

Report to Norwich highways agency committee

Item

18 January 2018

Report of Head of city development services

6

Subject University Area Permit Parking Consultation

Purpose

To advise members of the responses to the recent consultation in the University area to extend the existing permit parking areas, and recommend the implementation of permit parking in part of the area.

Recommendation

To:

- (1) note the responses to the permit parking consultation;
- (2) agree to implement a 10am to 4.00pm Monday to Friday permit parking scheme in Ambleside Close, Buttermere Road, Crummock Road, Earham West Centre, Edgeworth Road, Enfield Road (part), Grasmere Close, Hemlin Close, Keable Close, Pitchford Road (part), Rockingham Road, Scarnell Road, Wakefield Road, Wordsworth Road (part), as shown on the plans (nos. PL/TR/3329/776) attached in Appendix 1;
- (3) agree to implement a 24-hour 7 day a week permit parking scheme in De Hague Road (part), Fairfax Road and Northfields as shown on the plan (no. PL/TR/3329/778) attached in Appendix 2;
- (4) agree to convert the existing permit bays on North Park Avenue that currently operate 10am to 4pm Monday to Friday to 24 hour 7 day a week operation as shown on the plans (nos. PL/TR/3329/777) attached in Appendix 3;
- (5) agree to implement the 'no waiting' arrangements associated with the permit parking scheme that was proposed in the South Park Avenue area and to implement additional waiting restrictions in the Norvic Drive area (but not to progress any permit parking in this area at the current time) as shown on the plans (nos. PL/TR/3329/779) attached in Appendix 4;
- (6) ask the head of city development services to complete the statutory processes to implement these proposals.

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 funding of £51,600 from UEA obtained as part of a S106 agreement. Implementation costs are estimated at £50,400.

Ward/s: Bowthorpe, University and Eaton

Cabinet member: Councillor Stonard – Environment and sustainable development

Contact officers:

Bruce Bentley, Principal transportation planner

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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 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. Some parts of the 'University' scheme only operate between 10am and 4pm.
2. Until recently extensions and amendments to CPZs were funded from general transport capital budgets, but as this funding stream declined following the cuts to the integrated transport grant, the decision was taken to ensure that the income generated from the civil parking enforcement scheme was sufficient to cover the cost of extending and amending CPZs. This has now been achieved following the permit review and on street tariff review and the backlog of outstanding CPZ extension requests can now be addressed. In 2017 extensions to Zone P into College Road and Zone A into Salisbury Road were completed, along with the move to a 24/7 scheme in parts of zones Y & Z and the introduction of a new zone LK in Lakenham, as an extension to the south east CPZ.
3. Zone extensions are prioritised on the basis of the demonstration of demand (e.g. a petition to NHAC or surveys by local members) and are done in the order that the council were first made aware of that demand. The current outstanding priorities are extensions to the UEA CPZ based on local member findings, the Wellesley Avenue Area based on a petition to this committee and the "Welsh streets" off Earlham Road (Denbigh Road etc.) based on local member surveys.

UEA CPZ extension

4. Through the planning processes S106 funding has been secured to contribute to the delivery of the requested UEA CPZ extension, and also to consider whether there is a need to change operational hours in some parts of the existing UEA CPZ. Officers have worked with local ward members to identify the areas where amendments and changes are needed. These are;
 - (a) around the West Earlham area, where a 10am- 4pm, Monday to Friday scheme was offered;
 - (b) around Northfields, George Borrow Road and Fairfax Road, where residents were given the option 10am- 4pm, Mon-Fri, or 24/7 operation;
 - (c) on North Park Avenue, where residents were consulted on possible changes to the existing 10am- 4pm bays to 24/7 operation;
 - (d) around South Park Avenue where a 10am- 4pm, Monday to Friday scheme was offered.

5. Consequent on the consultation, some minor amendments and additions were advertised on the 22 December 2017. These are discussed in the individual area sections of this report below.

The West Earlham Area

Responses

6. 643 households and businesses in the West Earlham area north of the existing zone WE were consulted on the proposal to implement a 10am to 4pm Monday to Friday permit parking scheme, which would extend the existing scheme in the Friends Road area. 196 responses were received, representing a response rate across the area of 30%. The table in appendix 5 summarises the responses.
7. It can be seen that the strongest support comes from those streets adjoining the existing CPZ, the further away from the existing CPZ the level of support decreases significantly, as does the response rate to the consultation.
8. Whilst there was very clear support for permit parking in most of the streets adjacent to the existing CPZ, residents of Rockingham Road, and parts of Pitchford Road and Wordsworth Road did not support the idea. However, not including these streets in the scheme, but still providing it in those areas that did want permits, would result in an incoherent area, and substantially increased parking pressures on the streets omitted as existing parking pressures would be concentrated in these locations. Local members support the extent of the overall area as there have had consistent requests for permit parking over many years, even from the areas that did not vote for it when consulted.
9. General comments from residents and businesses of the area are included in Appendix 6, along with officer comments. In response to these comments some minor amendments to the scheme were advertised. These were
 - (a) an extension of the proposed permit area to include the grassed area at the end of Ambleside Close;
 - (b) an extension to proposed double yellow lines across the entrance to the church on Scarnell Road.
10. In addition, shopkeepers in Earlham West Centre did not feel that the one-hour parking was adequate. It is therefore recommended that this is increased to two hours. Unrestricted parking will continue to be available on Hutchinson Road and Enfield Road
11. The additions and amendments were advertised on 22 December 2017 and the results will be presented orally to your meeting.

Proposed extent of scheme

12. Consequent on the consultation the recommendation is to extend permit parking operating 10am to 4pm Monday to Friday to the residents of Ambleside Close, Buttermere Road, Crummock Road, Earham West Centre, Edgeworth Road, Enfield Road (part), Grasmere Close, Hemlin Close, Keable Close, Pitchford Road (part), Rockingham Road, Scarnell Road, Wakefield Road, Wordsworth Road (part) as shown on the plan attached as appendix 1.

The Northfields and George Borrow Area

Response rate

13. 747 households and businesses in the area bounded by Colman Road, Earham Road, North Park Avenue and the existing Zone BB eastern boundary were consulted on the proposal to implement permit parking in their area. They were given the choice of a 24/7 scheme or a 10am to 4pm Monday to Friday scheme, as both currently operate in zone BB. 226 responses were received, representing a response rate across the area of 30%. The table in appendix 5 summarises the responses.
14. It can be seen that in only 2 streets, Northfields and Fairfax Road, did the majority who responded want to be included in the CPZ; however the overall response rate was quite low. Local members have been closely involved in pressing for permit parking in this area and are not particularly surprised at the low level of response. However, they believe that there is a very strong desire for permit parking amongst residents in Northfields and Fairfax Road that has not been expressed through the consultation, as it is a significant issue with their constituents in this area. Whilst the response rate is low, the majority of those who did respond supported permit parking as do local councillors. Therefore, the recommendation is to progress permit parking in these streets.
15. Of those who did support permit parking, 77% wanted it to operate 24 hours a day, seven days a week, which is consistent with that already in operation on adjacent permit bays on North Park Avenue.
16. In order to ensure that the extension to the existing zone is coherent, it will be necessary to also include a short stretch of De Hague Road, which will affect 13 of the 33 properties in that street.
17. In Stannard Road and Corie Road the vote was split 50/50, however these two streets are not immediately adjacent to the existing zone and given that George Borrow Road and the section of The Avenues that is not already in the zone clearly did not favour permit parking, it would not make sense to include these within the CPZ.

18. General comments from residents and businesses of the area are included in Appendix 7, along with officer comments. In response to these comments some additions have been included in the proposals. These are :-

(a) the cul-de-sac that leads to George Carver Court, and the parking spaces accessed from it;

(b) the garage courts at the rear of 38-92 and 198-236 Northfields.

19. The additions were advertised on 22 December 2017 and the results will be presented orally to your meeting.

Proposed extent of scheme

20. Consequent on the consultation the recommendation is to extend permit parking to the residents of De Hague Road (part), Fairfax Road and for Northfields to operate 24 hours a day, seven days a week as shown on Appendix 2.

North Park Avenue

Responses

21. Residents of North Park Avenue and Percival Close were consulted as to whether they wanted to change the hours of operation of the permit parking scheme from 10am to 4pm Monday to Saturday for the entire length of the street that is included within the CPZ, to 24 hour 7 day a week operation. Currently there is a mixture of time restrictions along North Park Avenue. 62 households and businesses were consulted 21 responses were received, representing a response rate across the area of 31%.

22. Within the area 74% of those who did respond supported the change to 24/7 operation. This response means that almost a quarter of residents asked for the change to be made; members will recall that this committee received a petition from the residents of North Park Avenue requesting this change and 12 of the signatories of that petition did not respond to our consultation. Taking that petition into account shows a very significant support for the change, which is also welcomed by local councillors.

23. General comments from residents and businesses of the area are included in Appendix 8, along with officer comments.

Proposed extent of scheme

24. Consequent on the consultation the recommendation is to change the operational hours of the existing permit parking on North Park Avenue so that all of it operates 24 hours a day, seven days a week as shown on appendix 3.

The South Park Avenue Area

Responses

25. 487 households and businesses were consulted on the proposal to introduce a permit parking scheme operating 10am to 4pm Monday to Friday in South Park Avenue and the streets accessed off it. 149 responses were received, representing a response rate across the area of 31%. Overall, 77% of those who did respond opposed the introduction of permit parking, and in only one street (where the response rate was only 10%) were a majority in favour, Therefore it is not recommended to implement permit parking in this area.
26. General comments from residents and businesses of the area are included in the appendix 9, along with officer comments. There was limited support for the implementation of double yellow lines, however, these are recommended to be implemented, particularly as they will ease the passage of buses through the estate. In response to local member requests, some additional double yellow lines on junctions adjacent to the proposed permit area were advertised to further improve access for buses to the area these were.
- (a) on both sides of Osborne Road (rather than just one side) extending from Bluebell Road to the boundary of 10/12 Osborne Road (one side could operate for a shorter period, for example 10.00am to 4pm Mon-Fri);
 - (b) on the junctions of Norvic Drive with Bluebell Road, Leng Crescent and Rugge Drive (both junctions) and at the junction of Rugge Drive and Leng Crescent.
27. The additions were advertised on 22 December 2017 and the results will be presently orally to your meeting.

Proposed extent of scheme

28. Consequent on the consultation the recommendation is to not extend permit parking to the area around South Park Avenue, but to implement the advertised double yellow lines, as shown on Appendix 4.

Integrated impact assessment



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City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	18 January 2018
Director / Head of service	Andy Watt
Report subject:	UEA CPZ Extension
Date assessed:	December 2017
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"/>	

	Impact			
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
(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				



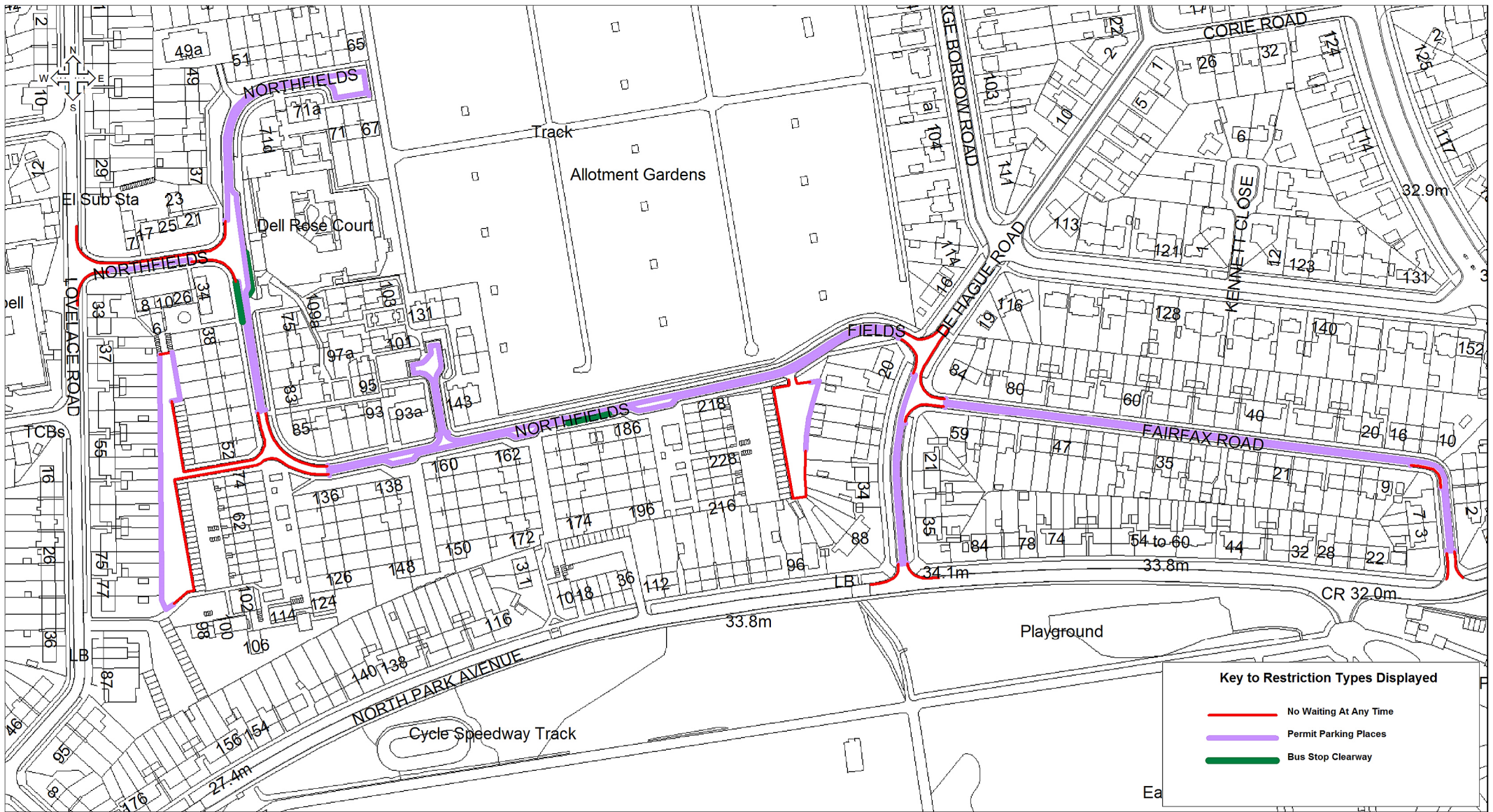
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2017 University CPZ West Earlham recommended extent

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SCALE	1 : 2000
DATE	18/12/2017
DRAWING No.	PL/TR/3329/776
DRAWN BY	JG

Appendix 1



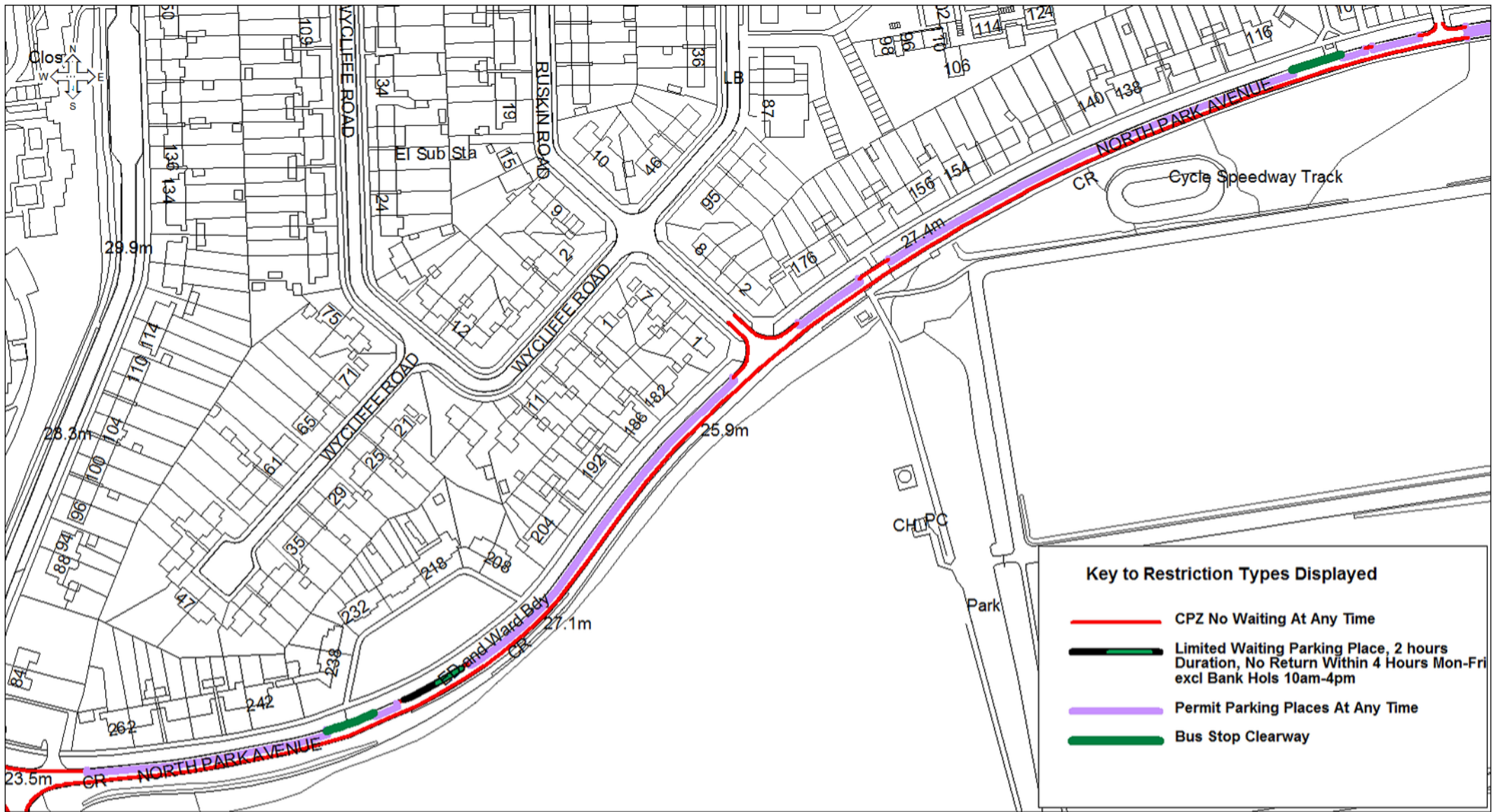
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2017 University CPZ Northfields recommended extent

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SCALE	1 : 2500
DATE	18/12/2017
DRAWING No.	PL/TR/3329/778
DRAWN BY	JG

Appendix 2



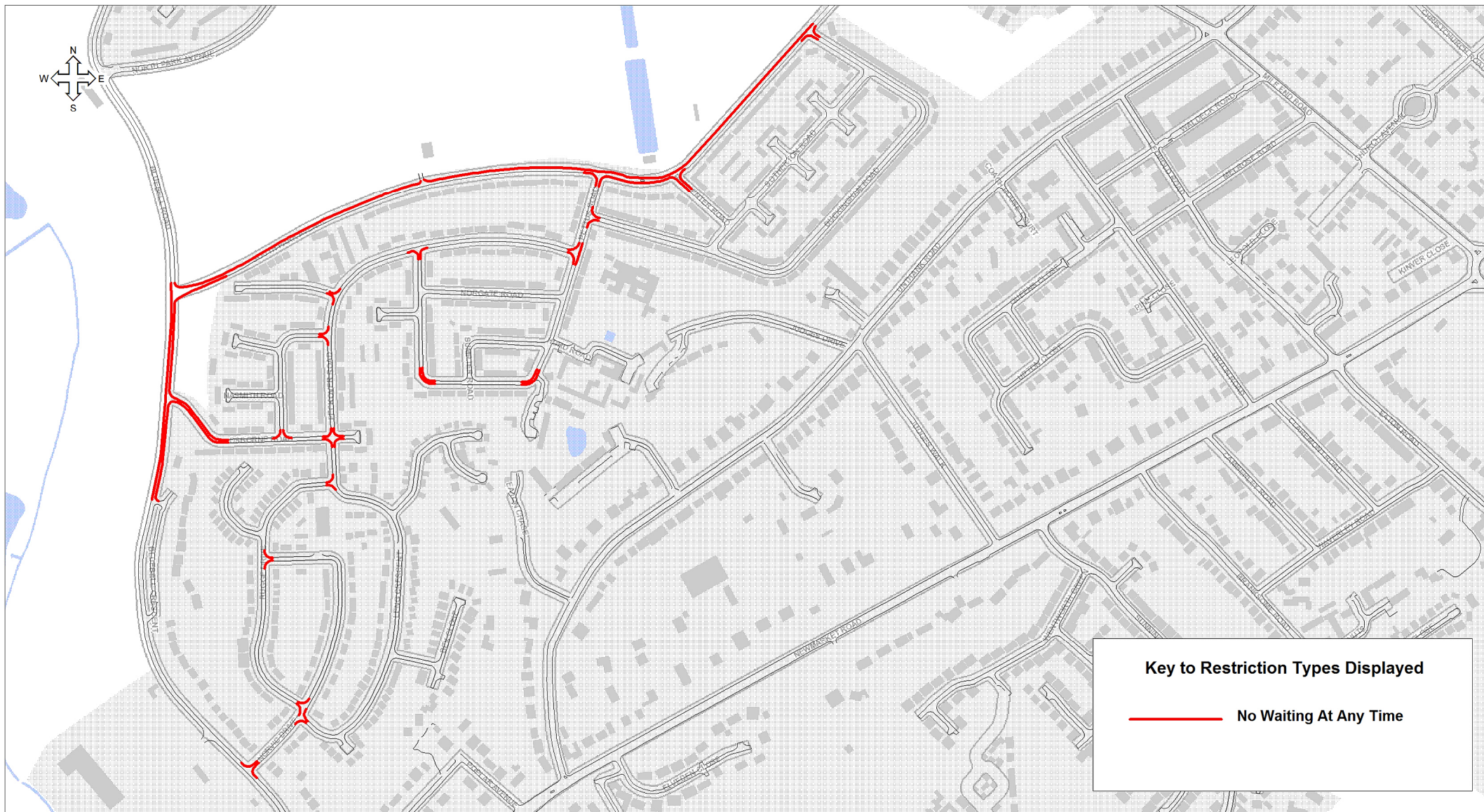
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2017 University CPZ North Park Avenue permit bays to become 24/7

SCALE	1 : 2000
DATE	18/12/2017
DRAWING No.	PL/TR/3329/777
DRAWN BY	JG

Appendix 3



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2017 University CPZ South Park Avenue area
Showing existing and proposed Double Yellow Lines only

SCALE	1 : 7000
DATE	19/12/2017
DRAWING No.	TR/PL/3329/779
DRAWN BY	JG

Appendix 4

West Earlham Area

Road	No of households	YES responses	NO responses	Response rate	% of those who responded in favour	Include in CPZ
Grasmere Close	16	5	0	31%	100%	Yes
Keable Close	10	6	0	60%	100%	Yes
Scarnell Road	8	7	0	88%	100%	Yes
Ambleside Close	16	8	2	63%	80%	Yes
Hemlin Close	16	4	2	38%	67%	Yes
Robson Road	72	17	10	38%	63%	Yes
Edgeworth Road	24	8	5	54%	62%	Yes
Wakefield Road	34	8	6	41%	57%	Yes
Crummock Road	8	2	2	50%	50%	Yes
Rockingham Road	51	5	8	25%	38%	Yes
Brereton Close	12	1	0	8%	100%	No
Bridge Farm Lane	10	2	0	20%	100%	No
Pitchford Road	27	5	2	26%	71%	No
Buttermere Road	12	2	1	25%	67%	No
Wordsworth Road	26	3	2	19%	60%	No
Rydal Close	20	2	2	20%	50%	No
Taylor Road	25	1	1	8%	50%	No
Enfield Road	32	4	8	38%	33%	No
Douglas Haig Road	50	4	9	26%	31%	No
Coniston Close	24	2	7	38%	22%	No
Earlham West Centre	52	1	4	10%	20%	No
Bevan Close	36	1	8	25%	11%	No
Wilberforce Road	54	1	13	26%	7%	No
Calthorpe Road	2	0	0	0%	0%	No
Hutchinson Road	3		0	0%	0%	No
St Mildreds Road	3	0	0	0%	0%	No

Northfields and George Borrow Road area

Road	No of households	YES responses	NO responses	Response rate	% of those who responded in favour	No's in favour of 24/7 scheme	% in favour of 24/7	Include in CPZ
Northfields	235	34	14	20%	71%	25	74%	Yes
Fairfax Road	72	17	12	40%	59%	14	82%	Yes
Corie Road	30	8	8	53%	50%	6	75%	Yes
Stannard Road	21	4	4	38%	50%	3	75%	Yes
Lound Road	28	4	7	39%	36%	4	100%	No
George Borrow Road	142	22	41	44%	35%	16	73%	No
Violet Elvin Court	40	1	2	8%	33%	1	100%	No
Colman Road	64	2	9	17%	18%	2	100%	No
De Hague Road	33	2	11	39%	15%	2	100%	No
Henderson Road	39	2	12	36%	14%	1	50%	No
Hodgson Road	16	0	5	31%	0%	0	0%	No
Kennett Close	12	0	3	25%	0%	0	0%	No
North Park Avenue	4	0	0	0%	0%	0	0%	No
The Avenues	11	0	2	18%	0%	0	0%	No

South Park Avenue area

Road	No of households	YES responses	NO responses	Response rate	% of those who responded in favour	Include in CPZ
Custance Court	28	3	0	10.7%	100.0%	No
Osborne Road	40	6	12	45.0%	33.3%	No
Ramsey Close	16	3	6	56.3%	33.3%	No
Nasmith Road	60	5	14	31.7%	26.3%	No
Pettus Road	106	7	22	27.4%	24.1%	No
South Park Avenue	73	7	23	41.1%	23.3%	No
Norgate Road	38	2	8	26.3%	20.0%	No
Peckover Road	93	2	23	26.9%	8.0%	No
Sumpter Road	33	0	6	18.2%	0.0%	No

Issue	Times raised	Officer response
Student/UEA related parking is the problem	29	Noted
No parking problems in my area	22	This is accounted for by the overall response to the consultation
Parking issues cause access problems	12	Noted
Permits should be free	11	The permit scheme needs to cover its operational costs, and permit prices are set to achieve this
Permit scheme is too restrictive, have more cars	10	Space is limited and parking more than two cars on street takes space that should be available for other households
Build more car parks at UEA rather than implement permit parking	10	UEA operate an effective travel plan but more parking will not resolve the issue without additional controls outside the site
Parking problems caused by HMOs/ too many cars per household	9	Permit parking restricts individual households to two cars
Permits too expensive	7	Permit charges are set to cover the operational costs of the permit scheme
It's a way for the council to make money	7	The permit scheme covers its operational costs. Residents were advised of this (Appendix 10)
The University should resolve this issue	7	The University is funding this extension to the CPZ. Permit parking is the only effective solution to parking issues
Nowhere for customers to park/ 1 hour not long enough	4	Short stay parking is provided in the Earlham West Centre, and longer stays can be accommodated in private parking spaces or adjacent

Issue	Times raised	Officer response
		streets outside the proposed permit area. The recommendation is that short stay parking is extended to 2 hours
Something needs to be done, but not permit parking	4	Permit parking is the only effective remedy available to us.
Permits cause problems for visitors	3	The visitor scheme aims to provide flexible options for visitors who are more likely to be able to park in a permit area
Will just move the problem elsewhere	3	There is always the potential to move the problem on. This is made clear in the consultation documentation
Council should create more parking, not install a permit scheme	3	There is no space to do this, and no funding for it either
So many households are students now, families will be outvoted	3	Every household has the right to comment on the proposals
School pick-up/ drop off is an issue	3	Permit parking will not resolve this problem
10am-4pm isn't long enough to be effective	3	This is the operational hours of the existing zone, and we have had not requests to change that in this part of the city
The green on Ambleside Close needs to be covered	2	This is now included in the scheme
Disabled/elderly residents need regular visitors	2	The 4-hour permit is valid for as many visits a year as needed. There are up to 60 'day' permits available as well

Issue	Times raised	Officer response
Residents should park in their own driveways before we consider permit parking	1	The council cannot require this, and not everyone has a driveway
Permits will not solve problem	1	Permits are the most effective solution to commuter parking, and residents believe that this is the problem
Permits don't guarantee a parking space	1	No, they don't. We make this very clear in all our documentation. They do, however, make it more likely that space will be available
Council have allowed house to become multi-let	1	The council does not have control over this
Resident requires a disabled bay	1	The council does not install these in residential areas. Permit parking will make it more likely that parking will be available nearby
Residents from elsewhere in the zone will come and park in my street	1	They might but they already can
Additional costs with no benefits	1	So far as is possible, we aim to install permit parking in those areas where the majority see a benefit
Cannot park outside own house	1	Double yellow lines are proposed to protect junctions and ensure bus access to the estate. Parking spaces can be used by all permit holders
Double yellow lines need extending past church	1	This has been included
Double yellow lines around Earlham West Centre should be shortened	1	These are needed to ensure bus access through the estate

Issue	Times raised	Officer response
It's a way for the council to make money	10	The permit scheme covers its operational costs. Residents were advised of this (Appendix 10)
Permits cause problems for visitors	8	The visitor scheme aims to provide flexible options for visitors who are more likely to be able to park in a permit area
No parking problems in my area	53	This is accounted for by the extent of the permit zone recommended
Cannot afford permits/ permits too expensive	7	Visitor permits are offered free to those on low incomes. The resident permit cost is low compared to the cost of running a car
Permit parking will encourage people to park on/ damage the verge	2	Permits reduce parking pressure, so this is unlikely to be a consequence
Road is too narrow to permit	2	Currently no restriction is in place. Permits do not give a right to park and cause obstruction
Leaving garden area by car is dangerous	1	Permits will not affect this
Spaces at Bunnet Square should not be restricted to shop customers	1	No change is proposed in this location
Spaces in Bunnet square should be 1-hour	1	No change is proposed in this location
Non-residents cause parking issues	1	Noted
No provision for visiting carers	1	There is provision, both for carers, and if necessary for those being cared for

Issue	Times raised	Officer response
No provision for businesses/residents on Bunnet Square	1	No change is proposed here
Tradespeople will need permits	2	Permits are required for anyone parking in a permit zone, dispensation permits are available for trades people
Permits will make the road safer/ more attractive	2	Noted
It would adversely affect people visiting Eaton Park	1	Parking is available for visitors to the park. The needs of park visitors need to be balanced against those of nearby residents, and alternative modes of transport to the car are available.
UEA have told students not to bring cars, so the problem will reduce	1	This is unlikely to have a significantly impact
People need to park on Corie road to get to the shops	1	Corie Road is not recommended for inclusion in the permit area
Permits are not convenient	1	Permits are only worthwhile where there are significant external parking pressures
Would reduce damage to verges/pavements	5	There may be a slight reduction
Would need more permits than allocated	1	The permit allocation is as advised
Need to visit relative in care home	1	There are arrangements in place to meet care needs
Could scheme only operate term time?	1	Scheme needs to be consistent with adjacent areas which current operate all year

Issue	Times raised	Officer response
Lives outside area, but parks in affected streets	1	Noted
Residents from adjacent permit areas park in the street	1	Noted
Some people park too many cars on street	3	Permits are limited to two per household.
Doesn't want permits, but would prefer 24 hour if they were introduced	1	Noted, 24-hour permit parking is recommended in those streets where there was support
Doesn't want permits, but would prefer 10-4 if they were introduced	3	Noted, 24-hour permit parking is recommended in those streets where there was support
Would not guarantee a parking space	1	Permit parking does not guarantee a space, but makes it more likely that one will be available
People keep using my driveway	1	This will not be resolved by permit parking and is a private matter
First floor flats have to park on street	2	Noted. Many residential properties only have access to on-street parking
Supports Double yellow lines on Fairfax Rd	3	Noted, and these are recommended for implementation
Dropped kerbs cause parking pressure	1	They can do, and the council has a policy to minimise problems.
New double yellow lines will cause parking problems	1	Yellow lines are proposed in locations to protect junctions and bends and to keep routes clearer for traffic.
Permits will not solve parking issues	1	Permit parking reduces local parking pressure where this is a result of non-local parking

Issue	Times raised	Officer response
Parking restrictions should be introduced to protect bus routes	1	Double Yellow lines are recommended where they help access for buses.
UEA should provide the solution, not permit parking	3	UEA have provided the funding to install this permit parking scheme
Permits should be free/ do not want to pay	6	Permit parking has to cover its operational costs
Permits should cover privately owned section of road	1	This area is no longer recommended for inclusion in the scheme
Need evening/weekend parking bays for visitors	1	Visitors can use the normal permit bays provided they display a visitor permit
Permits would encourage on-street parking and disrupt buses	1	Currently there is no restriction on on-street parking, and additional waiting restrictions are proposed to ease the passage of buses
People will convert their gardens to parking, causing pavement safety issues	1	Permission is required to do this, and safety is one of the considerations
George Carver Court is not included, but should be	1	It has been included as part of the revised proposals
People will move from the road, and block garage access, should have permit parking too	3	Garage courts are now included in the scheme. Double yellow lines are proposed to protect garage access
One visitor pass is not enough	1	Every resident is entitled to one 4-hour permit and up to 60 'day' permits. These can be used at the same time
Would prefer double yellow lines to permit parking to keep pavements free	1	Noted

Issue	Times raised	Officer response
Increased hours would cause problems for visitors	1	Extended hours can be more restrictive for visitors as they will have to use a permit at all times
No parking problems in my area	2	Noted
Parking problems caused by park users	4	Noted
Would have to pay for a permit	2	Existing permits will be valid. Residents who are never home during the current operational hours of the scheme will need to get a permit
The 20mph Zone is not effective	1	This is outside the scope of the permit scheme
Extending the operational hours will make access easier for disabled people	1	Noted
Wasn't able to sign original petition, but supports changes	1	Noted
Short stay parking should remain	1	Short stay spaces are not being affected
Extending the period to 8.00am to 6pm would be a better idea	1	See para 21 of the report
There should be a mix of times to allow for visits to the park	1	The existing short stay parking is being retained
There isn't enough parking for the park	1	On-street parking is limited. There is no opportunity to increase it. Providing additional parking within the park is beyond the scope of this project
There should be a cap on the number of dropped kerbs permitted to maintain permit spaces	1	Noted, but we already operate a policy to minimise the impact of dropped kerbs

Issue	Times raised	Officer response
No parking problems in my area	39	This is accounted for by the overall response to the consultation Permit parking is not being recommended.
Parking problems caused by park users/ Students	10	Noted
10-4 permit parking not adequate	10	There is insufficient support locally for any permit parking
Permits should be free/ shouldn't have to pay	9	Permit charges are needed to fund the day to day operation of any permit scheme. Permit parking is not being recommended
It's a way for the council to make money	7	The permit scheme covers its operational costs. Residents were advised of this (Appendix 9). Permit parking is not being recommended
Supports Double Yellow line proposals	6	Noted, these are recommended for implementation
UEA should resolve the problems, not permit parking	5	UEA have an effective travel plan, have funded this consultation and will fund the recommended changes
Parking issues caused by residents	5	Noted
Problems are worst at weekends	3	Permit parking is not being recommended
Agree with DY lines on Bluebell Rd/ Osborne Road junction	3	Noted, these are recommended for implementation
There should be DY lines on parts of South Park Avenue	3	These are recommended for implementation
Would restrict access to the park , which is undesirable	3	As permits are not being recommended in this area, this issue will not arise

Issue	Times raised	Officer response
Speeding is a problem	2	This is outside the scope of this project
No waiting at any time should be extended on both sides of Pettus Road	2	'No waiting' restrictions are proposed on Pettus Road where access issues have been identified
People park too close to junctions	2	This should be resolved by the recommended double yellow lines
It is difficult for visitors at the moment	2	Noted, but no change is recommended
24 permit parking is needed	2	There is insufficient support locally for any permit parking
Permit parking should operate 7 days a week	2	There is insufficient support locally for any permit parking
Issues with speeding	2	This is outside the scope of this project
Waiting restrictions on Osborne Road should be on the other side	1	This issue will be raised verbally at the meeting, following responses to the most recent consultation
Would cause problems for visitors	1	The visitor scheme aims to provide flexible options for visitors who are more likely to be able to park in a permit area. Permit parking is not being recommended
Permits too expensive/ unaffordable	1	Permit parking is not being recommended
Needs access for carers	1	This is catered for within permit schemes, but permit parking is not being recommended here
Pay and display parking should be provided on-street for park users	1	We do not currently operate pay and display bays outside the city centre, but these would only work if we did install an area-wide permit parking zone

Issue	Times raised	Officer response
Visitor parking should be done on-line	1	We do not currently have the technology to offer this
Parked cars cause obstruction	1	noted
Parked cars damage verges	1	noted
8-6.30 permit parking is required	1	There is insufficient support locally for any permit parking
People park on verges	1	noted
Wouldn't work. Need to cater for tradespeople (window cleaners etc)	1	The permit scheme makes arrangements for this, but is not proposed here
HMOs are the problem	1	noted
Parking should be prevented by DY lines, not permits	1	noted
Permit parking would obstruct buses	1	Double yellow lines are proposed to ease bus access
Verge parking needs reducing	1	This is beyond the scope of this project



Permit parking and Controlled Parking Zones

When there are parking pressures on streets in Norwich we have Controlled Parking Zones (CPZs) where parking permits are used. CPZs are very effective at preventing commuter parking or local parking pressures as we enforce the restrictions. You can find out more about permit parking and CPZs at www.norwich.gov.uk/permits

How CPZs work

The proposed permit parking zone is dependent on the outcome of this consultation. We are required by law to publish a Traffic Regulation Order which we will do alongside this public consultation so that if residents approve the scheme we can implement it quickly. This streamlines the process and reduces costs.

We are proposing a CPZ in your area that operates during the hours detailed in the letter that accompanies this note.

During these hours you and your visitors will need to use parking permits to park in a permit bay. We might also propose limited waiting bays that offer short stay parking which do not require the use of permits. These tend to be located near to local business premises. Short lengths of double yellow lines will also be implemented on junctions where they are not in place already. Please see the attached plan for the local proposals.

Outside of these hours there is no restriction on parking in any designated parking bay, nor is there any restriction on Christmas Day. However, permits are required during operational hours on all other public holidays.

Number of resident permits allowed

We offer residents up to two parking permits for their own vehicles and a choice of visitor parking permits. Visitor permits are available as a one-day 'scratchcard' (maximum of 60 per year valid on day of validation and until 10.00am the following day) and/or a four-hour permit (this is issued with a clock to confirm the time the permit is used).

Costs

Resident permit charges are based on the length of your vehicle to encourage use of shorter vehicles in CPZs to maximize the amount of parking space available.

Resident's parking permit for 12 months:

- Short vehicle (or Blue Badge holder): £21.60
- Medium vehicle: £34.20
- Long vehicle: £49.80

- Four-hour visitor permit: £21.60 for 12 months (no charge for those on low incomes).

(please note – we can issue permits for a minimum of 1 month up to 18 months)

- One-day visitor parking permit: 60p per day (but issued as a £12 minimum amount).
- We also issue care permits to people who can demonstrate the need for support relating to health/disability reasons or for childcare.

Business permits and costs

We offer a range of parking permits to suit the needs of businesses situated within a permit parking area.

A business may apply for the following permits:

- Long stay permit; all day stay (two permits with two vehicles per permit) £138 for 12 months
- Short stay permit: two hours stay (one permit with any vehicle per permit) £138 for 12 months

Minimum permit issue is one month, up to a maximum of 18 months.

There are also arrangements in place for hotels and guest houses and other specific business and household needs. Visit www.norwich.gov.uk/permits for more information.

Other things to consider

- Permits are for use on-street only. They are not required for any private off street parking areas or driveways.
- Properties built or converted after the CPZ is in operation will not receive a permit entitlement. This rule aims to ensure that CPZs are not oversubscribed when new residential developments are built.
- If you have a blue badge you can park for up to three hours in a permit bay, but you will need a permit for longer stays.
- If you are actively unloading or loading you don't need a parking permit (for example if you have deliveries from a supermarket to your property).
- CPZs are a tried and tested way of managing high demand to parking and we aim solely to cover the operating costs of enforcement, permit issuance and maintenance from permit charges. If we were to make any surplus, this would be invested in other transport improvements.
- Permit parking does not resolve parking issues if these are caused by residents own vehicles
- Streets just outside permit parking areas can be subject to increased parking pressures.