

## Responses to Publication of Report

Item 5

'Welsh Streets' area – permit parking consultation

There were 24 responses directly to officers the publication of the Committee report (All 606 respondents for whom we had an email address were sent a link to it).

Comment	Number of times raised	Officer response
Concerned about additional parking pressure on non-permitted streets	7	See report. This is made clear in the consultation information
In favour of proposals	4	noted
Decision should be based on 'all or nothing' solution – that is what residents expected	4	It was clear from the letter sent to residents that the extent of the permit area would be adjusted dependent upon the result
Will need to be enforced	3	All our permit zones are enforced by Civil Enforcement staff
Concern that Swansea Road is not proposed to have permit parking	2	See report
There should be a re-consultation on the proposals	2	That is a decision for the Committee
Swansea Road has high transient population which explains the low turnout	1	See report
Residents of Wellington Road would have wanted permits if they had known that the adjacent street was getting them	1	We did not know what the outcome of the consultation would be. It is clear that being on the edge of a zone is likely to have consequences and there is only one street between Wellington Road and the existing zone
Proposals take no account of what the public said	1	See report
Can spaces be reserved if permit parking is installed	1	No. Permit spaces can be used by anyone with a valid permit
Caernarvon Road parking issues are in the evening	1	noted
Earlham Road residents should not be allowed to park in College Road.	1	Earlham Road has significant levels of double yellow lines. Many residents are not able to park outside their own

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		homes
the assessment of Health and Well Being and Social (safeguarding) is neutral – scheme should have 'positive' effects	1	This a parking management scheme and is unlikely to have significant health or safeguarding benefits
Short stay parking slots should ideally be moved to the other side of the Avenue Road and the Avenues to discourage drivers from looking for parking spaces near the schools on College Road and especially Recreation Road. If this is not possible, these slots should be restricted to school staff and /or blue badge holders only.	1	As a general principle, permit spaces are associated with residential property, and short stay spaces with non-residential uses. Short stay spaces are available for anyone to use and can be used for unrestricted periods by Blue Badge holders
Schools should develop Travel Plans in collaboration with parents and residents	1	This is beyond the scope of a permit parking scheme
Air pollution monitoring should be carried out before and after the introduction of the permits	1	Norwich City Council undertakes pollution monitoring in accordance with all statutory requirements. This is beyond the scope of a permit parking scheme.
Parking should be permitted on the verges on The Avenues. Suggest alternative parking scenarios	1	See report
Schools and parents should not have been allowed to take part in the consultation	1	The Traffic Regulation Order required to support permit parking is subject to statutory consultation and anyone has the right to comment. The responses of residents and non-residents have been separated in the report
Much higher approval rates should be required to enact permit parking	1	See report
Permit Parking should not go ahead anywhere	1	See report