

**Report to** Norwich highways agency committee

**Item**

24 November 2016

**Report of** Head of city development services

**5**

**Subject** College Road area permit parking consultation

---

### **Purpose**

To advise members of the responses to the recent consultation in the College Road area, and recommend the implementation of permit parking in part of the area.

### **Recommendation**

Members are recommended to:

- (1) Note the responses to the permit parking consultation
- (2) Agree to implement an 8am to 6.30pm (Mon to Sat) permit parking scheme in College Road from its junction with Unthank Road to its junction with The Avenues, Glebe Road from its junction with Unthank Road to its junction with Jessopp Road, Recreation Road from its junction with Jessopp Road to its junction with the Avenues, Jessopp Road from its junction with College Road to its junction with Christchurch Road, Unthank Road from its junction with Glebe Road to its junction with College Road, Girton Road and Bensley Road as shown on the plans in Appendix 2 and 3.
- (3) Agree not to implement permit parking on The Avenues between its junction with College Road and Christchurch Road.
- (4) Ask the head of city development to complete the statutory procedures to implement the permit parking scheme as shown on plans attached in Appendix 2 and 3.

### **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 operational and installation costs of the scheme will be funded through income from the permit parking scheme. Installation costs are estimated at £22,000

**Ward/s:** Nelson

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

**Contact officers:**

Ed Parnaby, Transportation planner  
[edparnaby@norwich.gov.uk](mailto:edparnaby@norwich.gov.uk)

01603 212446

Bruce Bentley, Principal transportation planner  
[brucebentley@norwich.gov.uk](mailto:brucebentley@norwich.gov.uk)

01603 212445

**Background documents**

None

## Background

1. 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 schemes operate either 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 10am and 4pm Monday to Friday.
2. Following representations from local residents and members, including a petition to this committee, consultation was undertaken in the College Road area to extend the south western CPZ. Residents were asked whether they wanted permit parking 8am-6.30am, Monday to Saturday. The permit parking extension area and associated waiting restrictions that were included in the consultation are shown in Appendix 1 and 2. Residents were also invited to comment on the suggested scheme

## Response rate

3. The following table details the response rate from each area and the level of support for permit parking received.

Area	No of households	Response rate	In favour
College Road	183	55%	63%
Glebe Road	150	51%	48%
Girton Road	4	50%	100%
Bensley Road	3	100%	0%
Jessopp Road	27	59%	56%
Recreation Road	18	72%	46%
Unthank Road	18	39%	100%
The Avenues/ Avenue Rd	31	87%	30%

## Discussion of proposed extent of scheme

4. Historically it has usually been recommended that permit parking schemes are only implemented when there has been a response rate in excess of 50% over an area, and over 50% of those respondents have supported the proposals. This

is a high threshold for consultation responses and has in the past led to repeated extensions of a CPZ as residents experience the knock on effects of CPZ implementations. This is costly and causes frustrations to local residents who may have to wait many years for the next CPZ review.

5. There is a clear majority in favour of permit parking in College Road.
6. In the southern section of Glebe Road residents were strongly in favour of permit parking, however the northern sections of Glebe Road leading into Recreation Road were against.
7. Bensley Road has three households who all responded against permit parking. However it is neither practical nor favourable to the residents of this road to be excluded from the permit parking area.
8. Unthank Road and Girton Road residents were 100% in favour of permit parking.
9. By a narrow margin, a majority of Jessopp Road residents voted in favour of permit parking
10. The response rate from The Avenues was high and a clear majority were against permit parking.
11. Three households in the southern side of Unthank Road (outside the residents' consultation area) have requested to be included in any permit parking extension that includes Glebe Roads and College Roads owing to no suitable alternatives in their current zone.

### **The extent of the recommended permit parking area**

12. Whilst overall along Glebe Road, the overall approval for permit parking was 48%, there is significant concern amongst officers that leaving just this short section of Glebe Road out of the permit scheme will result in significant additional parking pressure in this area, where parking is already at a premium and into the short section of recreation road. This creates a coherent area as an extension to the existing CPZ
13. Consequently, it is recommended to progress permit parking in all areas, except The Avenues. Members should be aware that this could result in additional parking pressure on adjacent streets as is usual on the edge of a permit parking area. This was made clear to residents in the consultation.
14. In the proposed permit parking area the response rate is 54% of households with 57% in favour of permit parking.

## **Responses to the detailed proposals**

15. Issues raised by a significant number of respondents are discussed in the paragraphs below, and a table detailing other comments made on the proposals is included in Appendix 4, together with an officer response.

### **24 Hour Permit Parking**

16. 56 respondents said that they would have preferred 24 hour permit parking, many voting against the current proposals on that basis. The concern is that parking issues are at their most difficult in the evenings. This is an issue in all areas, whether the permit parking operates 24 hours a day, or over a more limited period, as this is the time when most residents are at home, and in areas where it is residential parking pressure that is the issue, permit parking cannot resolve this.
17. All the adjacent areas operate between 8am and 6.30pm Mon -Sat, and this prevents commuter parking, ensuring that the maximum number of parking spaces are available when most residents return home. Unlike some parts of the city (particularly those zones very close to the city centre and the Football Club) where we regularly receive requests to extend the operational hours of the zones, there appears to be little desire in the zones adjacent to this area for any change, which suggests that they are operating effectively over the shorter period.
18. In addition, this area is significantly further away from the main causes of evening external parking pressure, we would expect to have introduced 24 hour permit parking in those areas close to the city centre before implementing it here.

### **School pick-up and drop off**

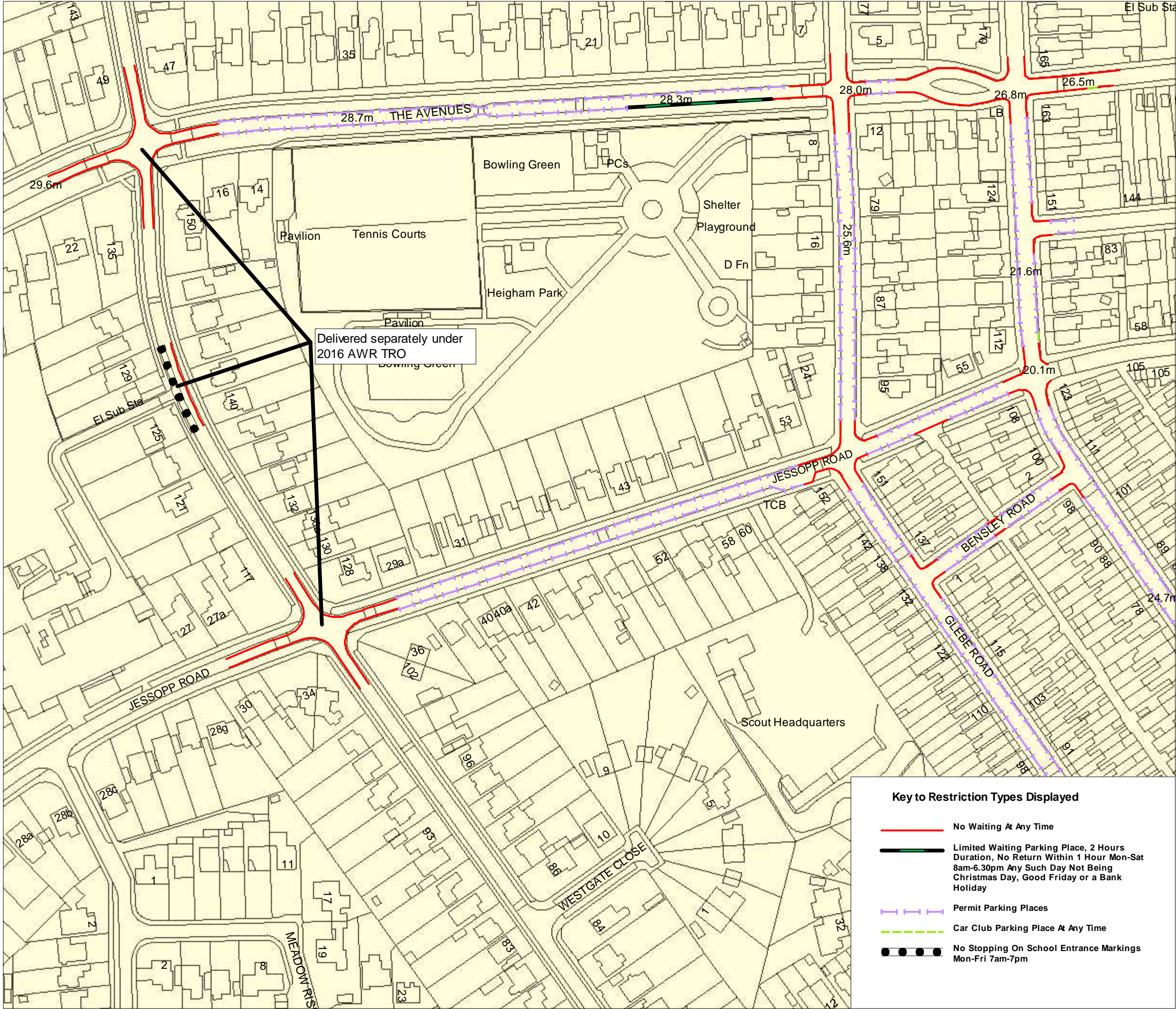
19. Permit parking will not effectively deal with issues surrounding school pick up and drop off, except that it might mean that more space on street was available during these times. Picking up or dropping off goods or people does not require a permit; it is only extended parking that does. In reality, it is only an effective school travel plan that will help to deal with this issue, and that is beyond the control of the council

### **Verge parking**

20. Members will recall the recent report, consequent on work by residents of The Avenues that some minor parking controls were agreed, but that no further work would take place on verge protection until such a time as we had the resources to do a city wide review of pavement and verge parking. The report advised that this review was dependant on resources (which are currently not available) and would be likely not to result in the use of bollards, as these are a significant cost, both in installation and maintenance terms
21. That position has not changed, but in the interim, and in consultation with local members we consulted residents of a part of The Avenues about the permit parking option.

22. Whilst this does not in itself restrict parking on the verges, what it would do is prevent anyone other than a permit holder from parking there. In our experience, in other locations where most of the adjacent housing has off-street parking the effect of the permit scheme is to substantially reduce verge parking although not eliminate it completely. Consequently as this option is available now it was felt appropriate to offer residents this as a partial solution to the problems that they currently experience.
23. A majority of residents in The Avenues opposed permit parking but will have been aware of the earlier report, consequent on the work that they themselves did. Although it is recommended that permit parking does not extend into The Avenues, members do need to be aware that work on verge parking is unlikely in the near future, and there is no guarantee of the outcome of that review. The proposals omitting the permit parking in The Avenues are shown on the plan included as appendix 3.





Delivered separately under  
2016 AWR TRO

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office c Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

Licence No: 2016



DRAWING TITLE

2016 South West CPZ Extension  
Sheet 1 of 2

SCALE 1 : 1500

DATE 24/08/2016

DRAWING No.

DRAWN BY

Key to Restriction Types Displayed

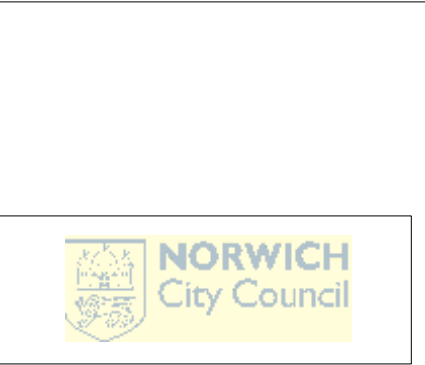
- No Waiting At Any Time
- Limited Waiting Parking Place, 2 Hours Duration, No Return Within 1 Hour Mon-Sat 8am-6.30pm Any Such Day Not Being Christmas Day, Good Friday or a Bank Holiday
- Permit Parking Places
- Car Club Parking Place At Any Time
- No Stopping On School Entrance Markings Mon-Fri 7am-7pm





This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office c Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

Licence No: 2016



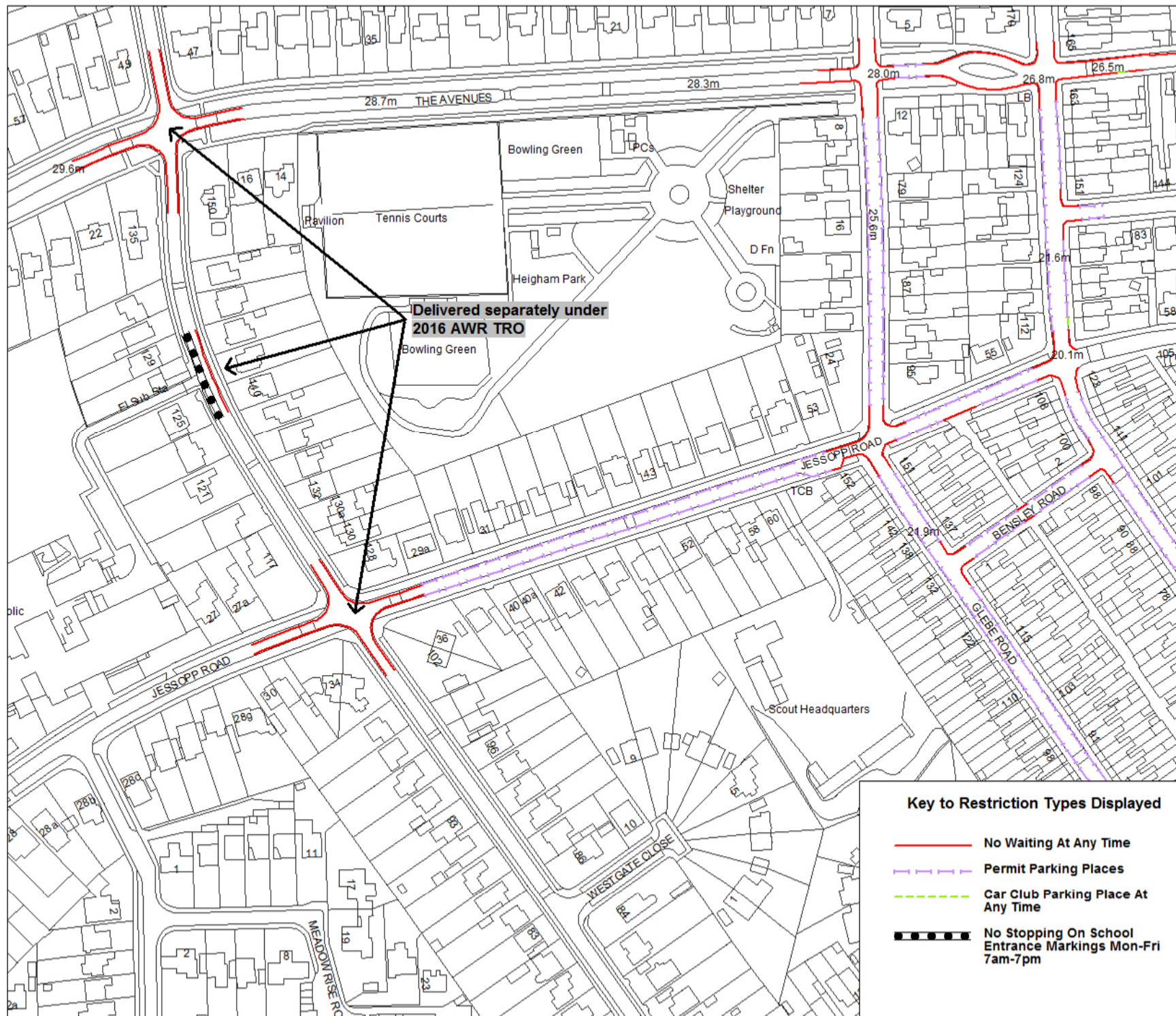
DRAWING TITLE  
2016 South West CPZ Extension  
Sheet 2 of 2

SCALE	1 : 1500
DATE	24/08/2016
DRAWING No.	
DRAWN BY	

Key to Restriction Types Displayed

- No Waiting At Any Time
- Permit Parking Places
- Car Club Parking Place At Any Time





This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

Licence No: 2016



**NORWICH**  
City Council

DRAWING TITLE

2016 South West CPZ Extension  
Sheet 1 of 2

SCALE 1 : 1500

DATE 14/11/2016

DRAWING No.

DRAWN BY





## Appendix 4 – Responses to consultation

Comment	Number of responses	Officer response
The problem is after 6.30pm when everyone returns from work/ we want 24 hour permits *	56	See report; Paragraphs 16-18.
The problem is school pick-up/drop-off	18	See paragraph 19
There's no problem parking here	14	Views have been recorded as part of the consultation, and are reflected in the overall response rates
We need protection for the verges from parking/verge parking creates dangers for pedestrians and cyclists	11	See paragraphs 20-23.
The problem is the number of residents cars	8	Partly it is. Permit parking will limit on street parking to two cars per household which helps to tackle this. We also have numerous reports that there are substantial numbers of non-residents parking in these roads. See also paragraph 15 of the report
Scheme needs to be enforced	8	All permit schemes are enforced by the city council's Civil Enforcement Staff
Other areas should be included in parking permit consultation	7	The consultation area is based on information from residents and councillors. Implementing permit parking in areas to the north of the consultation area would create a pocket of non-permit parking immediately to the east.
More double yellows/double yellow the Avenues	6	There is a need to strike a balance between keeping junctions and roads clear and the provision of enough permit parking area for residents' needs.
Fewer double yellows	2	
It's a money making scheme for the Council	4	The costs of permits are intended to cover only the costs of running the permit scheme, and this was made clear in the consultation information sent to residents.

## Appendix 4 – Responses to consultation

Comment	Number of responses	Officer response
Lincoln Street residents choose not to buy a permit and park in College or Glebe Road	4	If implemented, permit parking will require that they do to obtain a permit to park in these roads which we would expect to discourage this issue.
Taxi drivers park on the verge and sleep. This causes damage and safety issues	4	Any restriction to the highway will also cover the verge.
Multi-lets creating an issue with parking demand	4	Only two residents' permits are granted per council taxable unit.
Glebe and College Road are used as airport parking with taxis been seen picking up from parked cars	3	If implemented, permit parking will prevent this in these roads.
Permit spaces will block private accesses	3	Permit parking will not encourage parking over driveways more than the current lower level of waiting restriction.
Make the roads around Unthank Road one-way	3	Outside the scope of this consultation
Make the limited waiting area at Heigham Park longer than 2 hours	3	If The Avenues proposals go ahead the limited waiting time could be increased to 4 hours
Cannot afford permits	3	The four hour visitor permit is issued free to those on reduced incomes. The cost of a resident permit is only a fraction of the cost of running a car.
Permits should only be Monday to Friday	3	This is outside the scope of this consultation and would potentially create parking issues in this area where all other local roads to the south and east had restrictions on Saturday. It would be potentially confusing if each street had variations that were not essential.



## Appendix 4 – Responses to consultation

Comment	Number of responses	Officer response
We live in house with more than two adults that need to drive	3	Permit parking if implemented will limit each household to two cars plus permit. Residents in this situation to make alternative parking arrangements for their third and subsequent vehicles
Regardless of the permit parking consultation results, permit parking is needed over the whole area	2	Noted. However, there has been little pressure from other areas for permit parking
There should be some limited waiting bays for visitors	2	Will need to see how many residents request this as space for residents parking will be in high demand
If there was no fee I would support it	2	Noted
More Car Club needed as would fit well with what your trying to achieve	2	Agree, we aim to strike a balance as many residents still prefer to run their own car and many need more than one car.
Flyers placed by residents could affect the vote	2	This situation is not ideal. The flyers appear to have been placed towards the end of the consultation. The majority of people had already voiced their decision (most people would probably not be swayed by this) so the effect should be minimal.
An area should be left clear of restrictions	2	In a controlled parking zone, controls must be in place on all parts of the highway.
Disabled bays needs to be provided	2	Blue badge holders can utilise any city permit zone for up to 3 hours plus will be able to purchase any residents parking permit for £19 per year. Specific demand for dedicated blue badge spaces in each residential street would inevitably be changeable.
60 visitor permits is not enough.	2	Residents can also use a 4-hour clock permit which has unlimited uses.

## Appendix 4 – Responses to consultation

Comment	Number of responses	Officer response
The difference in price between large more polluting cars and smaller generally less polluting cars is too small	2	These have been set prior to this consultation in-line with the rest of the city and need to strike a balance. The differential in price is increasing incrementally.
It's unfair to penalise on car length	1	This is a long established policy which seeks to maximise available spaces in permit parking areas
Not happy with Car Club bay location	1	These were agreed as part of previous consultation and have been included on the permit parking consultation plan purely for the sake of clarity.
Temporary residents get a vote but will be moving on	1	On a practical level this is an unavoidable part of the consultation process.

\*A significant proportion of these respondents voted no to permit parking in the hours described within the consultation despite showing support for permit parking