

Report to Norwich highways agency committee

Item

24 November 2016

Report of Head of city development services

6

Subject Salisbury Road Area Permit Parking Consultation

Purpose

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

Recommendation

Members are recommended to:

- (1) note the responses to the permit parking consultation;
- (2) agree to implement a 24 hour permit parking scheme in Cremorne Lane, Salisbury Road, The Sidings, Thorpe Road and Roseville Close as shown on the plan attached in Appendix 4;
- (3) ask the head of city development services to complete the statutory processes to implement the proposals shown on the plan contained in Appendix 4.

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 £18,000

Ward/s: Thorpe Hamlet

Cabinet member: Councillor Bremner – Environment and sustainable development

Contact officers:

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Background documents

None

Background

1. Currently, the City Council operate and enforce 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 10.00am and 4pm Monday to Friday.
2. Following representations from local residents and members, including a number of petitions and questions submitted to this committee, consultation was undertaken in the Salisbury Road area to extend the eastern CPZ. Residents and businesses were asked whether they wanted permit parking, and if they did, whether they wanted it to operate 8am-6.30pm, Monday to Saturday, or 24 hours a day, seven days a week. The information provided as part of the consultation is contained in Appendix 1 and included initial proposals for permit parking areas and associated waiting restrictions. Residents were 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. Residents were asked firstly whether or not they wanted permit parking, and if they said they did, then asked if they wanted the 24/7 option, or just Mon-Sat, 8am – 6:30pm

Area	No of h/holds	Response rate	In favour	Want 8-6.30 M-Sa	Want 24/7
Cremorne Lane (west) (Thorpe road to Salisbury Road)	24	17%	50%	0%	100%
Salisbury Road	78	55%	81%	8%	92%
Cremorne Lane (east) (Salisbury Road to Frogs hall Lane)	50	20%	50%	40%	60%
Roseville Close	49	16%	63%	20%	80%
The Sidings	40	28%	55%	17%	83%
Thorpe Road (Residential & Canton restaurant)	12	58%	29%**	0%	100%

*Only one response was received from Thorpe Road businesses which supported permit parking 8-6.60

**2 respondents did not support the scheme because of the details, but said that they liked the idea of permits. This would make the support rate in principle 57%

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. 4 streets saw a response rate of less than 50%. The response rate in Cremorne Lane (east) and The Sidings is low but a majority of those who responded did support permit parking. However, omitting these streets from the scheme would require a large sign at the entrance to Cremorne Lane (east) advising of the end of the permit parking zone. Once the availability of parking here is known, these areas would become subject to increased parking demand by non-residents. The low response rate may be due to the fact that almost all the properties on these streets have private off-street parking.
6. Cremorne Lane (west) is dominated by the rear accesses to premises on Salisbury Road, and to omit it from any scheme would be inappropriate leaving accesses open to fly parking with no controls in place. Although the response from the flats on Cremorne Lane (west) was low, this development has extensive off-street car parks, and probably a significant level of rental properties which might have affected response rate.
7. In Roseville Close, none of the properties face onto the public highway and have access off a private road to off street car parking. This may explain the low response rate. However, omitting this very short section of highway, immediately adjacent to a major route would almost certainly result in a significant increase in general parking here, if permits were to be introduced everywhere else. This would result in obstruction to the close, and to adjacent accesses to premises on Thorpe Road
8. Aside from Thorpe Road, at least 50% of respondents supported the introduction of permit parking. In Thorpe Road 2 respondents did not support permit parking only as a result of some details of the proposals. A clear majority across the area as a whole preferred 24 hour permit parking
9. Consequently, it is recommended to progress permit parking in all areas

Responses to the detailed proposals & amendments made

10. The detailed comments made on the proposals are included in Appendix 2, together with an officer response.

11. As a result of the responses received and following agreement from local members and the chair and vice chair of NHAC, three amendments to the proposed scheme were advertised in the press and by street notice on Friday 22 October, with a closing date for response of Friday 15 November. Immediately affected residents were also written to. These amendments were

- Moving the proposed permit parking from the west to the East side of Cremorne Lane in the section that backs onto Salisbury Road. Residents have been advised that we would be unable to take action against any permit holder that did obstruct the garages
- Introducing evening and Sunday only permit parking on the section of Cremorne Lane west of the Salisbury Road junction. The original proposal was for double yellow lines along this section to protect access to the Transco site at their request. However, they have since indicated that the restriction is only required during the working day
- Remove the proposed short stay parking outside the Canton Restaurant, extending the double yellow line adjacent to Frogshall Lane slightly, and extending the proposed permit parking area

12. These proposals are shown on the plan contained in Appendix 3

Responses

13. There were no specific responses to the proposals to add the permit parking area in Cremorne that would operate in the evenings and on Sunday. As this proposal is consistent with the needs of the commercial operators in the area, and provides additional parking for residents it is recommended that this proposal is included in the agreed scheme

14. The changes on Thorpe Road were supported by 3 households, with a fourth objecting on the grounds that there was still not enough permit parking. However, there is no opportunity to provide any more permit parking in front of these properties. It is recommended that this change is included in the agreed scheme

15. The proposals to move the permit parking behind the garages was not supported by 8 respondents and supported by 4 respondents. However, the original request for the change was made by 8 respondents (See Appendix 2). Residents particularly cited maintenance and cleaning as a reason for wanting to park by their garages. Those objecting to the suggested permit parking were more concerned to ensure that they had unhindered access to their garages.

16. One resident objected to both proposals suggesting instead leaving the arrangements as they are outside the garages, and placing a single yellow line on the other side of Cremorne Lane. This, however, would negate the benefits of the permit parking scheme as this area would effectively be uncontrolled for much of the time, and consequently likely to take the brunt of any non-local parking

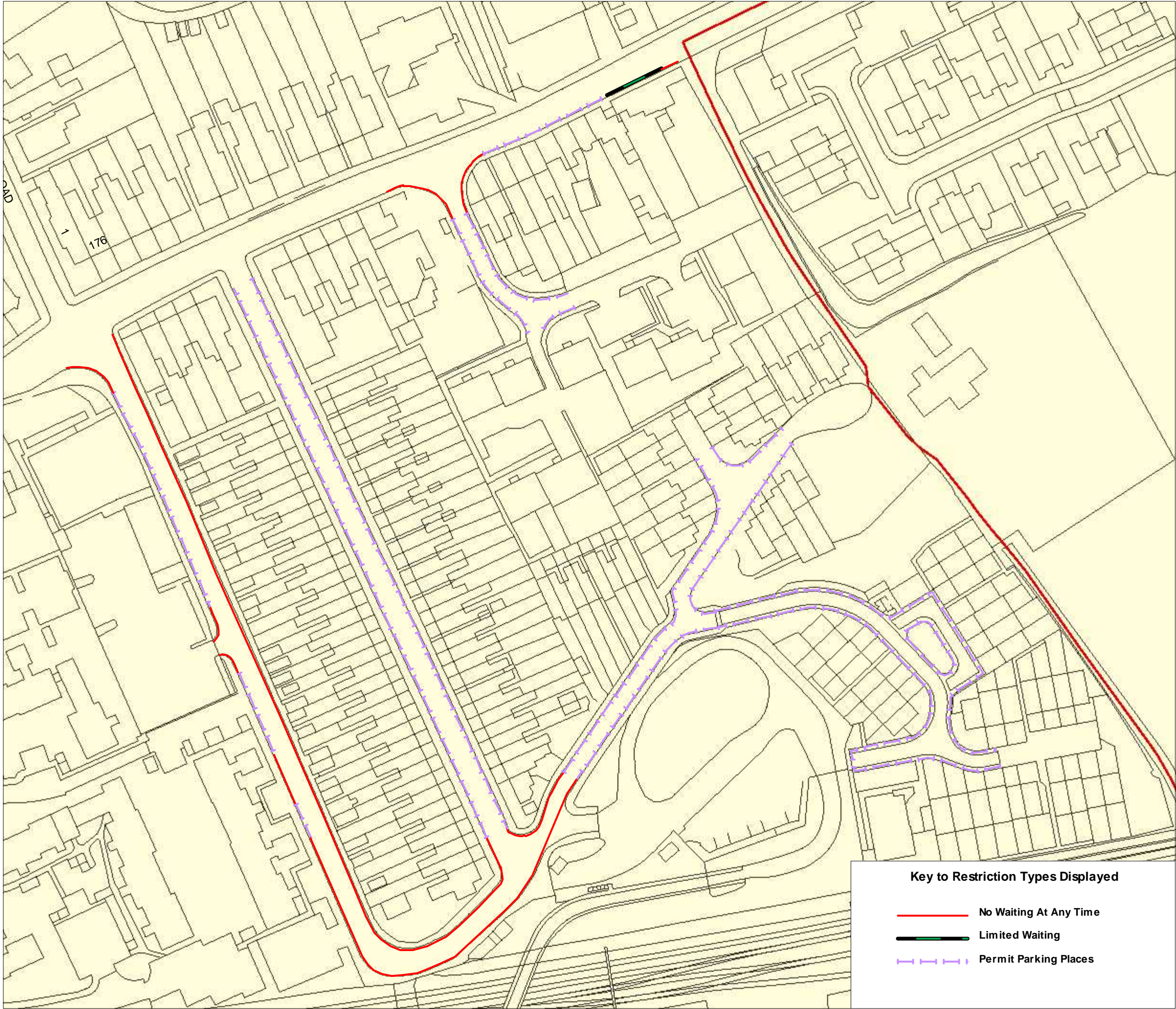
17. It is the officers view that the original proposals offered the better solution as the spaces proposed would be available to any permit holder at all times, whereas

placing them behind the garages limits their use effectively to the garage owners only. The proposals aim to provide permit parking for residents whilst ensuring that access is available to the Commercial operators that only have access via Cremorne Lane, and consequently a heavily parked street during the day is not appropriate.

18. It is therefore recommended that 24 hour permit parking is installed on Cremorne lane on the west side, with the east side (behind the garages) subject to a 'No Waiting' restriction 8am-6.30pm Mon-Sat allowing use by permit holders at all other times. This would give resident opportunity to park close to their garages in the evenings and on Sunday, whilst maintaining access during the working day, and ensuring that permit spaces available for use by all permit holders are routinely available.
19. The scheme has therefore been amended to reflect these recommended changes, and the details of it are contained in Appendix 4

Conclusions

20. Given the results of the consultation and the responses received it is proposed to implement the extension to the eastern CPZ as shown in appendix 4. Subject to the agreement of this committee the proposals will be implemented in Spring 2017.



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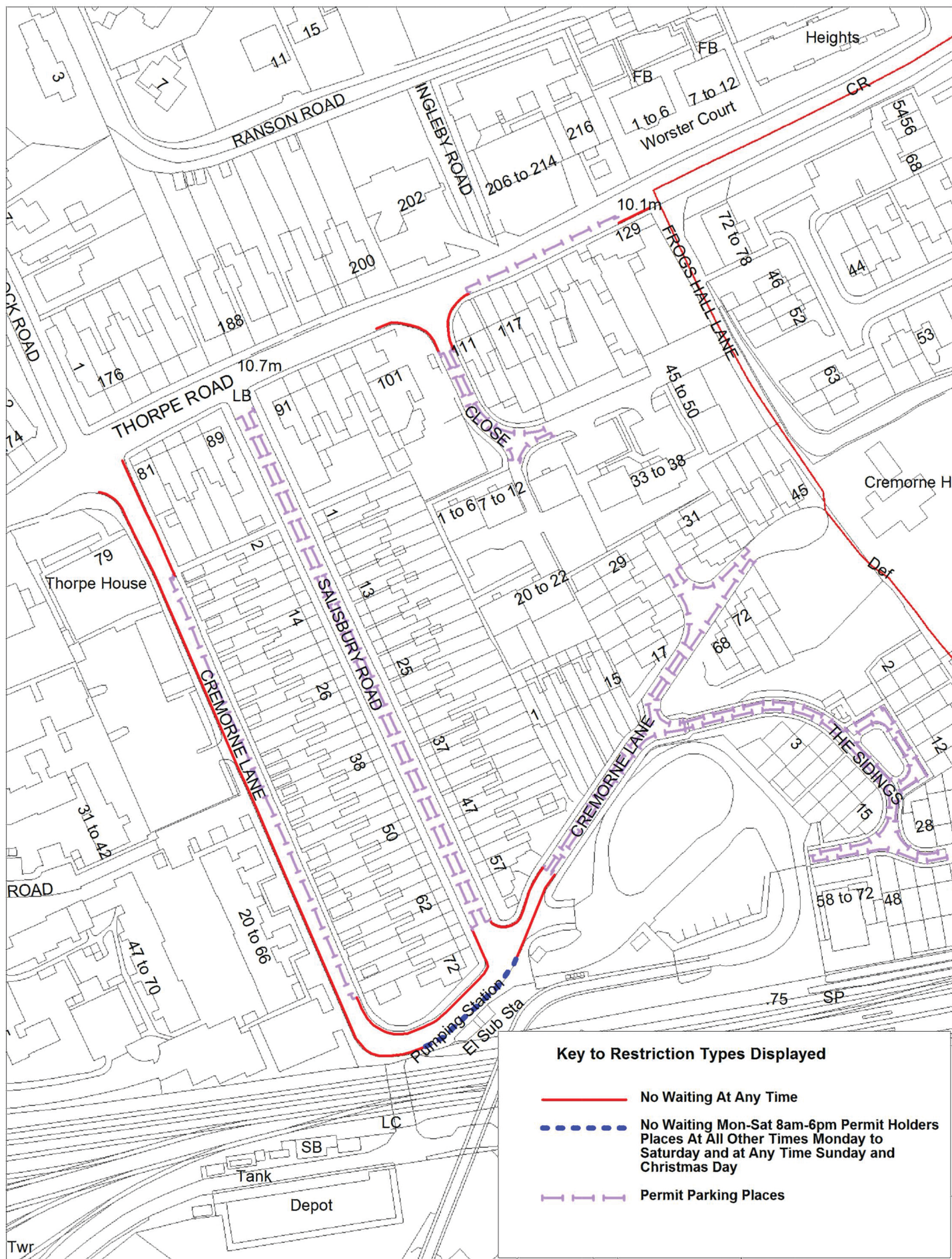
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2016 East CPZ Extension only	
SCALE	1 : 1000
DATE	22/08/2016
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Appendix 2 – Responses to consultation

Comment	Number of responses	Officer response
Football Parking is a problem	11	Permit parking schemes are intended to ensure that parking is made available in a particular area solely for the benefit of local residents and businesses. The proposed scheme would help to alleviate this problem
Commuter parking IS a problem	9	
Wants permit parking at the rear of the garages on Cremorne Lane	8	See Report paragraph 11
Does not want extra double yellow lines on Cremorne Lane	5	See report para 11
Roads are not wide enough for spaces to be put on both sides	4	This is a misinterpretation of the plans. There are currently no waiting restrictions at all in the streets in this area, and the only change will be to require the display of a permit to park. There will be no spaces marked out on the street
Permit spaces will block private accesses	3	
It's a money making scheme for the council	3	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
Commuter parking is NOT a problem	3	Noted, but responses suggest that this is an issue for many residents
Not enough permit parking on Thorpe Road	3	See report para 11
Problems are caused by residents	2	Permit parking does not overcome issues caused by residents themselves
Football parking is NOT a problem	2	Noted, but responses suggest that this is an issue for many residents
Scheme needs to be enforced	2	All our permit schemes are enforced by the city council's civil enforcement officers
Salisbury Road should be made one-way	2	This is outside the scope of this project

Appendix 2 – Responses to consultation

Comment	Number of responses	Officer response
No need for limited waiting outside restaurant	1	See report – para 11
Cremorne Lane is private.	1	Parts of Cremorne Lane and The Sidings are private. Permit parking has only been proposed on those sections that are public highway
There shouldn't be any double yellow lines	1	In a controlled parking zone, controls must be in place on all parts of the highway. Double yellow lines are proposed to keep junctions clear and to ensure access is maintained
Would like double yellow lines all down one side of the road (The Sidings)	1	The introduction of permit parking would reduce parking pressure in this area
Layby in the sidings should be for visitors only	1	The introduction of permit parking would restrict the use to residents' and their visitors. Currently anyone can park there
Permit should all be the same price	1	The permit parking scheme is operational across the city, and has been subject to significant review.
Disabled people should get free permits	1	The four hour visitor permit is issued free to any resident on reduced income. Permits for Blue Badge holders are issued at the lowest price, irrespective of the size of the vehicle
Might not use all the scratchcards, so that would be expensive	1	Cards cost 50p each, and are available in a minimum purchase of 20 cards (£10). This only covers the cost of issuing, so is the minimum charge we can reasonably make.
Cannot afford permits	1	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.
Frogshall Lane should have double yellow lines	1	Frogshall Lane is not a public highway



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