

## Report for Resolution

**Report to** Norwich Highways Agency Committee  
23<sup>rd</sup> September 2010

**Report of** Head of Transportation

**Subject** Response to public consultation on proposed parking restrictions in the vicinity of the University

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### Purpose

This report informs members of the outcome of formal consultation on the extension of the Controlled Parking Zone around the University, and the proposals to manage the western Car park in Eaton Park

### Recommendations

The committee is recommended to ask the Head of Legal and Democratic Services and the Head of Transportation to complete the necessary statutory processes to implement the advertised Traffic Regulation Orders for:

1. The UEA controlled parking zone extensions as shown on Plan No PL/TR/3584/424;
2. Grass verge restriction outside No22 Wilberforce Road as shown on Plan No. PL/TR/3584/424
3. No waiting at any time restrictions adjacent to the proposed controlled parking zone area as shown on Plan No. PL/TR/3584/424
4. Waiting time limit restrictions to the Eaton Park western off-street car park to allow a maximum stay of 2½ hours, 9am – 3pm, Monday to Friday, from the third Monday in September to the last Friday before the late May bank holiday

### Financial Consequences

The costs arising from this exercise have been funded by S106 monies (£31,400) secured from the University of East Anglia.

### Strategic Priority and Outcome/Service Priorities

The report helps to meet the strategic priority “Safe and healthy neighbourhoods – working in partnership with residents to create neighbourhoods where people feel secure, where the streets are clean and well maintained, where there is good quality housing and local amenities and where there are active local communities” and the service plan priority to implement the Local Transport Plan.

### Contact Officers

Kieran Yates Transport Planner  
Linda Abel Senior Transport Planner

01603 212471  
01603 212190

### Background Documents

Report to Norwich City Council Executive on 23 June 2010  
Report to Norwich Highways Agency Committee on 27 May 2010  
Consultation Responses

# Report

## Background

1. At the 27 May 2010 meeting of the Committee, members agreed to consult on proposals to extend the University Controlled Parking Zone (CPZ), improve parking management on streets adjacent to the University of East Anglia and to implement additional parking management measures in the western car park in Eaton Park.
2. The required statutory advertisements were placed in the local press and site notices were placed in the affected areas. In addition, consultation was carried out via a letter to all addresses affected by or close to the proposals. The consultation included notification to residents already living in areas with permit parking.
3. In addition, local councillors, community groups and park user groups were also contacted by letter. A press release was issued to highlight the consultation and details of the proposals were posted on the council's web site.

## Extension of the University CPZ and associated measures

4. At the meeting in May, following consultation, the Committee agreed to the principle of extending the University CPZ into all those streets where more than 50% of the respondents had supported the idea. The plan contained in Appendix 1 shows the consultation area. Detailed plans of the restrictions are available on the website and will be displayed at the meeting.
5. Plan No. PL/TR/3584/424; detail the proposed grass verge restriction outside No 22 Wilberforce Road and the 'no waiting at any time' restrictions for junction of Bevan Close and Robson Road and Cunningham Road and Earlham Green lane junction which are all outside the proposed CPZ area
6. The proposed extension would operate at the same times as the existing UEA CPZ which is Monday to Friday, 10am – 4pm. It is proposed to have a "Parking Places At Any Time" restriction for parking bays on Wilberforce Road in those locations where there is no frontage housing. This will allow anyone to park at any time in these locations. On street parking in these locations on this street will act as a traffic calming measure and help to reduce traffic speeds.

## Consultation Responses

7. At the meeting in May, members considered the responses to the principle of extending the CPZ, and in response to the nearly 300 responses at that time determined to extend the zone into those streets where over 50% of the respondents supported the proposals. During this second consultation, 23 responses were received, and 15 of these objected to this principle.
8. The number of objections received to the CPZ extension consultation was thus very low compared to the considerably higher number of responses received in support for proposals received in the initial round of consultation.

9. Appendix 2 includes a summary of responses received and officer response

## **Conclusion**

10. In the light of the previously expressed support for the CPZ extension, it is recommended to implement the proposals.

## **Parking Management in Eaton Park**

11. At the meeting in May, the considerable impact of 'all day' commuter parking by users of the university was considered and noted to have a significant adverse impact on the availability of the car park for bona fide users of the park. See the park plan in Appendix 1 for reference which explains the location of the car parks and their proximity to the UEA campus.
12. Therefore parking management proposals for the western car park on Eaton Park were advertised to allow a maximum stay of 2½ hours, 9am – 3pm, Monday to Friday, from the third Monday in September to the last Friday before the late May bank holiday. The restriction would not apply during the long university summer holiday when commuter parking pressure is much less (i.e. along similar lines to the Earlham Park car park).

## **Consultation Responses**

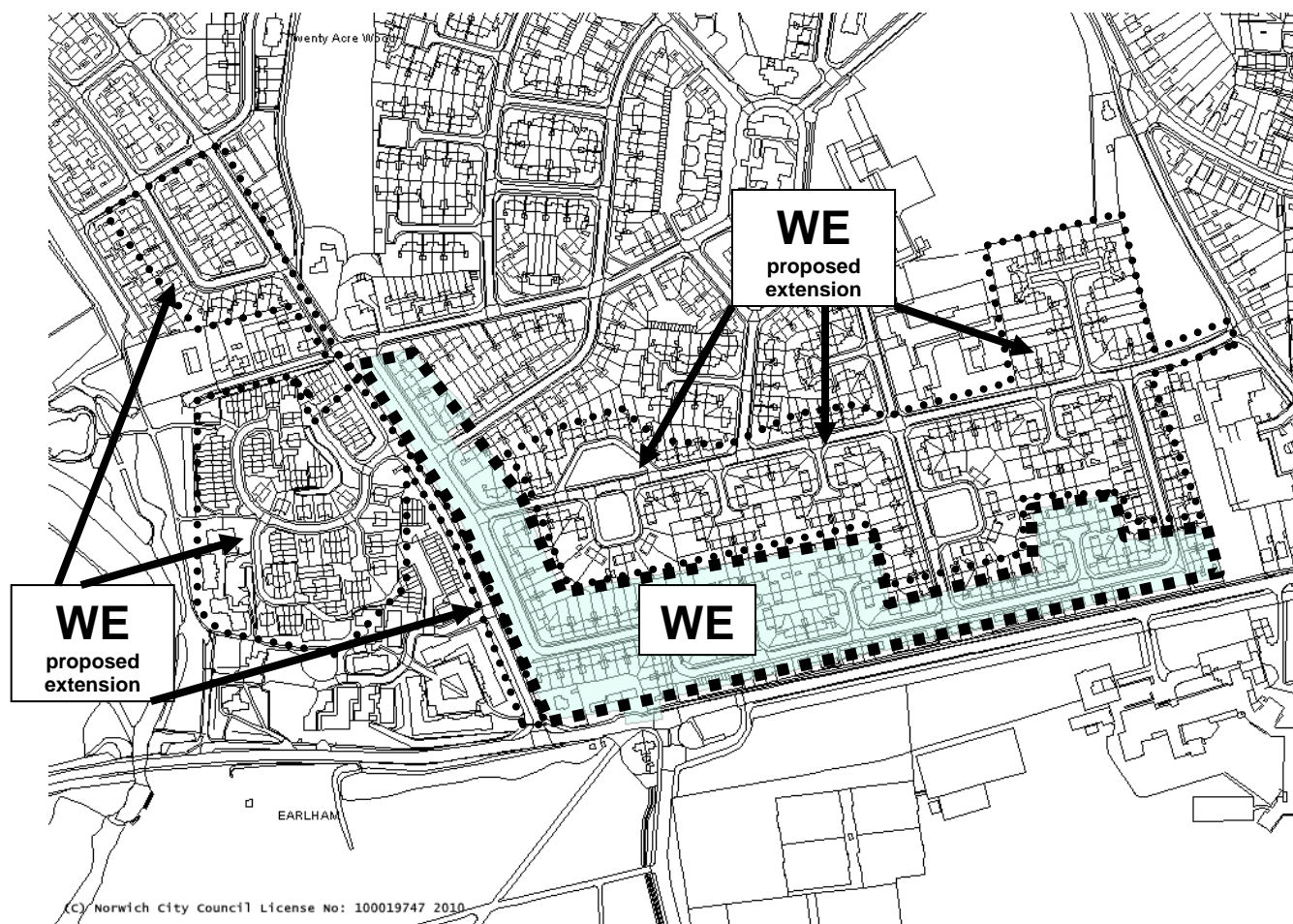
13. Over 60 user groups and stakeholders were consulted, and 11 responses were received
14. Objections to the proposed parking restrictions for Eaton Park mainly concerned the need and justification for such restrictions, and the proposed time limit of 2½ hours with representations suggesting that the time limit was both too long and too short.
15. Appendix 3 includes a summary of responses to the Eaton park proposals, together with an officer response and additional information about the alternative parking and transport options available for the Park

## **Conclusions**

16. If the proposals were not implemented it is considered that abuse of the car park – already a problem – will increase over time as the UEA expands. The 2½ hour restriction is recommended as a sensible balance between the needs of park users, and the need to deter commuter parking. It is therefore recommended that the proposals are implemented as advertised

## Appendix 1

Map of proposed extension areas to the UEA CPZ (WE sub-zone); all addresses within the existing and proposed CPZ area were consulted.

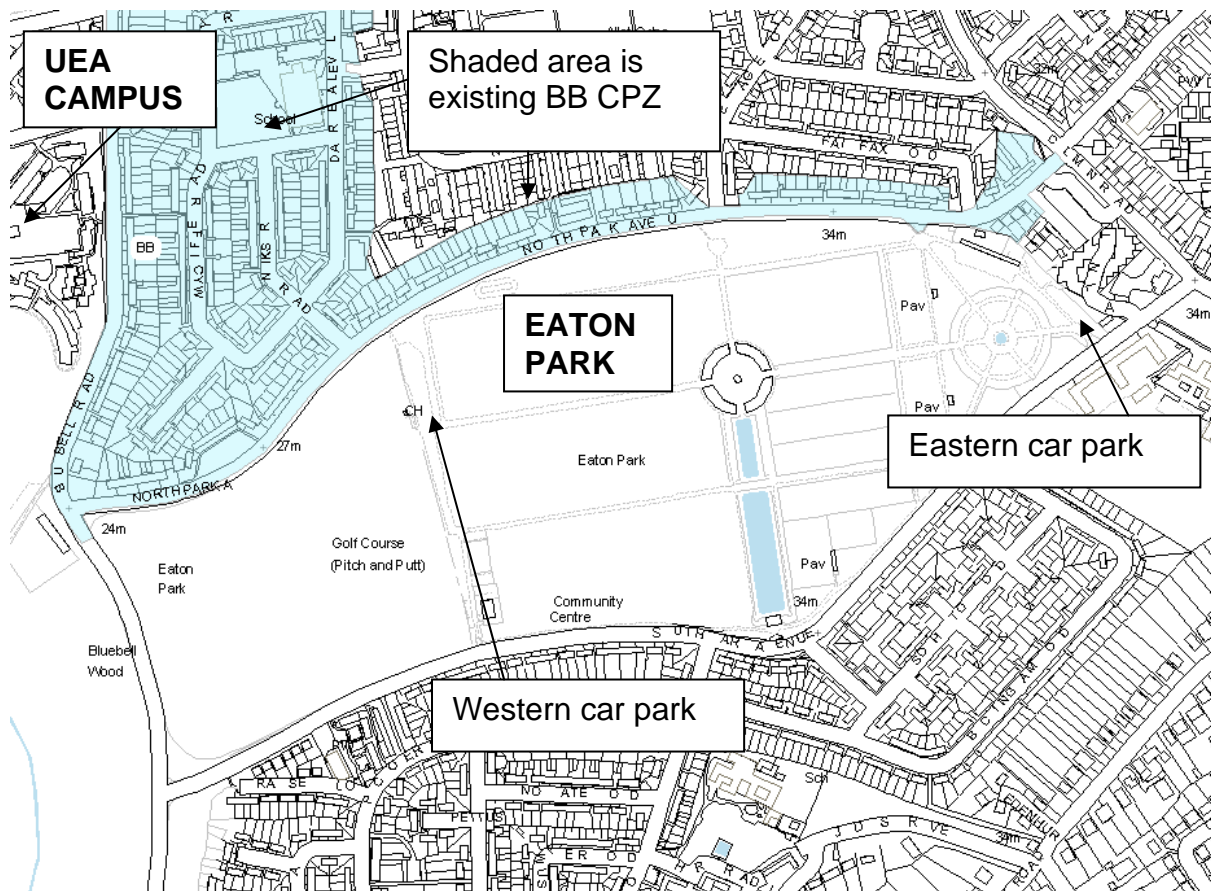


### Roads proposed to be included in WE zone

- George Fox Way (and all its cul de sacs)
- Robson Road (south of Bevan Close)
- Wilberforce Road (from Earlham Road to its junction with Bevan Close/Taylor Road)
- Cunningham Road (and all its cul de sacs)
- Friends Road (south of Cunningham Road)
- Scarnell Road (south of Cunningham Road)

Bridge Farm Lane (off Wilberforce Road) is not adopted and therefore cannot be included in any controlled parking zone. If parking problems are a concern these may be tackled by private parking enforcement with the consent of the freeholder of the lane.

## Location of Eaton Park car parks



Proposed parking management only affects the western car park which is adjacent to the Pitch and Putt golf course, football pitches and is in closer proximity to the UEA campus.

The shaded area to the north of Eaton Park indicates the current extent of the BB Controlled Parking Zone which would remain unchanged.

## Appendix 2 – UEA CPZ Extension Consultation Responses

Consultation comment	Officer response
<p>Object to permit parking in principle</p> <p>7 residents (x1 Wakefield Road, x1 Fairfax Road, x2 Richenda Close, x3 Cunningham Road)</p> <p>.</p>	<p>Permit parking has only been proposed where more than half of residents are in support. Objections have been noted, however it is never possible to achieve unanimous support for permit parking</p>
<p>Residents should not have to pay for parking permits when the problem is caused by students or staff attending the UEA. Permit parking is a revenue raising scheme. Residents should have free permits</p> <p>5 Residents (George Fox Way, Robson Road, Fairfax Road, x2 Cunningham Road)</p>	<p>The feasibility costs of the consultation exercise have been met by the UEA with funds which were secured as part of traffic mitigation plan associated with a recent planning consent for extension of campus buildings. An effective controlled parking zone around the campus will help to promote use of non car modes to travel to and from the university if on street parking is managed. Permit parking has only been proposed where more than half of residents are in support. The cost for a parking permit is set to cover any administrative costs, any surplus is reinvested in transport projects in the Norwich area. Free permits are available to vulnerable groups</p>
<p>Free parking on the grass verge on Mottram Close will be resented by residents who would have to pay on the road.</p> <p>1 resident (Mottram Close)</p>	<p>Permit parking would apply to all of the adopted highway, which would include grass verge and road. Parking permits would be required during the hours of CPZ operation on all sections of highway designated as permit parking.</p>
<p>Large vehicles, particularly commercial vehicles used for work causes problems for residents.</p> <p>2 residents (Mottram Close)</p>	<p>Large commercial vehicles are not eligible for parking permits, but there has to be some flexibility to accommodate works vehicles to be parked on street as these vehicles are used by many workers.</p>

## Appendix 2 – UEA CPZ Extension Consultation Responses

Consultation comment	Officer response
<p>Permit parking cannot be justified</p> <p>2 residents</p> <p>(x1 Wakefield Road, x1 Richenda Close)</p>	<p>Permit parking has only been proposed where more than half of residents are in support. The UEA campus is set to expand significantly over the coming years and staff and student numbers will increase, this will lead to greater demands upon on street parking. Funding to take action in the future can be guaranteed. These measures will help to promote travel to the UEA campus by means other than the private car.</p>
<p>I support permit parking on my street</p> <p>2 residents (x2 George Borrow Road)</p>	<p>Support noted</p>
<p>Permit parking nearby will cause problems where I live as there will not be permit parking in operation</p> <p>2 resident (Robson Road, Wilberforce Road)</p>	<p>Permit parking has only been proposed where more than half of residents are in support. This part of Robson Road did not receive this level of support and therefore permit parking has not been proposed.</p>
<p>We cannot park all our vehicles outside our house and therefore need to park on the grassed area</p> <p>2 residents (1 household, Wilberforce Road)</p>	<p>Verge restrictions have been proposed in response to local concerns about damage. Verge restriction does not apply outside respondents' house.</p>
<p>The controlled parking zone needs to be extended further</p> <p>2 residents (x1 Fairfax Road, x1 Northfields)</p>	<p>Permit parking was agreed where a majority of residents supported it. This was not the case on Fairfax Road or Northfields.</p>
<p>The controlled parking zone operational hours need to be extended (24 hours a day, 7 days a week)</p> <p>2 residents (x1 Friends Road, x1 Percival Close)</p>	<p>The proposed hours of operation, Monday to Friday 10am to 4pm are tailored to tackle the academic peak hours and the existing zone has been shown to work well in this respect.</p>

## Appendix 2 – UEA CPZ Extension Consultation Responses

Consultation comment	Officer response
<p>Parking around the Sure Start centre on Cunningham Road is a concern.</p> <p>1 resident (Cunningham Road)</p>	<p>A member of the transportation team will speak to the management of the Sure Start centre to investigate this issue during the Autumn term and will make an assessment of whether any waiting restrictions are required.</p>
<p>I was not consulted about whether permit parking was required.</p> <p>1 resident Wakefield Road</p>	<p>Records show that this address should have received a hand delivered consultation leaflet. The consultation was featured in the local press and on street notices were installed for public information.</p>
<p>Problem with parking is term time only, proposed restrictions are at any time of the year, this is unfair</p> <p>1 resident (x1 Cunningham Road)</p>	<p>The parking permit system has been designed to be as simple as possible to understand and operate. Additional complexity would increase confusion and operating costs.</p>
<p>The UEA should provide more parking</p> <p>1 resident (x1 Cunningham Road)</p>	<p>The level of car parking at UEA is deliberately constrained as part of an overall travel plan to avoid increasing levels of traffic in the surrounding area as a consequence of the growth of the University. The University is subsidising a new limited stop peak hour only bus service; the number 35 which from Autumn 2010 will serve the rail station, Newmarket Road, Eaton and Bluebell Road and in future bus services could run to the park and ride site at Costessey.</p>



## Appendix 2 – UEA CPZ Extension Consultation Responses

Consultation comment	Officer response
<p>I support the proposed extent of the controlled parking zone extension, it does not include where I live.</p> <p>1 resident (x1 Northfields)</p>	<p>Permit parking as only been proposed where a majority of residents supported it, this was not the case on Northfields despite the area being used for UEA commuter parking.</p>
<p>Double yellow line are needed</p> <p>1 resident (Fairfax Road)</p>	<p>Waiting restrictions are provided if they are needed to support road safety and access, however to remove large sections of on street parking can increase traffic speeds and the loss of parking spaces can be of detriment to local residents.</p>
<p>One way system is needed</p> <p>1 resident (Fairfax Road)</p>	<p>One way systems can increase traffic speed and this was outside the scope of this exercise</p>
<p>Vehicles park across our drive/vehicles parked near our access cause an obstruction can we have yellow lines?</p> <p>1 resident (Mottram close)</p>	<p>It is not policy to install short sections of double yellow lines across private driveways as these are not a priority for the service when resources are limited.</p>
<p>Vehicles park on the grass verge, will the new controlled parking zone tackle this?</p> <p>1 resident (Mottram close)</p>	<p>The current proposals include no waiting on the grass verge restrictions on the larger expanses of grass verge on Wilberforce Road and on Cunningham Road. However it is not proposed to prohibit parking on the remaining sections of roadside verge at the present time.</p>
<p>Proposed permit parking restrictions will not resolve parking problems caused by local residents and lack of off road parking provision</p> <p>1 resident (Fairfax Road)</p>	<p>It is accepted that the proposed permit scheme as it is currently set up will not be able to manage excess demands for on street parking spaces from residents as the scheme is designed to tackle non local parking demand.</p>

## Appendix 2 – UEA CPZ Extension Consultation Responses

Consultation comment	Officer response
<p>Increased activity in Eaton Park needs to be tackled and parking pressures accommodated.</p> <p>1 resident (x1 Fairfax Road)</p>	<p>The newly opened 'Skatepark' has a large number of cycle racks to encourage visits by bicycle and when large skate events take place arrangements are now in place so that overflow parking will be made available on grassed space within the park.</p> <p>All events staged by Norwich City Council encourage visits to the park by bus, walking or cycle.</p>
<p>I am elderly and disabled and concerned about the proposed permit parking scheme how it will affect visitors</p> <p>1 resident (x1 Cunningham Road)</p>	<p>The permit parking scheme allows for visitors permits and there are limited waiting bays which allow for non permit visitors, There are no restrictions on parking outside the CPZ hours. Disabled blue badge holders may park for up to 3 hours in permit bays.</p>

### Appendix 3 Responses to the proposed parking restrictions in Eaton Park (western car park)

Consultation Comment	Officer Response
<p>Parking restrictions of 2.5 hours at Eaton Park (western car) are inadequate for park users needs or are not required, this maximum parking time limit will deter park users from enjoy park facilities in particular use of the Pitch and Putt course.</p> <p>The maximum parking time limit should be extended, suggestions include: 3 hours, 4 hours, 5 hours. 6 hours.</p> <p>The proposals cannot be justified based on the current levels of parking abuse at present</p> <p>Users of the Pitch and Putt course should have an exemption sticker to enable them to park longer or have an allocated area of the car park.</p> <p>3 park users</p> <p>Chair of Pitch and Putt club</p> <p>Chairman of Eaton Village residents association.</p> <p>Cllr Wright</p>	<p>The proposed 2.5 hour maximum parking restriction aims to deter abuse of the car park by UEA staff and students who are seeking free, unrestricted car parking. This problem is likely to worsen as the campus expands in the future and student and staff numbers increase. The consequence of abuse of the car park is that there are fewer spaces for legitimate park users.</p> <p>2 ½ hours is recommended as a reasonable amount of time for the majority of park users to enjoy facilities, and, this will only be implemented on weekdays outside the summer break. The proposed times will still effectively allow any length of visit until 11.30 am, and after 12.30 pm.</p> <p>It is recommended that use of the Pitch and Putt courses are managed to encourage time limited play times, for example by having a maximum number of players per group or a maximum play time for the course. At present large groups or learners can hold up play for other users without sanction.</p> <p>If a longer visit is required the following alternatives are available:</p> <ol style="list-style-type: none"> <li>1) Visit the park travelling by bus, walking or cycling, motorbike or taxi</li> <li>2) Visit the park and leave by 11.30am or arrive after 12.30pm (combining unrestricted parking periods with the 2 ½ hour allowance</li> <li>3) Use the Eastern car park which has no parking restrictions.</li> </ol> <p>The use of a Pitch and Putt exemption sticker is not accepted as these could be wrongly obtained and then abused.</p> <p>The allocation of space in the car park exclusively for pitch and putt users is not accepted as this will be of detriment to other park users.</p> <p>The suggestion of having a ticket machine to issue free tickets so as to encourage time discipline is a useful one and will be considered resources permitting.</p>

### Appendix 3 Responses to the proposed parking restrictions in Eaton Park (western car park)

Consultation Comment	Officer Response
Disabled park users will be deterred by the new maximum time limits.	Blue badge holders would be able to park without a restriction on the maximum time limit. The restrictions should not therefore act as a deterrent as they would not apply to them.
<p>The proposed extent of parking restrictions in Eaton Park should be for term time only and should not include the Christmas or Easter break as this would affect legitimate park users especially for the Skatepark</p> <p>1 respondent member of Skatepark consultation group</p>	<p>In the interest of making the proposed restrictions comprehensible there was a trade off between use of specific dates and use of dates associated with the academic year. It was considered that use of the full extent of the academic year made the restrictions more likely to be complied with than if specific dates were used, which may become obsolete if UEA semester dates change over time.</p>
<p>The proposed parking restrictions in Eaton park are supported in principle but will not affect us as bowling occurs at a different time of day.</p> <p>1 park user group (South park bowls)</p>	<p>Comment noted</p>

## Appendix 3 Responses to the proposed parking restrictions in Eaton Park (western car park)

### Eaton Park Pitch & Putt club



Address – blanked out  
for data protection

Transportation Team, (Mr Kieran Yates)  
Transportation Department,  
Norwich City Council,  
City Hall, Norwich.

12 July 2010

#### Proposed car parking time restriction at Eaton Park

I am the chairman of the long established Eaton Park Pitch and Putt Club and oppose the proposed 2.5 hour parking limit which would, in many instances, leave insufficient time for our players to complete their game for which they pay substantial green fees annually. To remove student abuse is one thing. To kill off sports clubs and families seeking proper use of the park for local people seeking leisure is another. Surely there must be a better way.

Whilst two experienced and unobstructed players can easily complete a game within this limit there are many other factors which can and do cause delays. We have recently researched this matter and cite some reasons for delay thus.

First, the need to park, change clothes/shoes and report to the hut before the game starts. Thereafter there are often queues for the first tee, time delays behind family groups of mum, dad and a few children requiring a good deal of time for a round. Golfers practising with several balls at every hole, novice players searching for lost balls and even taking cover from a shower of rain. The concept of giving way to faster players is mostly lost on occasional players.

This is a public course, not a golf course with timed teeing off schedules and playing time is thus quite unpredictable. Where we have played "fours" with new, novice players it has taken as long as around three hours.

We work closely with your Parks Officer and have contributed to the new Rules Board at the hut. We have also joined with your Sports Development officers to promote our Club to new members, some of whom are novice players requiring mentoring. This is time consuming and something we would be unable to continue if parking restrictions apply. We see these activities as very much in line with Council policy to promote use of the parks and encourage sport in the parks.

At any one time I suggest there are relatively few cars parked for the P&P course and surely an area could be set aside for those who pay to play identified by their season ticket, hut issued ticket or Club membership pass which could be produced if falling foul of the time restriction. Other views suggest the status quo is retained to give all park users the opportunity for their leisure - surely what a park is for!

We would be pleased to meet with councillors to discuss this matter before any decision is taken.

Donald Yates,  
Chairman Eaton Park Pitch and Putt Club

A handwritten signature in dark ink, appearing to read 'Donald Yates'.

cc.