultation and agreed that some of these issues could be addressed by amending the proposals to provide parking facilities more directly related to the school users adjacent to the schools. As a consequence, revised proposals were advertised that provide school related facilities on the school frontages and permit parking to the residential frontages.

27. Both the schools that will be within the extended zones do have some on-site parking that they can manage as they see fit, and there will still be unrestricted on-street parking available within walking distance of those schools albeit not right outside. In any case, one of the aims of permit parking is to reduce the reliance on private cars and this could be achieved if the schools began to implement travel plans for staff and pupils, which could also ease the parent parking pressure.

## **The revised proposals**

28. As a result of the consultation, revised proposals for the school frontages on College Road and Recreation Road were drawn up. The changes involved replacing the previously advertised permit parking in these locations with 4-hour short stay parking slots. This would provide facilities for visitors, club and sports centre use and short term teacher use without affecting parking directly outside people's homes.

29. Local members and officers discussed the anticipated extent of the permit parking scheme and the revised proposals with Parkside School on 6 February

2019 and with the Avenues School on 14 February and both schools felt they were an improvement although remained concerned about staff parking. Recreation Road School was unable to meet us prior to the advertisement of the revised scheme. They were advised of the proposed changes by email and invited to meet with us again once the proposals were advertised

30. A short section of short stay parking was also advertised on Cardiff Road to take account of the concerns raised by an adjacent business premises.
31. These amendments are shown on the final proposals plan in Appendix 1
32. As the statutory period for responses for these amendments expires on the 20<sup>th</sup> March 2019, all responses received will be presented at the meeting

### **Proposed extent of recommended permit scheme**

33. Consequent on the consultation the recommendation is to:
  - (a) extend permit parking to the residents of Cardiff Road, Havelock Road and part of Earlham Road and Denbigh Road; and, also to,
  - (b) College Road and Recreation Road from the junction of Avenue Road to the junction with Earlham Road and Avenue Road between Recreation Road and Christchurch Road with the inclusion of short stay parking on the school frontages.
34. This does leave the areas surrounding Caernarvon Road, Swansea Road and Wellington Road (including most of Earlham Road) outside the proposed permit area, leaving these streets effectively surrounded by permit areas. However, the nature of the issues facing the adjacent areas is different. Cardiff Road and Havelock Road are primarily affected by City Centre issues, whilst those on College Road and Recreation Road are more local in nature, and have been affected by the recent extensions of permit parking into the other parts of these streets.

### **Next steps**

35. Should members agree the recommendations in this report, it is anticipated that the new permit areas will go live in the summer.

## Integrated impact assessment



**NORWICH**  
City Council

### Report author to complete

<b>Committee:</b>	Norwich Highways Agency Committee
<b>Committee date:</b>	21 March 2019
<b>Director / Head of service</b>	Andy Watt
<b>Report subject:</b>	'Welsh Streets' Area CPZ Extension
<b>Date assessed:</b>	4 March 2019
<b>Description:</b>	



	Impact			
<b>Economic</b> (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"/>	
<b>Social</b> (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

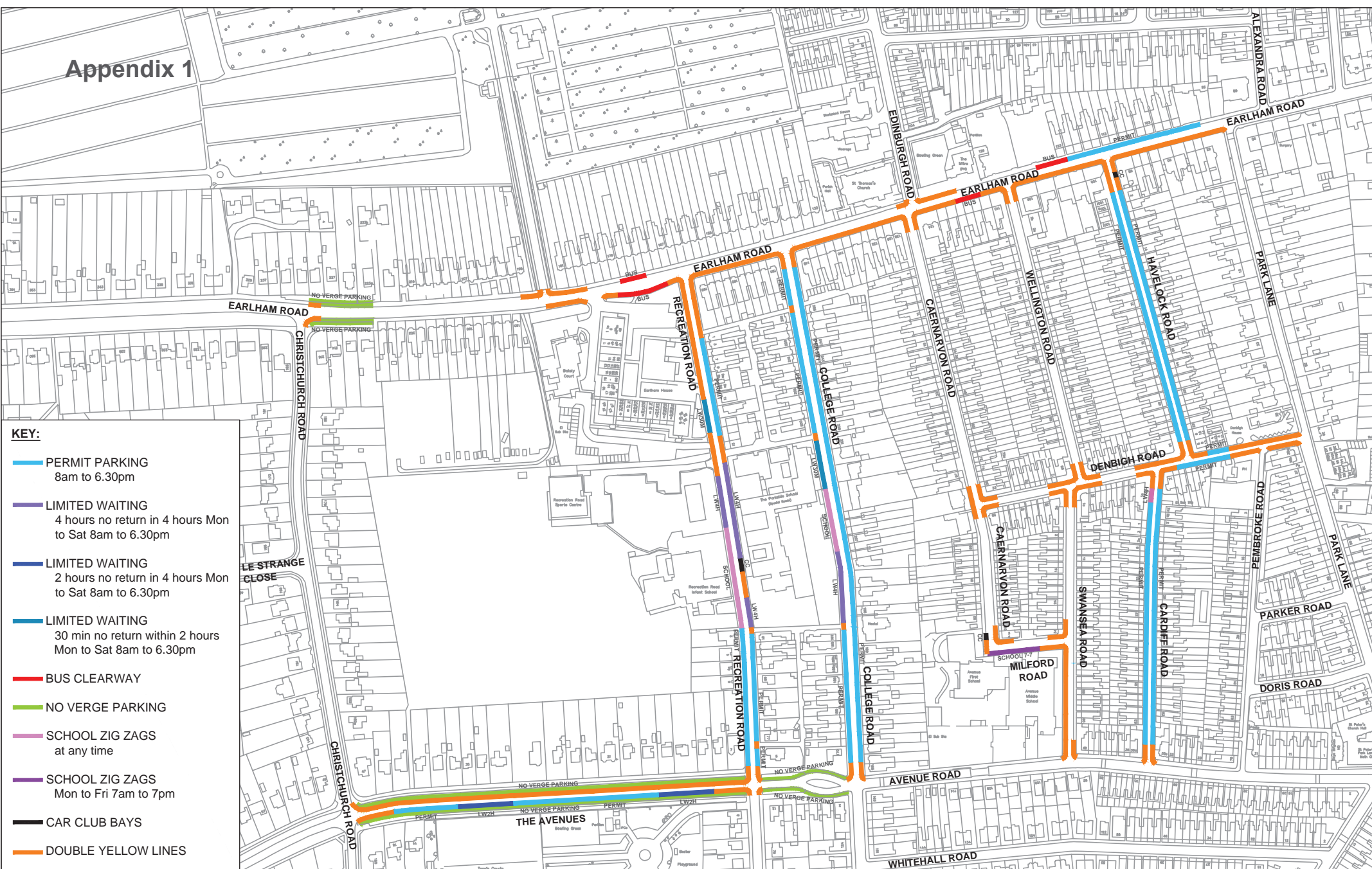
N/A

#### Neutral

#### Issues

N/A

# Appendix 1



- KEY:**
- PERMIT PARKING  
8am to 6.30pm
  - LIMITED WAITING  
4 hours no return in 4 hours Mon to Sat 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 VERGE PARKING
  - SCHOOL ZIG ZAGS  
at any time
  - SCHOOL ZIG ZAGS  
Mon to Fri 7am to 7pm
  - CAR CLUB BAYS
  - DOUBLE YELLOW LINES



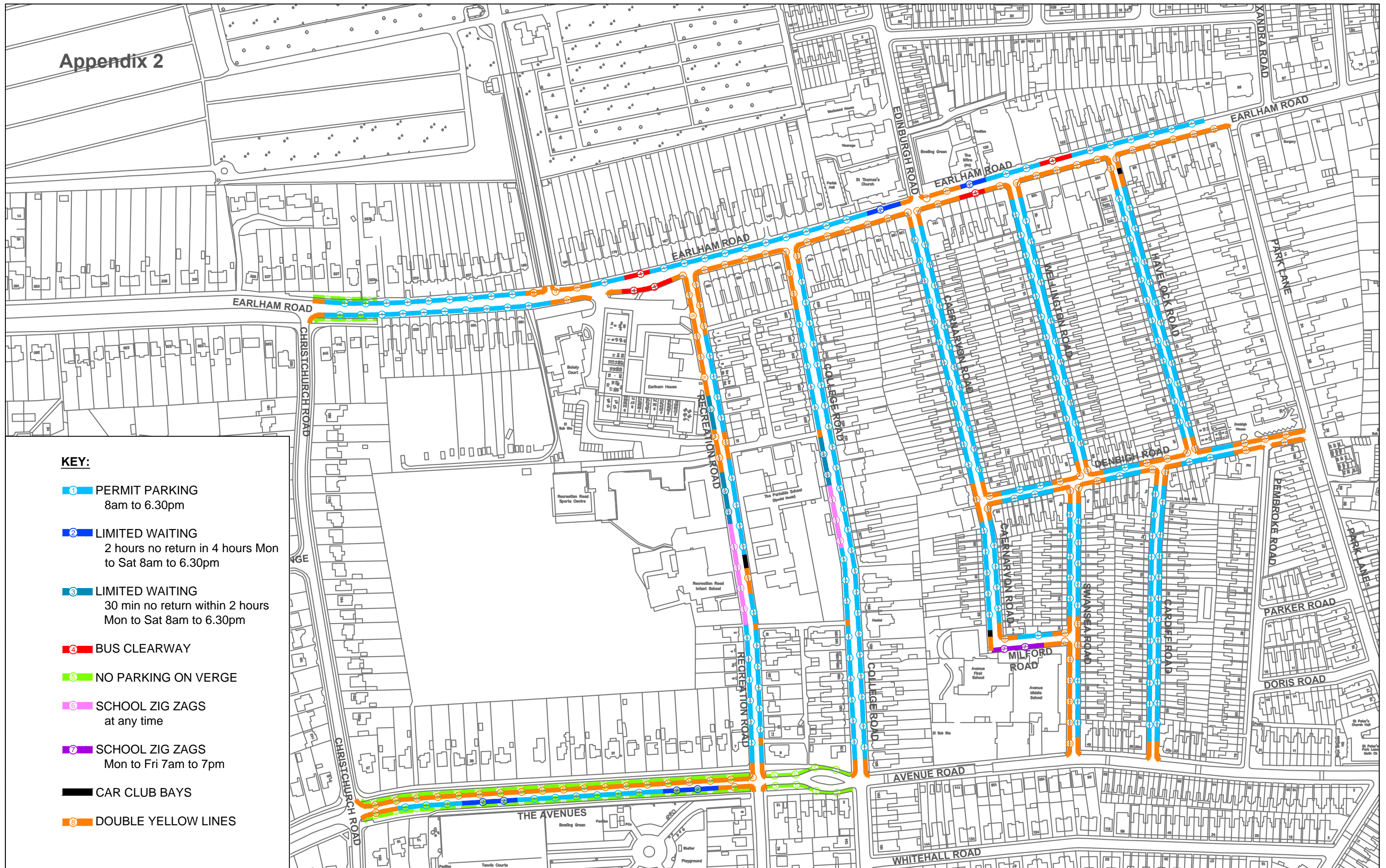
Title  
**SOUTH WESTERN CONTROLLED PARKING ZONE EXTENSION  
 PROPOSED CHANGES  
 A3 MARCH 2019**

Date	01/11/2018	Scale(s)	NTS	No.	Date	Notes	REVISIONS	Int.	Ckd.
Designed by	JG	Checked by	BB	A	6/3/19	MARCH AMENDMENTS			
Drawn By	JG	DWG. No.	PL/TR/3584/440/A						

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# Appendix 2



**KEY:**

- ① PERMIT PARKING  
8am to 6.30pm
- ② LIMITED WAITING  
2 hours no return in 4 hours Mon to Sat 8am to 6.30pm
- ③ LIMITED WAITING  
30 min no return within 2 hours Mon to Sat 8am to 6.30pm
- ④ BUS CLEARWAY
- ⑤ NO PARKING ON VERGE
- ⑥ SCHOOL ZIG ZAGS  
at any time
- ⑦ SCHOOL ZIG ZAGS  
Mon to Fri 7am to 7pm
- CAR CLUB BAYS
- ⑧ DOUBLE YELLOW LINES



**NORWICH**  
City Council

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

Date  
01/11/2018  
Designed by  
JG  
Drawn By  
JG  
DWG. No.  
PL/TR/3584/440

Scale(s)  
NTS  
NEG. No.  
Checked By  
BB

No.	Date	Notes	REVISIONS	Int.	Ckd.

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Road	No of households	YES responses	NO responses	Response rate	% of those who responded in favour	Include in CPZ
Denbigh House	14	0	0	0%	0%	Y**
Cardiff Road	70	20	12	46%	63%	Y
College Road	81	35	18	65%	66%	Y
Havelock Road	65	23	17	62%	58%	Y
Recreation Road	29	25	4	100%	86%	Y
The Avenues	24	13	11	100%	54%	Y
Total	283	116	62	63%	65%	
Denbigh Road	44	5	13	41%	28%	Part*
Earlham Road	189	34	46	42%	43%	Part*
Total	233	39	59	42%	40%	
Earlham House/ Bately Court	132	1	3	3%	25%	N
Milford Road	4	1	1	50%	50%	N
Caernarvon Road	112	4	47	46%	8%	N
Swansea Road	53	7	7	26%	50%	N
Wellington Road	74	10	26	49%	28%	N
Total	375	23	84	29%	21%	
* Just those sections between the existing permit area and Havelock/ Cardiff Road to make the zone coherent						
** Denbigh House has its own car park and response rates from blocks of flats are routinely low						

<b>Caernarvon Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
No (daytime) parking issues	40	This is captured in the overall responses to the proposals for permit parking here
Unnecessary expense	7	Permit parking is implemented in areas where residents support it, and charges cover the operational costs only
Shouldn't have to pay to park/ permits unaffordable	5	Those on a low income receive free visitor permits
Shouldn't have to pay to park/ permits unaffordable	5	Permit parking is a service that the Council does not have to provide and any scheme needs to cover its costs. Those on a low income receive free visitor permits
Makes money for the Council	5	Permits are priced solely to cover the costs of the permit scheme itself. This was made clear in the consultation material
School needs to be able to park	5	This area is no longer recommended for inclusion in the permit parking zone
Statement of reasons for scheme invalid	2	The statement of reasons completed from a standard national list of reasons and has to cover all the proposals. It does not necessarily apply in total to every element
Would discourage visitors	2	noted
Just pushes issues further away	2	This is acknowledged in the consultation information, however, issues reduce as distance from cause of parking issues increases
Would ease problems in the street	2	Permit parking eases issues where these are caused by non-residents
Road should only be included if all the others become permit parking	1	Noted, but the Council's usual approach is only to implement permit parking where there is a majority in favour
Area is becoming a Police State	1	Consultations take full account of the views expressed by residents.
Keep on being consulted and always say no!	1	This is the first statutory consultation that has been undertaken in this area since before 1997

<b>Caernarvon Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
No need for additional yellow lines	1	See report
Yellow lines at junction of Caernarvon Rd/ Denbigh Road by bollards are unnecessary	1	Agreed. These will be shortened to coincide with the bollards
Public transport needs improving instead	1	Permit schemes complement improvements to public transport by restricting free parking close to destinations
Scheme expensive to install	1	Permit schemes are self-financing
Pavement parking is an issue	1	It is not possible to resolve this in terraced streets without a substantial reduction in parking provision
Permit Parking does not guarantee a parking space	1	No it doesn't. We are clear about that.
Permit Schemes a waste of time and resources	1	noted
2 permit limit for householders is unreasonable	1	There isn't enough space for one car in front of most terraced houses.

<b>Cardiff Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
Commuters/shoppers/non-residents use the parking spaces	8	Those in favour of permits tend to hold this view. Permit parking helps to resolve this issue
There has been an increase in non-resident parking that needs to be addressed	3	Permit parking should help to reduce this issue
No (daytime) parking issues	3	Those opposed to parking permits tend towards this view
Shouldn't have to pay to park/ permits unaffordable	2	Permit parking is a service that the Council does not have to provide and any scheme needs to cover its costs. Those on a low income receive free visitor permits
permit parking should be extended into the evening or 24/7	1	Noted, but the adjacent areas operate satisfactorily within the proposed times



<b>Cardiff Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
2 permits per household insufficient	1	There isn't enough space for one car in front of most terraced houses.
Scheme will not resolve parking issues	1	Permit parking helps to resolve issues where these are cause
Will make school pick-up/drop off problems worse	1	It is still permitted to pick up and drop off in permit areas.
Schemes push parking into adjacent streets	1	This is acknowledged in the consultation information
How will this be enforced	1	The Council Civil Enforcement staff routinely patrol all our permit parking areas
There is a lot of inconsiderate parking by residents that needs to be resolved	1	The Council can only enforce against illegal parking (where someone parks in contravention of a waiting restriction). We have published articles in Citizen magazine urging residents to park with consideration for others
Only residents should have been consulted	1	Advertising proposed traffic regulation orders (such as those required to back up permit parking) is a statutory requirement and anyone has the right to comment or object
Parking should be provided for non-residents in existing zones to take pressure off those areas outside	1	One of the aims of permit parking is to discourage commuting by car. This would negate that aim.
Residents from other parts of the zone should not be able to park in Cardiff Road	1	Anyone with a permit for a particular zone can park anywhere in it. In practice most people try to park as close to their own homes as possible

<b>College Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
There has been/will be an increase in non-resident parking that needs to be addressed	10	Those in favour of permits tend to hold this view. Permit parking helps to resolve this issue
No (daytime) parking issues	10	Those opposed to parking permits tend towards this view
Parents leave cars and walk to work and teachers use all the parking spaces	4	See report
permit parking should be extended into the evening or 24/7	3	Noted, but the adjacent areas operate satisfactorily within the proposed times
Unnecessary expense	3	Permit parking is implemented in areas where residents support it, and charges cover the operational costs only
Scheme will need enforcement	2	The Council Civil Enforcement staff routinely patrol all our permit parking areas
Agrees with road markings to protect Alleyways	2	noted
Shouldn't have to pay to park/ permits unaffordable	1	Permit parking is a service that the Council does not have to provide and any scheme needs to cover its costs. Those on a low income receive free visitor permits
Would discourage visitors	1	The visitor permit scheme covers unlimited short visits and up to sixty full day visits per year. Permits are not required outside operational hours
Won't be possible to enforce against parent parking	1	It is permitted to stop to pick up or drop off children, so we cannot enforce against that. We can enforce against longer term parking
Doesn't support DY lines shown between Alleyway and Earlam Road	1	This was a drafting error. The parking spaces here are to be retained
Parking on verges is necessary	1	Verge parking damages both the grass and the trees.
Scheme would help to address some, but not all the parking issues	1	Yes, this is correct and we aim to make that clear in the consultation material
Makes money for the Council	1	The permits are priced solely to cover the costs of the permit

<b>College Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
		scheme itself. This was made clear in the consultation material
DY lines on Alleyways need to ensure access and visibility	1	Lines extend 1 metre to each side of the alleyways
Alleyway on east side of College Road should have DY lines	1	Agreed. These are now proposed
DY lines between the Avenue and Recreation Road are not shown	1	This area is already in the CPZ and existing restrictions there have not been shown on the plan
Avenue Road need traffic calming	1	This is outside the scope of a permit parking scheme
A one-way system is needed in College and recreation Roads	1	This is outside the scope of a permit parking scheme
Alleyways should have DY lines	1	Alleyways are private and not public highway
Taxis and buses for Parkside arrive far too early and block the street	1	This issue has been raised with the drivers, and the scheme provides an are to minimise the potential impact of drivers arriving early.
Needs to be a limited waiting bay by Avenue School	1	This area is not recommended for permit parking
Will encourage pupils to walk to school	1	Permit parking does not prevent pick-up/drop off by car
Residents on other streets should be in a different zone	1	Anyone with a permit for a particular zone can park anywhere in it. In practice most people try to park as close to their own homes as possible

<b>Denbigh Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
No (daytime) parking issues	4	Those opposed to parking permits tend towards this view
No need for additional yellow lines	3	See report
Unnecessary expense	2	Permit parking is implemented in areas where residents support it, and charges cover the operational costs only

<b>Denbigh Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
Makes money for the Council	2	Permits are priced solely to cover the costs of the permit scheme itself. This was made clear in the consultation material
Area outside business should be short stay parking/ concerned about impact on businesses	2	Agreed – See report
Road is used by non-residents and this is a problem	1	Those in favour of permits tend to hold this view. Permit parking helps to resolve this issue
Shouldn't have to pay to park/ permits unaffordable	1	Permit parking is a service that the Council does not have to provide and any scheme needs to cover its costs. Those on a low income receive free visitor permits
Should operate longer/ 24/7	1	Noted, but the adjacent areas operate satisfactorily within the proposed times
Pavement parking is an issue	1	This can only be resolved by substantially reducing the level of on-street parking
Extending permit parking around the school would make it difficult for parents	1	It is still permitted to pick up and drop off in permit areas.
Schemes aren't enforced	1	The Council Civil Enforcement staff routinely patrol all our permit parking areas
Where will teachers park if permits are introduced	1	See report
Area is dominated by student lets. Permits should be introduced irrespective of the result of the survey	1	Responses from residents showed little support for permits –see report

<b>Earlham Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
Commuters/shoppers/non-residents use the parking spaces	7	Those in favour of permits tend to hold this view. Permit parking helps to resolve this issue
No more than one permit per household should be issued	3	Currently, the permit scheme outside the City Centre allows two residents permits
2-hour parking not supported outside Mitre PH/ St Thomas Church	2	It is normal practice to provide short stay parking for non-residential uses. Changes are not recommended here, however
DY Lines not needed outside the Mitre PH (have not been agreed to before)	1	We have declined these lines on the basis of cost. Implementing them as part of a wider scheme is cost effective
Concerned about safety of proposed pedestrian crossing at Christchurch Road	1	Not relevant to permit parking, but all our schemes are independently safety audited
Concerned about the effect of a partial extension of permit parking	1	There is always an 'edge' effect. We are clear about this in the consultation material
Wants to park on verge outside house	1	Verge parking damages both the grass and the trees.
Road isn't wide enough for parking on both sides	1	Proposals reflect existing parking arrangements
Approve of extension to Zig Zag lines outside school	1	noted
No rationale for DY lines between Car Club Bay and permit spaces	1	These are already in place as the road narrows at this point
DY Lines on Recreation Road are historic and could be reduced in length	1	One of the accesses might not currently be in use and the land is vacant. It seems unlikely that this will remain the case
Not clear whether proposal is to construct a parking lay-by on the Avenues	1	Parking is expected to be on the carriageway. Constructing a parking lay-by is beyond the scope of this project
Support DY lines over side alleys	1	noted
DY lines should be extended at the entrance to College Road to facilitate turning in	1	Lines are being standardised at 10 metres in most locations
First permit should be issued free. Why does the Council need to make money	1	Permit charges only cover the operational costs of the permit scheme. Most household only have

<b>Earlham Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
		one permit
DY Lines should protect the driveways on nos. 223 a,b and c	1	We do not protect private driveways, but parking over a formal dropped kerb is not permitted and penalty charges can be issued
Permits are far too cheap. Prices should be raised significantly to pay for sustainable transport improvements	1	The High Court has determined that the 1984 Road Traffic Regulation Act is not a fiscal measure and does not authorise an authority to use its powers to charge local residents for parking in order to raise surplus revenue for other transport purposes.
Permits should be issued free	1	Permit parking is a service that the Council does not have to provide and any scheme needs to cover its costs. Those on a low income receive free visitor permits

<b>Havelock Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
Commuters/shoppers/non-residents use the parking spaces	9	Those in favour of permits tend to hold this view. Permit parking helps to resolve this issue
No (daytime) parking issues	8	Those opposed to parking permits tend towards this view
Permits are inconvenient	4	This needs to be balanced against the benefit of having priority to use on-street parking provision
The number of parking spaces is being reduced	4	See report
Shouldn't have to pay to park/permits unaffordable	3	Permit parking is a service that the Council does not have to provide and any scheme needs to cover its costs. Those on a low income receive free visitor permits
Vehicles are not obstructed at the junctions so the yellow lines are unnecessary	2	See report

<b>Havelock Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
Will cause problems for the schools	2	See report
permit parking should be extended into the evening or 24/7	1	Noted, but the adjacent areas operate satisfactorily within the proposed times
Schemes push parking into adjacent streets	1	This is acknowledged in the consultation information, however, issues reduce as distance from cause of parking issues increases
Scheme needs more enforcement than happens at the moment	1	The Council Civil Enforcement staff routinely patrol all our permit parking areas
other drivers could block driveway unless double yellow lines are painted in front of it	1	Permits are only valid in front of legitimate dropped kerbs with the agreement of the householder
Issue is too many cars. Should aim to reduce car ownership	1	Permits are limited, but other sustainable transport initiatives encourage lower car ownership
There should be more car club cars	1	These are provided in response to increasing demand. Every new car club car reduces car ownership locally by 15 vehicles
Residents should be informed of the views of other streets so that they can make an informed decision	1	We can't provide this information until after the survey is done as we don't have it.
Concerned about impact on business	1	Short stay parking spaces are proposed near to this business. Businesses also have access to parking permits
Issues are caused by HMOs so permits won't help	1	HMOs are subject to the two permit limit.
Concerned that permit entitlement will be sold on so that the problem will not be resolved	1	The permit scheme is designed to limit the potential for abuse
Permit parking extensions should be implemented strategically	1	
Car Club bay is too close to Earlham Road	1	It is no closer than the parking bays on adjacent streets
Need some parking at recreation Road infants school	1	See report
Need parking for Peapod nursery	1	See report
Parking bays should be constructed on the Avenues	1	This is outside the scope of a permit parking scheme

<b>Havelock Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
within the verge.		
No provision for Disabled people or adults with Children to visit Heigham Park	1	Short stay spaces are proposed and Blue Badge holders can park in these for an unrestricted period or in permit bays for up to three hours

<b>Milford Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
Scheme would encourage parents dropping off children to park dangerously	1	Scheme does not affect the ability to pick up and drop off. Dangerous parking is solely the responsibility of the driver

<b>Recreation Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
Commuters/shoppers/non-residents use the parking spaces	2	Those in favour of permits tend to hold this view. Permit parking helps to resolve this issue
Concerned about the changes to parking arrangements at Earlham House	2	This is a private area not in the control of the Council
There needs to be 'leeway' for pick-up/ drop off	2	There is, but not for extended parking
Will cause problems for parents at the schools. Need short stay spaces	1	These were proposed as part of the original consultation and these have subsequently been extended
permit parking should be extended into the evening or 24/7	1	Noted, but the adjacent areas operate satisfactorily within the proposed times
Scheme needs more enforcement than happens at the moment	1	The Council Civil Enforcement staff routinely patrol all our permit parking areas
People park for extended periods waiting to pick up children with their engines running	1	The 'engine switch off' policy is being implemented in parts of the City Centre. It could be extended if



<b>Recreation Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
		it proves successful
Earlham House Shopping Centre will suffer	1	Earlham House has a car park and short stay parking is proposed on-street
Banning verge parking on the Avenues will be limiting for parents	1	Parking is damaging the verges and the trees
Do the lines outside nos. 19 and 21 need to be so long?	1	These are existing lines.
If cars are not permitted to park partially on the pavements then the roads will become impassable	1	The proposals do not affect partial parking on the pavement
No limited waiting bays should be provided. All the bays should be permit parking	1	Proposals do need to take some account of non-residential uses in the area
Will help to make the area safer around the school	1	It is unlikely that a permit parking scheme alone would have significant impact at school pick-up/drop off times

<b>Swansea Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
No (daytime) parking issues	5	Those opposed to parking permits tend towards this view
Shouldn't have to pay to park/permits unaffordable	1	Permit parking is a service that the Council does not have to provide and any scheme needs to cover its costs. Those on a low income receive free visitor permits
Will just move any parking issue elsewhere	1	This is acknowledged in the consultation information
New DY lines in the middle of Swansea Road are not necessary	1	See report

<b>The Avenues</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
Stated support all the proposals for the Avenues	7	noted
Parking bays should be constructed on the Avenues within the verge.	7	This is beyond the scope of a permit parking scheme
Parking on the verges is a safer option and should be allowed	3	There is a clear tension between a desire to park on the verges and concerns about damage to them.
Parking should not be allowed on the carriageway	3	Parking is currently permitted on the carriageway, but many people use the verges which damages both the grass and the trees
Wants Double Yellow lines on both sides of the Avenues	3	There is a need for some parking on the Avenues due to the proximity of Heigham park.
Area will become gridlocked at school pick-up/ drop off times and the scheme disadvantages cyclists.	3	Outbound cyclists will have to manoeuvre around any parked vehicles as they do elsewhere on Avenue Road. It is not practically possible to manage parent parking, except in the most dangerous locations.
Support proposals for verge parking	2	noted
Permit parking areas should be double yellow lines/ Passing places should be provided	2	Experience is that in streets where most residents have significant off-street parking such as the Avenues actually have very few vehicles in the permit parking areas (as has happened in Jessop Road)
Permit Parking is not needed on the Avenues	2	See above
Commuters/shoppers/non-residents park dangerously	1	Formalising the short stay bays might help with this
Will push verge parking further up the road	1	This is always a potential issue when controlled parking zones are extended
Concerned about proposed short stay bay near the tennis courts	1	This is to take account of the new access to the tennis courts at this point
No provision for Disabled people or adults with Children to visit Heigham Park	1	Short stay spaces are proposed and Blue Badge holders can park in these for an unrestricted period

<b>The Avenues</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
		or in permit bays for up to three hours
The section of the Avenues between College and recreation Road only has verges for half it's length	1	Accepted. The parking restriction applies to the grass verges only
The Council should install bollards to protect the verges	1	This is outside the scope of this scheme. We do not have the resources to protect verges with bollards

<b>Wellington Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
No (daytime) parking issues	15	Those opposed to parking permits tend towards this view and this is reflected in the responses
Commuters/shoppers/non-residents use the parking spaces	4	Those in favour of permits tend to hold this view. Permit parking helps to resolve this issue
Shouldn't have to pay to park/permits unaffordable	4	Permit parking is a service that the Council does not have to provide and any scheme needs to cover its costs. Those on a low income receive free visitor permits
Money making for the Council	2	Permits are priced solely to cover the costs of the permit scheme itself. This was made clear in the consultation material
Visitor permit scheme is inconvenient/ does not allow sufficient visit time	2	Visitor scheme allows unlimited 4-hour visits and up to 60 full day/overnight visits per year.
permit parking should be extended into the evening or 24/7	1	Noted, but the adjacent areas operate satisfactorily within the proposed times
There should be short stay bays for the Mitre	1	These were proposed as part of the consultation
Scheme needs more enforcement than happens at the moment	1	The Council Civil Enforcement staff routinely patrol all our permit parking areas

<b>Wellington Road</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
Double yellow lines should not be extended	1	See report
Households that have more than one vehicle should have to pay a charge	1	This could only be done by introducing a permit scheme, and as these need to be self-financing, only charging for second vehicles would not be viable.

## Biffa response to the Welsh Roads Consultation

With the exception of the turnings off Earlham Rd, nearly every road corner within the consultation area represents an access issue for our collection lorries. Poorly and/or illegally parked cars that routinely ignore existing double-yellow lines represent a serious access issue due to the limited space and tight angles that the vehicles are required to turn in.

In the two years to February 2019, Biffa crews reported 105 near misses within the consultation area – formally recorded health and safety incidents related to access issues caused by poorly/illegally parked cars. The figures reported within the consultation area are disproportionately high compared to those reported in other areas of the city where safe access for Biffa collection lorries is less of an issue. Representative examples of the type of reports include:

- Poorly parked cars on a narrow road causing our collection truck to mount the path to pass enabling us to access road to collect waste bins
- Cars parked on both sides of the road at the very top of the hill resulting in the refuse vehicle not being able to gain access.
- Driver reports cars parked in awkward position on corners of Caernarvon Road and Wellington road making it difficult to get down road.
- Road slippery on hill when icy

The Denbigh, Caernarvon, Wellington and Swansea Road turnings are a particular problem area for our crews.

Extending the double-yellow lines and introducing controlled parking would go some way to alleviating these issues as the number of vehicles on the roads should be reduced, together with greater turning space made available for the lorries to safely negotiate the area.

### **Addendum to Biffa Response to the Welsh Roads Consultation: 26/02/19**

A Biffa representative met with Bruce Bentley, Principal Transportation Planner, Norwich City Council on 26/02/19 to discuss the draft proposals for the Welsh Roads and in particular the extension of double-yellow lines.

Following that meeting, it was agreed to amend the draft proposals by extending the double-yellow lines at the junction of Denbigh and Caernarvon Roads to allow a wider turning space for our vehicles, while removing those opposite the corner of Swansea and Milford Roads as they will have little impact on Biffa's vehicles ability to negotiate the corner.

Biffa would wish to have those amendments, together with all existing double-yellow line extensions within the proposal retained. Doing so would go some way to alleviating the problems faced by our collection crews when working within the consultation area.

<b>Non-resident comments</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
<b>Avenue Road School</b>		
Limited on-site parking means staff have to park on-street	10	See report
Pick-up/drop off would be made too difficult	9	See report
Allowance should be made to pick-up/drop off children	4	This is permitted from the permit parking areas. What is not permitted is parking there
No alternative to driving so needs to park on street	4	See report
Parent needs to park to pick up children on Avenue Road	2	Avenue Road is already a permit area and has been since 2000
Not convenient to pick up child on foot and then drive to evening activities	1	See report
Need to visit school often for extended visits	1	See report
Need to bring equipment / have a lot to carry	1	See report
<b>Parkside School</b>		
Very limited on-site parking means staff have to park on-street	40	See report
Parking is always available on-street during the day	6	See report
Cannot get to school except by car	3	See report
Permit parking would cause traffic congestion during pick-up/drop off times	1	See report
Need to bring equipment / have a lot to carry	2	See report
Will make it difficult to hold events	1	See report
Would reduce staff morale and make recruitment difficult	1	See report
Disabled children would be unable to get to school	1	See report

<b>Non-resident comments</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
<b>Peapod Nursery</b>		
Parent needs to pick up children. Would like to see pick-up area included in the plans	10	See report
Permit scheme would prevent school pick-up drop-off	8	See report
School staff need to be able to park. Would affect employment	7	See report
School would be detrimentally affected	2	See report
As women are primarily those picking up/dropping off children, the scheme is discriminatory	1	See report
Permit scheme should only operate during school hours so that pick-up drop off is not affected	1	See report
<b>Recreation Road School</b>		
Will cause issues accessing the Recreation Road sports centre/ swimming pool	23	See report
limited on-site parking means staff have to park on-street	14	See report
Need to pick-up/drop off children	9	See report
Need to park to work at the school (non-teacher)	6	See report
Parents will not be able to attend events/ Breakfast Club	5	See report
There is no provision for pick-up/drop off	3	Some provision was proposed and this has been revised following consultation
Provision for short stay parking is not adequate	3	See report
Will have detrimental effect on parents and carers	2	See report
Need to bring equipment / have a lot to carry	2	See report
Additional double yellow lines should be removed to allow more parking for pick-up/drop off	1	The only additional lines proposed are to protect the rear alleyway accesses and parents shouldn't be parking there anyway

<b>Non-resident comments</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
Teachers should be given parking permits	1	All non-residential organisations have some access to permits, but this is necessarily limited
Suggest entire area is made 2-hour limited stay	1	See report
<b>Other Comments</b>		
Permit parking will increase parking pressure on other streets	10	Yes. This is made clear during the consultation
Parking is essential for parents and teachers at all three schools	8	See report
Parking is needed to visit schools and the park	5	See report
This will discourage dangerous parking	5	noted
Parking for the park is not adequate	4	Short stay parking is provided on the Avenues
Parking will be made more unsafe by permit parking scheme	3	Unsafe parking is consequent on driver behaviour
Residents are selfish not to accept parent pick-up drop off	2	See report
Permits will make obesity crisis worse as people won't be able to use the park/ sports facilities	2	Short stay parking is provided close to the park which is within walking distance of many people's homes anyway
Objects to the statement of reasons	2	It is a statutory requirement to provide this statement, and only certain reasons are permitted. The reasons listed apply across the whole of the proposals not necessarily to individual elements of it
The Pink Pedalway should be protected	2	This part of the pedalway is on street in an area with on-street parking
Will encourage people not to drive, which is a good thing	2	See report
Unfair that people need to buy a permit to park at home when they pay to park t work.	1	There is no connection between work base permit schemes and on-street resident schemes
Would not be able to visit friends/relatives for more than four hours	1	The permit scheme allows for day visits as well as short stay ones and permits are only needed 8.00am to 6.30pm Mon-Sat



<b>Non-resident comments</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
Proposals will create congestion and make it harder to walk to school because parents won't be able to park	1	See report
Proposals discriminate against pregnant women who won't be able to park outside schools. More short stay parking is needed	1	See report
Resident of existing permit area needs to park outside of the zone	1	Resident will need to buy a permit or make private arrangements
Roads with schools on them shouldn't have permit parking	1	There are schools within permit parking areas in the City and all over the UK
Will teachers get permits?	1	Non-resident occupiers have limited access to the permit scheme
Why aren't people ticketed for parking on DY lines	1	They are, but we cannot be everywhere at once, and a warden does need to observe the offence.
Would increase traffic and foot flow	1	Unlikely to increase traffic flows, Might increase walking
Existing permit schemes should be removed to ease parking pressures rather than putting in new ones	1	That would be contrary to the aims of a permit parking scheme
Permit scheme should not start until 9.00am to allow school drop-off	1	See report
The unauthorised 'bollards' on The Avenues are preventing parents parking on the verges and causing congestion and should be removed	1	Parents should not be parking on the verge which is why a verge parking restriction is proposed
Permit parking isn't needed in the area	1	See response from residents
No need for permit parking in Winter Road	1	This was not part of the proposal
No everyone can walk or cycle to school	1	This is true, but very many who can, don't.
Permits should not be restricted to two per household - unfair on larger households/ HMOs	1	There isn't enough road space on most streets for even one car per household.
Avenues residents don't need permits as they have driveways	1	Residents have also expressed their views

<b>Non-resident comments</b>		
<b>Issue Raised</b>	<b>Frequency</b>	<b>Officer Comments</b>
Residents have said that they don't want permit parking	1	The purpose of this consultation was to formally ask everyone over a wide area whether they wanted permit parking or not
Results of consultation should be made public	1	That is normal practice
Schools and shops should have priority over residents	1	The aim of any CPZ scheme is to balance the needs and desires of users
Parking is needed for school events and performances	1	See report
If permits are introduced, the operational hours should be shorter (e.g. 9.30 to 3pm) to allow for school	1	See report
It's unreasonable to have to pay for a permit to undertake child care at a resident's home	1	Permit schemes need to cover their operational costs
Verges are being trashed and there is too much traffic in the area	1	Scheme aims to reduce verge parking
Residents don't need permit parking	1	Residents have also expressed their views

## Recreation Road Infant School

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Headteacher: Michael Bunting

11<sup>th</sup> December 2018

Mr Bruce Bentley  
 Principal Transportation Planner  
 Norwich City Council  
 City Hall  
 St Peters Street  
 NORWICH  
 NR2 1NH

Dear Mr Bentley,

### Proposed Permit Parking on Recreation Road

I am writing in response to your letter regarding proposed permit parking in the local area, dated November 2018. Having now explored the impact of this initiative on the school and its community, we believe that the proposal may have a significant and sustained detrimental impact on the education of young people attending our school and there do not support it in its current form. I have met with you and the Green Party councillor to make this point; my colleagues have also attempted to contact Hugo Malik (City Councillor) and Jessica Barnard (County Councillor), but our calls have not been returned.

### Firstly, the proposal poses a threat to the ethos of our school.

Our school has been rated as 'Outstanding' by OFSTED during the past two inspections and one of the key hallmarks of its success has been the building of deep and influential relationships with families in order to gain excellent holistic outcomes for children. We involve families heavily in their children's learning journeys. This includes inviting all parents and carers onto site for the first 10 minutes of each and every school day to involve them in community time; it includes having multiple parent-volunteers on-site each day; it also involves having frequent family engagement events, many of which are attended by more than 90% of the parent body. For many families we are now the 'go to' place for family support (as Children's Centres now focus on under 5's) and many safeguarding meetings are held at our school because of its welcoming and non-threatening atmosphere. We are also used by many visiting professionals to provide a wide range of therapies for our many children. To maintain vital work at its current level of effectiveness, I calculate that we would need access to a minimum of ten parking spaces on the road throughout the school day, not including those required at pick-up and drop-off times.



We are an NFER  
research-engaged school



It has been suggested to me that parents and carers would be able to park in permit parking bays at these peak times as they would not be monitored by wardens, but this is not a behaviour that we wish to promote when, as part of promoting Fundamental British Values, we are teaching our children about the importance of the rule of law.

**Secondly, the proposal potentially undermines the sustainability of our current staffing team and therefore the provision that we can offer to pupils.**

The school has 55 staff and many travel from out of the area. The majority of staff living within the local area walk or cycle; those that do drive travel straight from work to collect children from schools and childcare providers. Car shares are not a viable option for many staff who do use cars, as they are live in various places around the county and have different contractual hours. One point made by the Council was that many institutions limit staff parking, forcing them to make other arrangements. Recruitment and retention of teaching and support staff is a nationwide issue, recognised by the Department for Education. A number of staff have indicated to me that parking a distance from our school would force them to consider their positions. If this were the case, a successful staff team could be undermined by this decision and there is no guarantee that vacancies could be successfully filled, due to the recruitment issues cited above.

**Thirdly, this proposal could have a detrimental financial impact on our school at a time of already significant financial pressures**

Due to a relative dip in infant age children in the catchment area, the school is taking an increased number of pupils from out of catchment. Many of these parents and carers travel by car to the school. Forecast catchment numbers remain reasonably suppressed for the coming years. The permit parking proposal potentially threatens our school's accessibility to parents and carers who need to travel by car due to their distance from the school. If this leads to school places remaining vacant, the school will receive less income (as this is largely attracted on a 'per pupil' basis) and this will detrimentally affect our financial position and therefore provision for our children.

**Fourth, it could threaten the amenities that it's aimed at preserving / improving**

Our school operates the Recreation Road Swimming Pool and, like many school pools, this is not profitable. In order to minimise the losses incurred, the pool is let out to other schools, swimming clubs and mother and baby groups, during and after school hours. I have been contacted by some users worried about the impact of parking restrictions on their ability to do business in future. As a school, we are actively looking to increase lettings in order to keep the swimming pool a viable concern; this parking decision could undermine its future.

As Head Teacher of the school, I sit on the management committee of Recreation Road Sports Centre, which will also be affected by the proposed parking permit initiative. As mentioned in Bob Holderness' letter to you, dated 3<sup>rd</sup> December, the Sports Centre relies on securing booking from football teams for matches as an important part of its income stream. Currently visiting teams park on the surrounding roads on Saturdays as the parking at the Sports Hall is limited. An introduction of permit parking would therefore jeopardise the viability of the Sports Centre, of which the council is a signatory on the Joint User Agreement.

### **Fifth, it could undermine pupil safety and wellbeing**

Recreation Road Infant School educates 360 pupils under the age of seven. While many children transit to and from school by walking, scooting and biking, and this is something we're promoting by becoming a Pushing Ahead 'Community Champion' school, there are parents and carers for whom traveling by car is a necessary option. We have serious concerns that limiting parking at drop-off and pick-up times could promote unsafe practices, such as double parking or letting children making their own way into school. Our pupils are young and vulnerable; they need to be accompanied into school by their parents and, to secure pupil wellbeing, there needs to be an opportunity for these parents to stay and talk with the class teaching team, rather than dashing back to their cars.

In summary, the parking permit proposal as it stands undermines the ability of this school to maintain its current ethos, staffing team and budgetary position, and raises concerns about pupil safety and wellbeing. The impact of introducing permit parking on this school's long-term future is impossible to quantify, but it has the potential to detrimentally impact on the quality of learning and therefore outcomes for our children. Many residents prize living in this area, because of the high-quality schooling and facilities on offer. By addressing local parking concerns in the manner proposed, it's possible that these amenities will be threatened or undermined.

Yours sincerely,

Michael Bunting  
Head Teacher

Cc Chris Snudden, Assistant Director, Children's Services  
John Atkins  
Bob Holderness, The Parkside School  
Debbie Dismore, Avenue Junior School

NORFOLK COUNTY COUNCIL




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**AVENUE JUNIOR SCHOOL**

AVENUE ROAD, NORWICH, NORFOLK, NR2 3HP

Head Teacher: Mrs D. Dismore B.Ed. (Hons)

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 5<sup>th</sup> December 2018

Mr Bruce Bentley  
 Principal Transportation Planner  
 Norwich City Council  
 City Hall  
 St Peters Street  
 Norwich  
 NR2 1NH

Dear Mr Bentley

Proposed Permit parking

I am writing on behalf of the staff and governors at Avenue Junior to respond to the proposals you outlined in your letter dated November 2018.

This school currently employs 74 staff members and has 480 children. We are a popular school and often oversubscribed. The proposed plan will have a catastrophic effect on the operation of the school and therefore we are opposed to the plan.

Avenue Junior School has very limited parking on site with approximately 15 spaces off road. The majority of our staff travel some distance from the school and 33 school staff drive to school and need to park. All staff who live nearer to the school already walk or bike; these are predominantly support staff. The numbers of staff needing to park do not include our contract staff of cleaners, lunch providers, after school care providers, Peapods Nursery staff and security staff who need to park during the school day and also currently park on the streets surrounding the school.

One suggestion that has been made is that staff in schools should look at car sharing, use public transport or park some distance away and walk, as is the example at County Hall. This suggestion shows a lack of understanding of the nature of work of the staff in school. Teachers will take on average 60 exercise books home each evening to mark in addition to laptops and other administrative material. It is not reasonable or safe to expect that teachers/cover supervisors and other staff in school park elsewhere. Staff also have different care needs for children or other dependents - and due to the different nature of their positions in school, they have different start



Supported by Parkside Community Trust  
Head Teacher: Mr R Holderness  
Chair of Governors: Mr S Hobbs



3 December 2018

Mr Bruce Bentley  
Principal Transportation Planner  
Norwich City Council  
City Hall  
St Peters Street  
NORWICH  
NR2 1NH



Dear Mr Bentley



**Proposed Permit Parking in your Area**

Following your letter dated November 2018, setting out the proposed permit parking, I have now conducted an investigation into the effect of the initiative on the roads surround Parkside School.



Parkside educates 169 pupils with additional and complex needs from across Norfolk. The school has staff on the main site on College Road, and at Pathways College, the school's post 16 provision off Hall Road, as well as in the White Lion Café in the city centre. Staff need to move between these sites throughout the school day.



The Head Teacher and Governors at Parkside School have responsibility for the management of Recreation Road Sports Centre, which will also be affected by the proposed parking permit initiative.



My analysis of our staffing leads me to conclude that there is very little we can do further as a school to alleviate the pressure on the on-road parking. The vast majority of staff who live within 3 miles of Parkside currently walk or cycle, and those that do not, generally have responsibilities on multiple sites. There has been discussion around car sharing for those staff living further away, and I am assured that this already happens whenever possible, but that can be limited by different contractual hours of staff.



One point made by the Council was that many institutions limit staff parking (Carrow House, County Hall), forcing staff to make other arrangements. I am



sure that councillors are acutely aware of the issues of teacher and support staff recruitment and retention nationally. This is compounded in complex needs schools by several factors including candidates with relevant experience and training, and by the perception of the nature of the work. My staff have already indicated that if forced to park elsewhere (city, park and ride) and to walk or bus in to the site, they would look to relocate to schools closer to where they live. If this happened, I would be discussing with the Education Authority about reducing the pupil numbers on roll, and hence the staffing required. This would need to be done as a managed reduction, quite quickly, as if the school runs at anything less than full staffing capacity, keeping children safe with such complexity of need is significantly compromised.

Parkside has been rated outstanding during its last three Ofsted inspection. It has close links with the UEA Occupational Therapy, Physiotherapy and Teacher training courses, as well as leading initiatives for the Norwich Opportunity Area. It strives to use latest Evidence based practice wherever possible, using Educational Psychologists, specialist teachers and Occupational Therapists in its everyday practice to improve outcomes for pupils. We therefore have many visiting professionals and students daily, most of whom can be accommodated in our visitor parking bays, but there are times when they also need to park on the surrounding roads. The effect of permit parking on the neighbouring roads goes way beyond a simple practical consideration of parking bays. It would jeopardise the quality of provision that the school has developed over many years, and would go against the work of the SEND Strategy team at the Authority who are striving to increase specialist provision across Norfolk to address the current shortfall.

Our parents need to travel from across Norfolk to Parkside, as our catchment area is currently the County.

I calculate that at any point in a day, we have the need for approximately 20-25 staff, visitors and parents to park on the surrounding roads. We would need that number of generic permits if the Authority would like us to continue the work that we are currently doing.

I have also brought up this issue with the management committee of the Recreation Road Sports Centre, which I chair. The Community Sports centre supports local community sports activities but is also dependent financially on securing the bookings of football teams for matches. Currently visiting teams



park on the surrounding roads on Saturdays as the parking at the Sports Hall is limited. An introduction of permit parking would therefore jeopardise the viability of the community Sports Centre, of which the Council is a signatory on the Joint User Agreement, setting out its vision for Community Use.

I look forward to hearing from you.

Yours sincerely

Mr R Holderness  
**Head Teacher**

cc: Michael Bateman  
Nicki Rider  
John Atkins  
Michael Bunting, Recreation Road Infant School  
Debbie Dismore, Avenue Junior School

## Permit parking and Controlled Parking Zones

When there are parking pressures on streets in Norwich we have Controlled Parking Zones (CPZs) where parking permits are used. CPZs are very effective at preventing commuter parking or local parking pressures as we enforce the restrictions. You can find out more about permit parking and CPZs at [www.norwich.gov.uk/permits](http://www.norwich.gov.uk/permits)

### How CPZs work

The proposed permit parking zone is dependent on the outcome of this consultation. We are required by law to publish a Traffic Regulation Order which we will do alongside this public consultation so that if residents approve the scheme we can implement it quickly. This streamlines the process and reduces costs.

We are proposing a CPZ in your area that operates during the hours detailed in the letter that accompanies this note.

During these hours you and your visitors will need to use parking permits to park in a permit bay. We might also propose limited waiting bays that offer short stay parking which do not require the use of permits. These tend to be located near to local business premises. Short lengths of double yellow lines will also be implemented on junctions where they are not in place already. Please see the attached plan for the local proposals.

Outside of these hours there is no restriction on parking in any designated parking bay, nor is there any restriction on Christmas Day. However, permits are required during operational hours on all other public holidays.

### Number of resident permits allowed

We offer residents up to two parking permits for their own vehicles and a choice of visitor parking permits. Visitor permits are available as a one-day 'scratchcard' (maximum of 60 per year valid on day of validation and until 10.00am the following day) and/or a four-hour permit (this is issued with a clock to confirm the time the permit is used).

### Costs

Resident permit charges are based on the length of your vehicle to encourage use of shorter vehicles in CPZs to maximize the amount of parking space available.

Resident's parking permit for 12 months:

- Short vehicle (or Blue Badge holder): £24.60
- Medium vehicle: £37.20
- Long vehicle: £52.80

## Appendix 8 Information sent to residents

- Four-hour visitor permit: £24.60 for 12 months (no charge for those on low incomes).

( please note – we can issue permits for a minimum of 1 month up to 18 months)

- One-day visitor parking permit: 60p per day (but issued as a £12 minimum amount).
- We also issue care permits to people who can demonstrate the need for support relating to health/disability reasons or for childcare.

### Business permits and costs

We offer a range of parking permits to suit the needs of businesses situated within a permit parking area.

A business may apply for the following permits:

- Long stay permit; all day stay (two permits with two vehicles per permit) £138 for 12 months
- Short stay permit: two hours stay (one permit with any vehicle per permit) £138 for 12 months

Minimum permit issue is one month, up to a maximum of 18 months.

There are also arrangements in place for hotels and guest houses and other specific business and household needs. Visit [www.norwich.gov.uk/permits](http://www.norwich.gov.uk/permits) for more information.

### Other things to consider

- Permits are for use on-street only. They are not required for any private off street parking areas or driveways.
- Properties built or converted after the CPZ is in operation will not receive a permit entitlement. This rule aims to ensure that CPZs are not oversubscribed when new residential developments are built.
- If you have a blue badge you can park for up to three hours in a permit bay, but you will need a permit for longer stays.
- If you are actively unloading or loading you don't need a parking permit (for example if you have deliveries from a supermarket to your property).
- CPZs are a tried and tested way of managing high demand to parking and we aim solely to cover the operating costs of enforcement, permit issuance and maintenance from permit charges. If we were to make any surplus, this would be invested in other transport improvements.
- Permit parking does not resolve parking issues if these are caused by residents own vehicles
- Streets just outside permit parking areas can be subject to increased parking pressures.

and finish times. It is therefore not possible for enough of the staff to be able to car share to make a significant difference to parking needs. As it stands, we would require 18 permits and I believe that 3 have been offered; this is totally unacceptable.

Retention and recruitment of school staff is at a critical point in education. Having to park a significant distance away from the school or getting a number of buses (and walking as there is no direct bus route along this area) is likely to deter new applicants to the school. In addition to this we regularly hold professionals meetings with social workers, educational advice staff, governors and other colleagues which are crucial to the smooth running of the school. I find it difficult to see how I am going to be able to accommodate them. In any given day we can have 12 visitors plus to the school. Are they all supposed to walk from County Hall, the PDC or even farther away?

I must also question the reliability of the perceived need for permit parking. At any point in the day (bar possibly the beginning and end of the school day for a short period of time) there is sufficient parking on the streets surrounding Avenues and empty spaces. I arrive early in the morning to school and the roads surrounding the school are quite full with residents' cars – not commuters into town as is the perception and I believe is one of the reasons for the possibility of permits. I am often out at meetings during the school day and there are sufficient places to park despite staff parking on the roads.

It is very clear to us should this consultation be successful in introducing permit parking that the school will be seriously disadvantaged, as will all the schools in the area without large car parks and it will make it more difficult to retain our existing staff who are already stressed by this situation as well as our ability to recruit new staff.

I feel it is my duty to oppose this development in the strongest possible terms and hope that all the schools' points of view and concerns are taken seriously and acted upon. If the school suffers then the pupils and local community suffers. There is enough pressure on local education as it is without external pressures like this making our task even more difficult.

Yours sincerely

Deborah Dismore  
Headteacher