

Report to Norwich highways agency committee
05 September 2019
Report of Head of city development services
Subject 'Welsh Streets' Area Permit Parking Re-consultation

Item

5

Purpose

To advise members of the responses to the recent re-consultation in the 'Welsh Streets' area to extend the existing permit parking areas, and recommends that the scheme is fully implemented as originally advertised.

Recommendation

To:

- (1) note the responses to the permit parking consultation;
- (2) approve the extension of the previously approved scheme - 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) and as set out in Appendix 1 to include the following streets that were previously excluded from the scheme:
 - (a) Caernarvon Road, Denbigh Road (remaining section)
 - (b) Earlham Road (part) to its junction with Christchurch Road,
 - (c) Milford Road
 - (d) Swansea Road
- (3) ask the head of city development services to complete the statutory processes to implement these proposals;
- (4) ask the head of city development services to commence the statutory process to implement short stay parking spaces as shown on the plan in Appendix 2 on Havelock Road, Milford Road and Swansea Road;
- (5) delegate the consideration of any representations to the short stay parking spaces to the head of development services in consultation with the chair and vice chair of this committee.

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 of this additional area are estimated at £25,000.

Ward/s: Nelson

Cabinet member: Councillor Stonard – Environment and sustainable development

Contact officers:

Bruce Bentley, principal transportation planner

01603 212445

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. At its meeting in March, the committee agreed to extend permit parking to the residents of Cardiff Road, Havelock Road and part of Earlham Road, Denbigh Road, 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. These agreed proposals are shown on the plan in Appendix 3. The recommendation at the time was a finely balanced one.
4. Also at the meeting in March following representations from some residents who were not included in the agreed scheme, it was agreed to re-consult all those residents in the streets which had been excluded from the agreed permit parking extension. The response to this second consultation is discussed below.

The consultation

5. The 543 households that were excluded from the permit parking scheme when the extended permit area was agreed in March were re-consulted with a closing date for responses of 30 June 2019. Residents were advised that the consultation was on the basis that either the already agreed proposals would be implemented, or the whole originally proposed area would be included in the permit parking scheme. That was to ensure that everyone was aware that individual streets would not be left out as this would result in unacceptable parking pressures being placed on individual streets.
6. The overall response rate from occupiers in the area (primarily residents) was 38%, but if Bately Court and Earlham House residents are excluded from the total, this rises to 49% (the level of responses from blocks of flats are usually very low) . Details of the response rates are contained in the table in Appendix 4.
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 not achieved on any of the streets subject to this consultation the first time round, but the views of some residents have changed.
9. Overall, the threshold for implementing permit parking was reached on Wellington Road and Earlam Road (entire length) where previously residents had not supported permit parking. Swansea Road (where previously the response rate was too poor to reach any conclusion) also responded in favour of permits. Milford Road is a very short street with only 4 residential properties. One resident responded in favour.
10. Had these responses been received during the first round of consultations, then it is likely that the recommendation would have been to implement the original proposals in full, rather than leaving some streets effectively surrounded by permit parking.

Where are residents opposed to permit parking?

11. Residents in Carnarvon Road remain opposed to permit parking with 48 households there opposing the idea (47 in the previous consultation). However, the number supporting permit parking rose from 4 households to 14. There was a 55% response rate here with 23% in favour of permits.
12. The section of Denbigh Road not previously included in the permit scheme had a 40% response rate with 43% of respondents in favour of permits

Issues raised by residents and local organisations/businesses

13. Other issues raised are detailed and listed in Appendix 5 together with an officer response.
14. It is recommended that some minor amendments to the advertised scheme are made to cater for business premises within the extended zone by providing some short stay parking outside business premises. These would be on Milford Road, Havelock Road and Swansea Road and initially would be advertised as potentially spaces limited to between one and four hours parking. It is recommended that the final decision on the actual length of stay permitted is delegated to the head of development services, in consultation with the chair and vice chair once any responses, have been considered.

Issues raised by non-residents

15. The issues raised by non-residents are detailed and listed in Appendix 6, with officer comments where the issues are not covered in this 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 school and nursery in the area.

16. The Avenues School, judging from the correspondence received, has a primarily local catchment many of whom already live in a permit parking area. The Peapod Nursery has a wider catchment and caters for the youngest children.
17. Discussions were held with the Avenue School prior to the re-consultation, and the school agreed to discuss issues further when the outcome of the consultation was known. Changes to accommodate the school (if any) are, however, likely to be on Avenue Road and will require a separate consultation.

Parent pick-up – drop off

18. A significant number of parents raised concerns that they would be prevented from picking up and dropping off their children by car at the Peapod Nursery and Avenues School. However, stopping to let children alight or get into a vehicle is permitted even in a permit area.
19. The recommended adjustments to the availability of short stay parking provision in the vicinity of the nursery would facilitate some 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 for teachers to park

20. The schools in the area have limited on-site parking provision and would have access to a limited number of permits. The only other provision that can be made is limited waiting bays, and some are proposed adjacent to the Peapod Nursery. If these are of value to the Avenues School (and that has yet to be ascertained) then there is potential to make similar arrangements on Avenue Road.

Travel Plans

21. None of the schools operate a travel plan.

Proposed extent of recommended permit scheme

22. After considering the consultation responses, the recommendation is to include Caernarvon Road, the rest of Denbigh Road, Milford Road, Swansea Road and Wellington Road the rest of Earlham Road (to Christchurch Road) in the extended permit parking area.
23. Short sections of short stay parking are recommended on Swansea Road, Havelock Road and Milford Road to take account of the concerns raised by an adjacent business premises. These will be formally advertised, subject to the agreement of the committee,

Next steps

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

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	05 September 2019
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

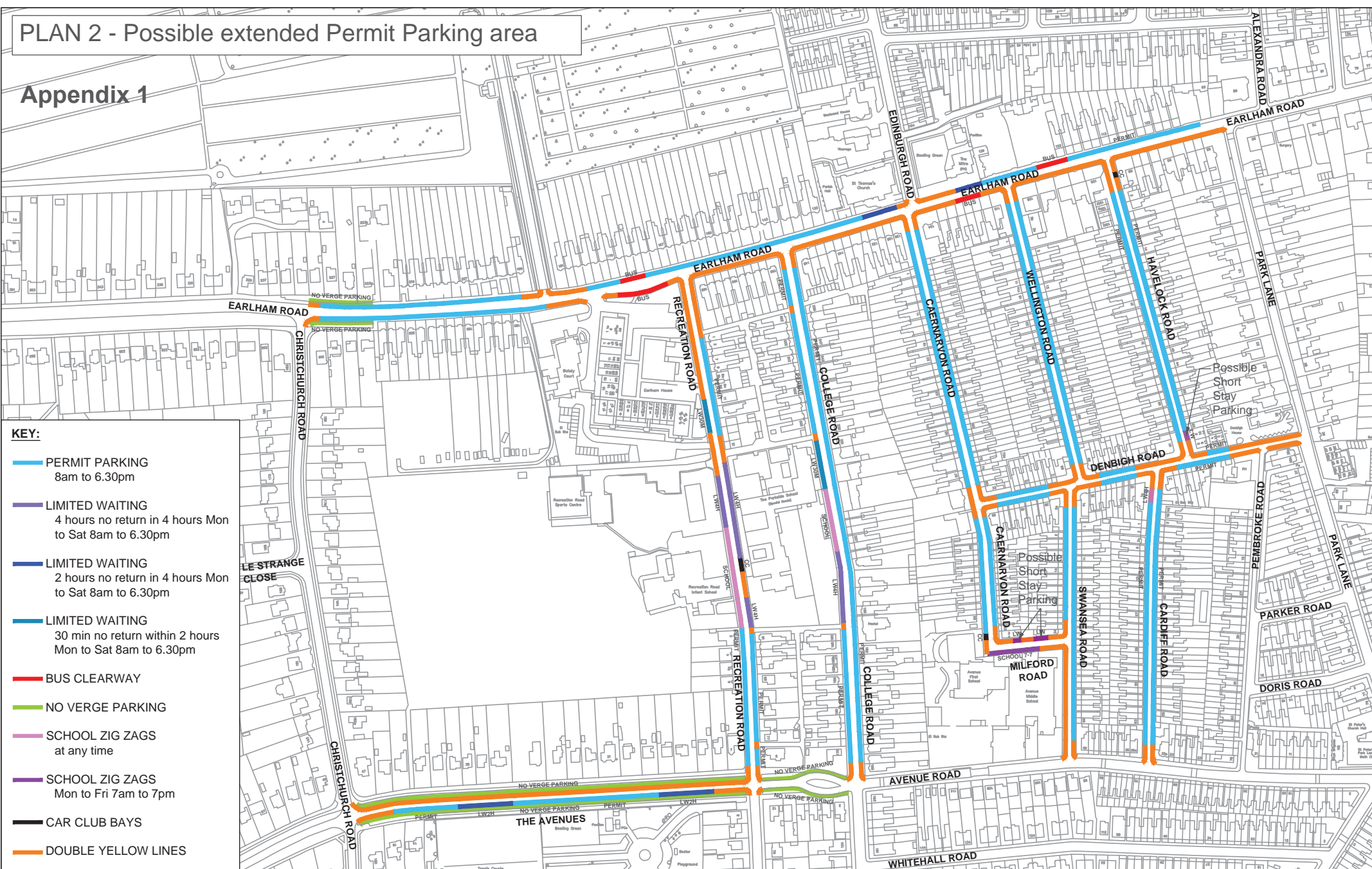
Neutral

Issues

N/A

PLAN 2 - Possible extended Permit Parking area

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**

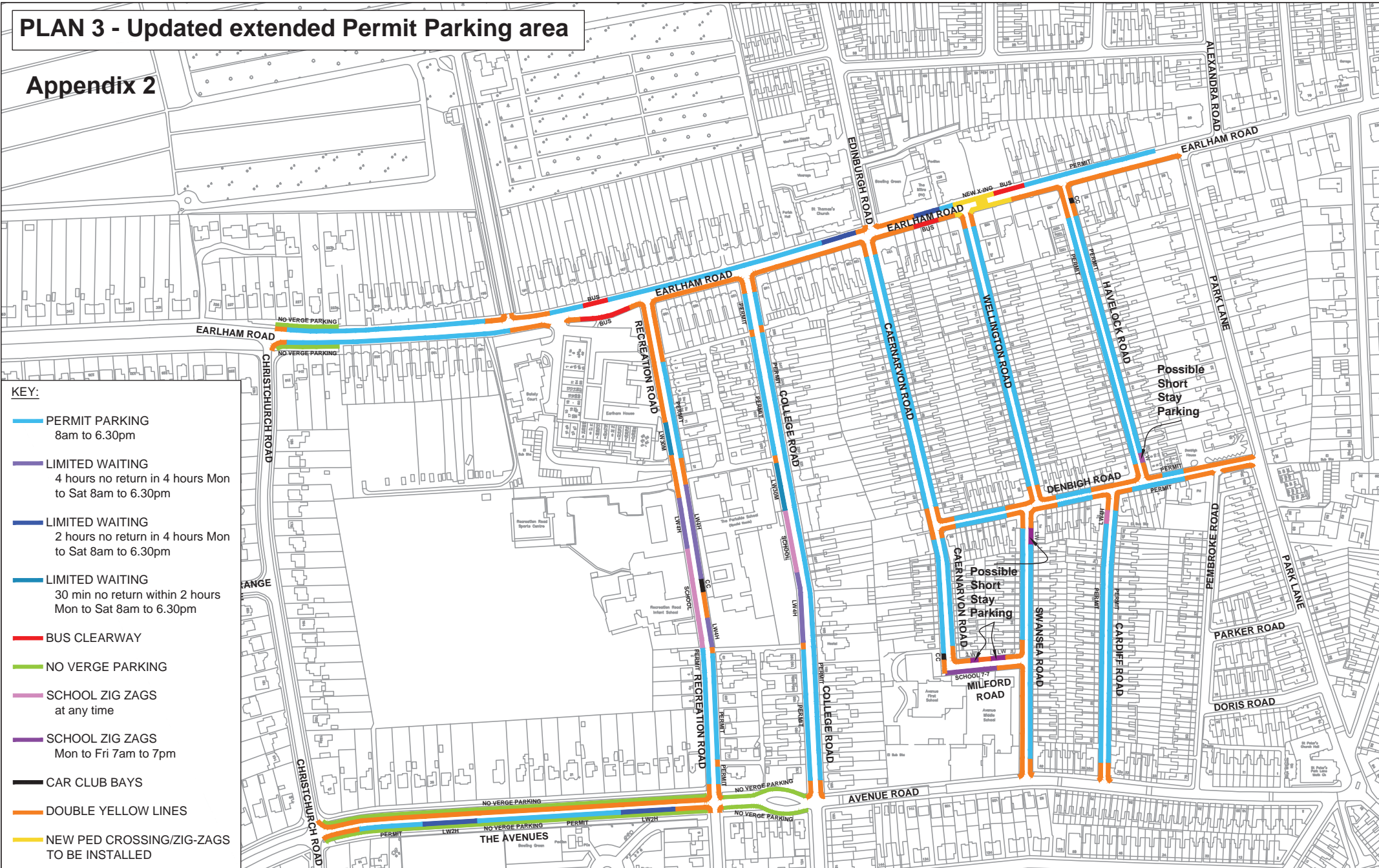
Date	01/11/2018	Scale(s)	NTS	No.	Date	Notes	REVISIONS	Int.	Ckd.
Designed by	JG	Checked by	BB	A	6/3/19	MARCH AMENDMENTS			
Drawn By	JG	DWG. No.	PL/TR/3584/440/A						

Andy Watt
 Head of City Development Services
 City Hall, Norwich, NR2 1NH
 tel 0344 980 3333
 highways@norwich.gov.uk

© Crown Copyright and database right 2019. Ordnance Survey 100019747.

PLAN 3 - Updated extended Permit Parking area

Appendix 2



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
- NEW PED CROSSING/ZIG-ZAGS
TO BE INSTALLED



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

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

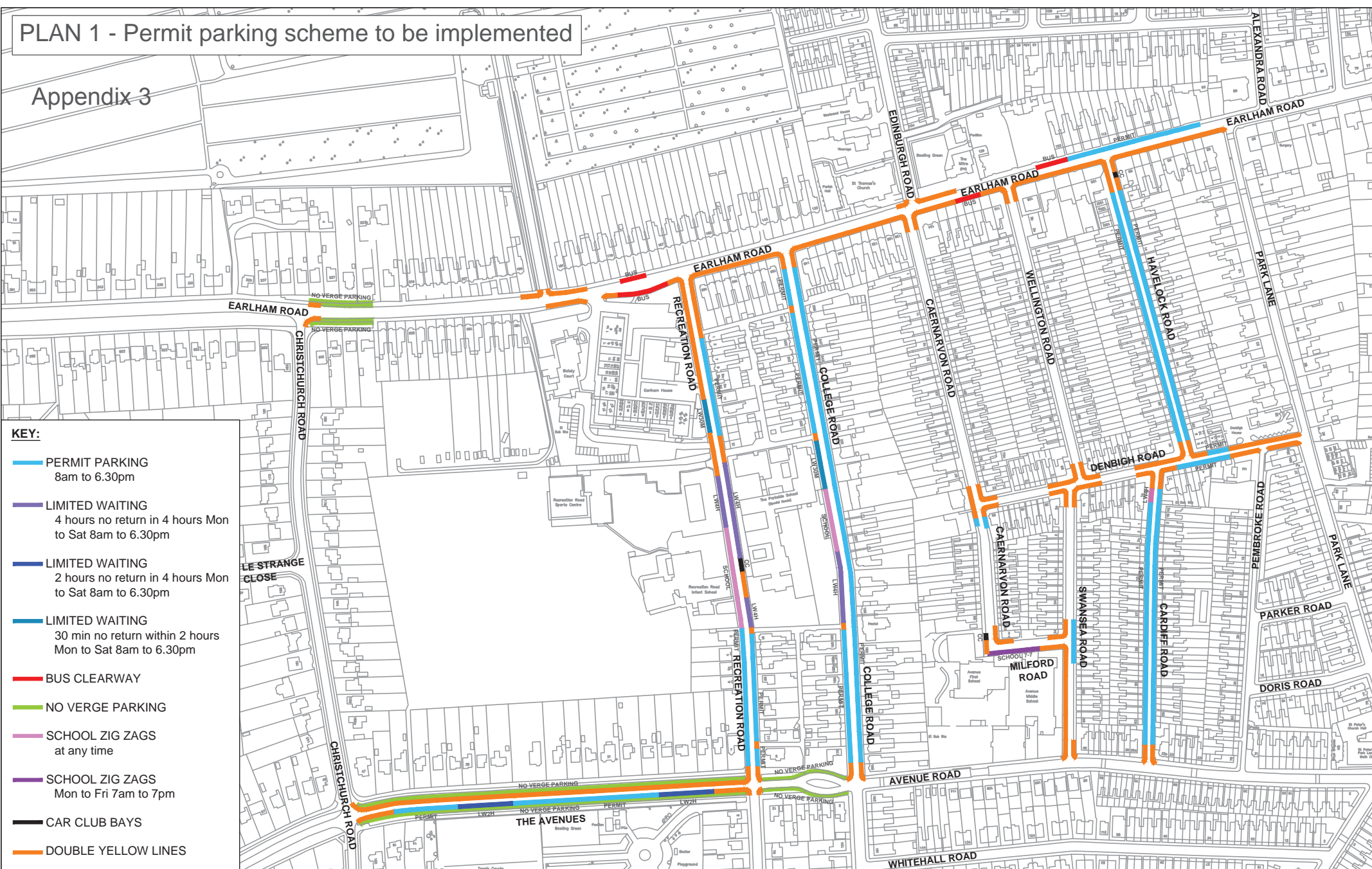
Scale(s)
NTS
NEG. No.
Checked By
BB

No.	Date	Notes	REVISIONS	Int.	Ckd.
A	6/3/19	MARCH AMENDMENTS			
B	20/8/19	PED X-ING, DYL, LWB			

Andy Watt
Head of City Development Services
City Hall, Norwich, NR2 1NH
tel 0344 980 3333
highways@norwich.gov.uk

PLAN 1 - Permit parking scheme to be implemented

Appendix 3



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
 Designed by
JG
 Drawn By
JG
 DWG. No.
PL/TR/3584/440/A

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

No.	Date	Notes	REVISIONS	Int.	Ckd.
A	6/3/19	MARCH AMENDMENTS			

Andy Watt
 Head of City Development Services
 City Hall, Norwich, NR2 1NH
 tel 0344 980 3333
 highways@norwich.gov.uk

Appendix 4

Road	No of households	YES responses	NO responses	Response rate	% of those who responded in favour	Threshold of 25% total residents in favour reached
Denbigh Road	35	6	8	40%	43%	N
Earlham Road	129	38	20	45%	66%	Y
Earlham House/ Bately Court	132	1	5	5%	17%	N
Milford Road	4	1	0	25%	100%	Y
Caernarvon Road	112	14	48	55%	23%	N
Swansea Road	53	19	5	45%	79%	Y
Wellington Road	74	21	20	55%	51%	Y

Appendix 5 – Issues raised by residents

Issue Raised	Frequency	Officer Comments
If street were not subject to permit parking problems would get worse	44	This is a likely effect if permit parking is not introduced in the whole area
No (daytime) parking issues	25	This is captured in the overall responses to the proposals for permit parking here
Already said no to permits. Council is trying to force its own views	10	The re-consultation was as a result of a decision made by the committee following representations by local residents
Shouldn't have to pay to park/ permits unaffordable	10	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
Parking is an issue now	8	This is captured in the overall responses to the proposals for permit parking here
Parking is only an issue in the evening	8	Issues with parking in the evening are likely to be as a consequence of residents own cars
Makes money for the Council	7	Permits are priced solely to cover the costs of the permit scheme itself. This was made clear in the consultation material
The wrong operational hours are being proposed	5	The operational hours are consistent with the adjacent zones that operate satisfactorily.
Unnecessary expense	5	Permit parking is implemented in areas where residents support it, and charges cover the operational costs only
Please to be asked about permit parking again	5	The re-consultation was as a result of a decision made by the committee following representations by local residents
The committee did not agree to re-consult residents/ Re-consultation is an affront to democracy	3	
There should be DY Lines over the alleyway at the rear of 140-148 Earlam Road	3	Agreed
Teachers/ Staff need to park	3	noted
It's an inconvenience	3	noted
Permit parking is inconvenient for visitors	2	A visitor permit valid for visits of up to 4-hours and 60 'day' permits are available
Large vehicles shouldn't get permits/permits should be limited	2	Permits are valid on vehicles of up to 6 metres in length only

Appendix 5 – Issues raised by residents

Short stay parking should be provided for visitors		This is accommodated by the 4-hour visitor permit
2 permit limit for householders is unreasonable	2	There isn't enough space for one car in front of most terraced houses.
School should implement a travel plan	2	This has been raised with the school
Its makes things difficult for workmen and carers	2	The permit scheme does make provision for this
The re-consultation should have been after phase 1 was implemented	2	We have done that elsewhere, but in this case, residents persuaded the committee to agree to re-consultation now.
No provision for Earlham House	2	Earlham House is included in the recommended permit parking area
Short stay parking should not be provided outside non-residential premises. It should all be permit parking	2	Some parking provision needs to be made for non-residential uses in the area
Residents should get a free permit	1	Permit schemes need to cover their operational costs. Free permits are not an option
Residents should pay more if they have an additional vehicle	1	This has been considered, but not taken forward
Have never seen a parking warden	1	There are no parking restrictions in this area apart from double yellow lines on some junctions. We would not patrol such areas routinely
Pavement parking is an issue	1	It is not possible to resolve this in terraces streets without a substantial reduction in parking provision
parking should be provided for non-residents so that permits aren't necessary	1	noted
2 permit limit for householders is unreasonable	2	There isn't enough space for one car in front of most terraced houses.
2 permit limit for householders is unreasonable	2	There isn't enough space for one car in front of most terraced houses.
2 permit limit for householders is unreasonable	2	There isn't enough space for one car in front of most terraced houses.
Road needs speed cameras	1	This is outside the scope of a permit parking scheme

Appendix 6- Non-resident comments

Issue Raised	Frequency	Officer Comments
Need to pick-up/ drop-off children	15	See report
Peapods will close if parents can't pick-up/drop off	4	See report
Residents have problems in adjacent streets too.	4	Extending the permit zone further is beyond the scope of this project
Schools don't have enough parking for staff/ have no choice but to drive	4	See report
Permit parking issue should not have been revisited	1	The re-consultation was as a result of a decision made by the committee following representations by local residents
This is a moneymaking exercise for the Council	1	Permits are priced solely to cover the costs of the permit scheme itself. This was made clear in the consultation material
Need short stay parking close to the nursery	1	This was suggested in the consultation material – see report
On-street parking should be available to anyone	1	Permit parking seeks to resolve issues where the demand for parking exceeds supply by giving local users reasonable access to limited parking provision
Far more short stay parking should be provided for the schools	1	There is a balance to be struck between the needs of different users – see report
Will cause (unspecified) difficulties and complications)	1	See other issues
Agrees with the verge parking restriction on The Avenues, but should be extended further	1	This is beyond the scope of the agreed scheme
Support sustainable transport initiatives will benefit to air quality and safety	1	noted
Parking is only an issue at night	1	Issues in the evening are likely to be as a result of resident parking
The limited waiting on college road should only be enforced during term time	1	Limited waiting is needed for other facilities in the area that operate outside school terms and can be used by anyone.
permit parking should not operate during school hours.	1	See report
Wants to see agreed DY lines in Edinburgh Road installed	1	This is part of another scheme
Permit parking needs to be enforced	1	All our permit zones are routinely patrolled and enforced