

Report to Norwich highways agency committee
7 June 2018
Report of Head of city development services
Subject Thorpe Road area Permit Parking Consultation

Item

7

Purpose

To advise members of the responses to the recent consultation in the Thorpe Road area to extend the existing permit parking areas, and recommend the implementation of permit parking in all of the area consulted.

Recommendation

To:

- (1) note the responses to the permit parking consultation
- (2) agree to implement a 24 hour seven day a week permit parking scheme in Cintra Road, Ranson Road (remaining properties only), Stanley Avenue, Telegraph Lane East (part) Thorpe Road and Wellesley Avenue South, and the double yellow lines on Stanley Avenue as shown on the plans (nos. PL/TR/3584/437C) attached in Appendix 1
- (3) delegate the consideration of any representations to minor amendments to the extent of the originally proposed short stay parking area in Wellesley Avenue South to the head of city development services, in consultation with the chair and vice chair;
- (4) note that double yellow lines will be implemented on the south side of Thorpe Road in the Broadland district council area to complement the recommended extension to the Controlled Parking Zone (CPZ).
- (5) 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 income generated by on-street parking. Implementation costs are estimated at £20,000.

Ward/s: Thorpe Hamlet

Cabinet member: Councillor Stonard – Environment and sustainable development

Contact officers:

Bruce Bentley, Principal transportation planner

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Background documents

None

Background

1. Members will be aware that there is continuing pressure from some local residents for permit parking to be extended into their areas. This is due to issues with commuter and other non-local parking taking the already limited parking facilities available.
2. Extensions in the College Road and Salisbury Road areas and Lakenham have recently been completed, and adjustments to the University CPZ will be completed over the summer. However, significant demand remains in other parts of the city that has yet to be addressed. Officers and local members are well aware of this and receive substantial amounts of correspondence where requests have had to be declined.
3. Consequently, there is a commitment to consult in a number of areas, of which this extension is one.
4. Currently, the council operates and enforces controlled parking zones (CPZs) throughout the city centre, the inner suburbs of the city and around the university. These permit 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 Monday to Saturday. Some parts of the 'University' scheme only operate between 10.00am and 4pm Monday to Friday.
5. Following agreement by local members, residents in Cintra Road, Ranson Road (properties not already in a permit area), Stanley Avenue, Telegraph Lane East (properties not already in the permit area) Thorpe Road and Wellesley Avenue South were consulted as to whether they wanted to see permit parking in their streets or not. In addition, double yellow lines were proposed on Thorpe Road (both sides, including the section within Broadland District Council's area) and Harvey Lane. The original consultation plan is contained in Appendix 2
6. Consequent on the consultation, some minor amendments and additions were advertised on 25 May 2018. These are discussed in the report below.

The consultation

7. 162 households and businesses were consulted on the proposal and 91 responses were received, representing a response rate across the area of 56%. Details of the response rates are contained in the table in Appendix 3.
8. A response rate in excess of 90% was received from Cintra Road and Wellesley Avenue South, although there was a low response rate from the flats on Thorpe Road.
9. The only area where a majority of residents opposed permit parking was City Heights in Telegraph Lane East, albeit the response rate was quite low. However, leaving a very short length of Telegraph Lane out of the permit area and not allowing the residents there to obtain permits would leave them in a significantly worse

position than they are now. Consequently, this section, and City Heights should be included in the scheme.

10. Overall, 74% of those who wanted permit parking preferred the 24 hour a day, seven day a week option.

Other responses

11. General comments from residents are included in Appendix 4, along with officer comments. In response to these comments, some amendments to the extent of the short stay parking on Wellesley Avenue South were made reducing the length of short stay parking on Wellesley Avenue South, and providing permit parking instead, and protecting the entrance to the park with double yellow lines. These were advertised on 25 May 2018 and are now included in the scheme.
12. However, the statutory period for responses extends until 19 June, so a final decision on these elements will need to be delegated to the head of city development services and the chair and vice chair of this committee if any objections are received before then. All comments received in advance of the committee will be reported verbally.

Proposed extent of recommended permit scheme

13. Consequent on the consultation, the recommendation is to extend permit parking to the residents of Cintra Road. Ranson Road (remaining properties only), Stanley Avenue, Telegraph Lane East (part) Thorpe Road and Wellesley Avenue South to operate 24 hours a day seven days a week and implement the minor changes to the short stay parking mentioned above. These proposals are shown on the plan contained in Appendix 1.

Proposed Double Yellow Lines on Thorpe Road and Stanley Avenue

14. To the south side of Thorpe Road, the proposed double yellow lines are within Broadland District Council's administrative area and hence not within the jurisdiction of this Committee. However, these have been agreed via the appropriate County Council process and will proceed with the implementation of the permit parking scheme. Those on the north side and on Stanley Avenue are within the City Councils administrative boundary.
15. Only 3 responses were received from residents around Harvey Lane and Eden Close from the 46 residents consulted, and 2 of these supported the double yellow lines here. All comments received about these are included in the table in Appendix 3, together with officer comments.
16. It is recommended that all the double yellow lines are installed in accordance with the plans in Appendix 1.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee: Norwich Highways Agency Committee

Committee date: 7 June 2018

Director / Head of service Andy Watt

Report subject: UEA CPZ Extension

Date assessed: December 2017

Description: Seeking approval to implement controlled parking zone in Thorpe Road area

	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