

Report to Norwich highways agency committee

Item

20 September 2018

Report of Head of city development services

8

Subject Lakenham Area Permit Parking Review

Purpose

To advise members of the responses to the recent consultation in the Lakenham area which covered those homes previously excluded from the permit parking scheme installed last year.

Recommendation

To:

- (1) note the responses to the permit parking consultation
- (2) agree to implement a permit parking scheme operating Monday to Saturday 8 am to 6:30 pm in Abbot Road, Elwyn Road, Gamewell Close, Hall Road (part), Latimer Road and Randolph Road as shown on plan no . PL/TR/3584/439.1 attached in Appendix 1:
- (3) agree not to implement permit parking in Barrett Road (part), Beeching Close, Beeching Road, Cavell Road, Coke Road, Duckett Close, Mansfield Lane (part) and Springbank, but to implement double yellow lines on the junctions as shown on plan no . PL/TR/3584/439.1 attached in Appendix 1
- (4) 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 income generated by the permit parking scheme. Implementation costs are £25,000, which has already been accounted for in the 18/19 budget.

Ward/s: Lakenham

Cabinet member: Councillor Stonard – Environment and sustainable development

Contact officers:

Bruce Bentley, Principal transportation planner

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Background documents

None

Background

1. In March 2017, residents in the Lakenham area were consulted on the extension of permit parking into the area around County Hall. A scheme to extend the permit parking zone was approved by this committee in July last year; the scheme was installed and 'went live' on the 1st November 2017. The implemented scheme did, however, only cover part of the area originally consulted, and those streets that remained outside the permit parking area either expressed a preference not to have permit parking, or had a very low response rate (and often both).
2. Following discussions and the agreement of local members, it was decided to re-consult this area again, as local members had good reason to believe that local residents had changed their view of permit parking since the original implementation.
3. It was not necessary to undertake formal statutory procedures, as these had already been done in 2017 and the traffic regulation order (TRO) that was advertised at that time is still valid. Consequently, residents were just asked if, now that permit parking had been extended into nearby streets, would they like to see it extended further. Any scheme will need to be operational by the 3rd March 2019 before the original statutory advertisement expires.

The consultation

4. 612 households and businesses were consulted on the proposal and 201 households responded, representing a response rate across the whole area of 33%. Details of the response rates are contained in the table in Appendix 2.
5. Members will be aware that it is preferred to achieve a response rate of over 50% of households, with over 50% of those taking part opting for permit parking (i.e. more than a quarter of all households actively requesting permit parking.)
6. The area is split by the Lakenham Way and there was a clear differentiation between the responses of the communities on either side of this.
7. To the east of Lakenham Way, a response rate of 29% was achieved, with 70% of those opposing permit parking. It is therefore recommended not to implement permit parking in this area. At least a quarter of households in Beeching Close and Duckett Close did, however support permit parking, but implementing it in these small streets is impractical and inconsistent with the approach across the rest of the city, which has been to avoid single street schemes.
8. A 50% response rate was also not achieved in the area to the west of Lakenham Way, but support for permit parking here was high with 69% of households wanting to see the introduction of permits. This represents 29% of all households, whether they responded or not, and officers are therefore confident to recommend the introduction of a permit scheme in this area. Only in Elwyn Road was the response opposed to permit parking (3 households against, 2 households for) but as this street is right in the middle of the area, it would not be sensible to exclude it.

Other responses

9. General comments from residents are included in Appendix 3, along with officer comments. In response to these comments, the recommendation is to install all the double yellow lines advertised, whether permit parking is being recommended or not.

Proposed extent of recommended permit scheme

10. Consequent on the consultation, the recommendation is to extend permit parking to the residents of Abbot Road, Elwyn Road, Gamewell Close, Hall Road (part), Latimer Road and Randolph Road to operate 8:00am to 6:30pm Monday to Saturday and implement all the double yellow lines shown on the plan contained in Appendix 1.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee: Norwich Highways Agency Committee

Committee date: 20 September 2018

Director / Head of service Andy Watt

Report subject: Lakenham area permit parking extension

Date assessed: December 2017

Description: Seeking approval to extend controlled parking zone in Lakenham area

	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"/>	No specific comment.
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
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"/>	No specific comment.
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.

	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"/>	No specific comment.
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
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"/>	No specific comment.
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
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"/>	No specific comment.
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

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.

Recommendations from impact assessment

Positive

The proposal will reduce parking congestion in this part of the City and support NATS

Negative

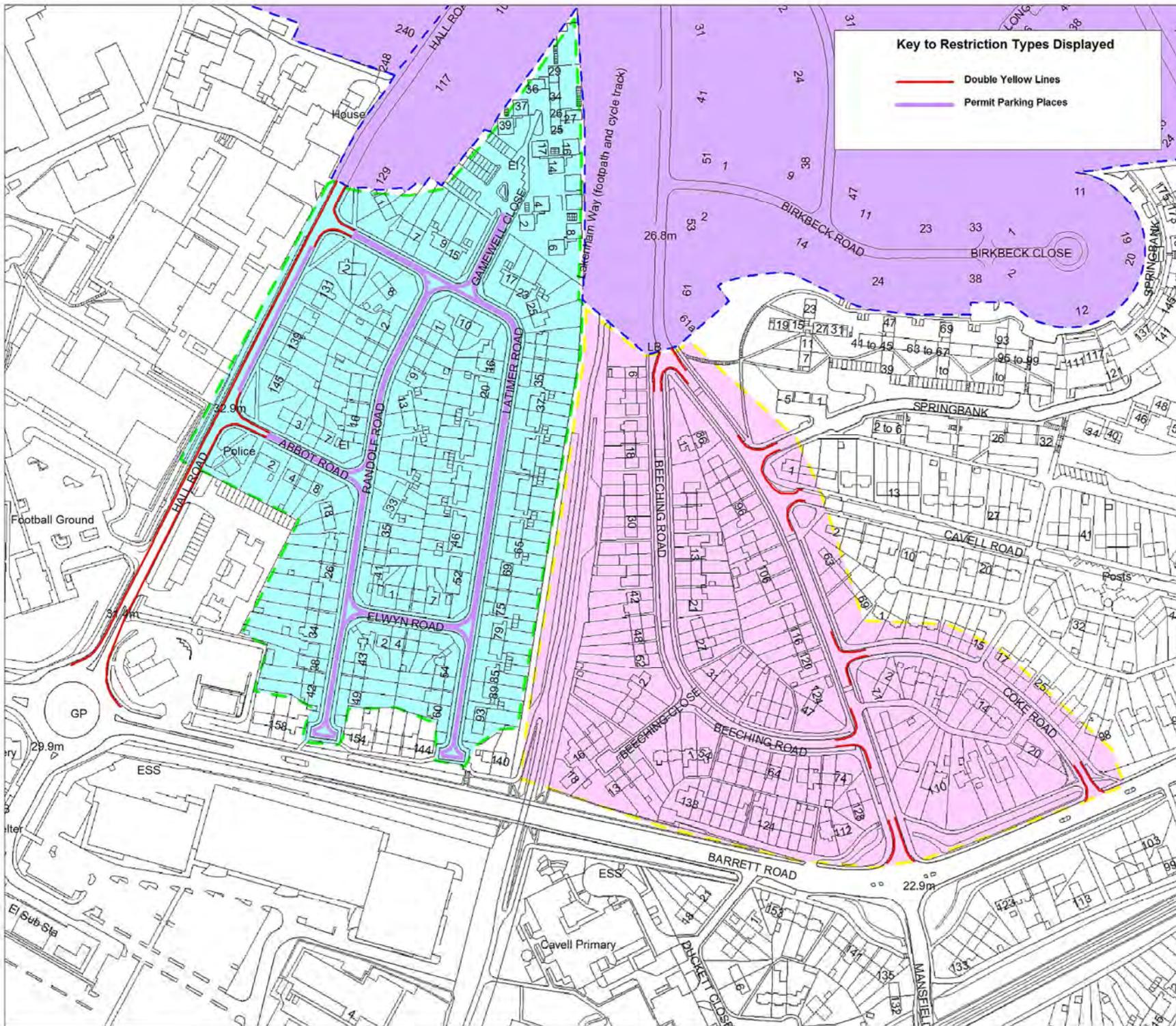
No specific comment.

Neutral

No specific comment.

Issues

No specific comment.



Key to Restriction Types Displayed

- Double Yellow Lines
- Permit Parking Places

Appendix 1

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DRAWING TITLE	
Proposed Extension of the Lakenham CPZ Area	
SCALE	1 : 2000
DATE	September 2018
DRAWING NO	PL/TR/3548/439.1
DRAWN BY	CS

Appendix 2

	Total Number of Households	total responses	response rate (%)	Yes responses	No responses	% of respondents in favour	25% of households in favour?
Area not recommended for permit parking							
Barrett Road	84	15	18	2	13	13	no
Beeching Close	16	6	38	4	2	67	yes
Beeching Road	59	17	29	8	9	47	no
Cavell Road	63	25	40	12	13	48	no
Coke Road	27	7	26	4	3	57	no
Duckett Close*	23	12	52	7	5	58	no
Mansfield Lane	32	12	38	4	8	33	no
Springbank	118	29	25	11	18	38	no
Total	422	123	29	52	71	42	no
*includes responses from two schools in favour of permit parking							
Permit parking extension area							
Abbot Road	8	3	38	3	0	100	yes
Elwyn Road	8	5	63	2	3	40	yes
Gamewell Close	40	10	25	7	3	70	no
Hall Road	8	2	25	1	1	50	no
Latimer Road	78	33	42	24	9	73	yes
Randolf Road	46	26	57	18	8	69	yes
Total	188	79	42	55	24	70	yes

Appendix 3

Issue raised	Number of times mentioned	Officer response
There are issues with commuter/shopper parking	18	Residents supporting permit parking tend to consider that commuter/shopper/football parking is an issue, those who do not support it tend to think the opposite
There is no problem with parking here	13	
Too expensive/ Money making/ permits should be free	13	Permit charges are set solely to cover the operational costs of the permit parking scheme. Residents were advised of this as part of the consultation
Restricts visitors	5	The visitor permit scheme is quite flexible, but residents with extensive long visits will be affected
Residents from the existing permit areas park in our street	2	There is always an 'edge effect'. This is explained in the leaflet that we send to residents when consulting on permit parking
Operational hours need to be longer or 24/7	4	All surrounding zones operate 8-6.30pm Monday to Saturday. Changes to those hours in the adjacent zone W were rejected by residents by a wide margin. It is not practical to have an alternative operating model here
Suggest DY lines on junction of Mansfield Lane and Beeching Road	3	Noted. These can be implemented as advertised
People park in busy junctions – need DY lines	3	Noted. These can be implemented as advertised
Unfair to those without a driveway	2	Permits ensure that road space is only available to people who live in a particular area. If there is an on-street parking issue caused by non-residents, those without off-street parking usually benefit the most

Issue raised	Number of times mentioned	Officer response
Household has more cars than the permit allowance caters for	2	The permit scheme limits householders to two on-street permits to ensure that limited parking provision is fairly shared
Some residents have too many cars and take up all the space	2	The permit scheme limits householders to two on-street permits to ensure that limited parking provision is fairly shared
People should park on their driveways	1	The Council cannot require this.
Don't restrict parking on Barrett Road service Roads	1	Parking is already restricted on many of them and most are too narrow and parking would obstruct legitimate access
Need short stay parking on Barrett Road verges	1	Barrett Road is a major route, and already has parking restraints suitable for the area
Beeching close should have double yellow lines	1	Beeching Close is narrow, but that does not warrant painting DY lines along its length
Restriction only required on the main road		An approach like this would push commuter vehicles into the side streets
Parking issues caused by residents, not commuters	1	Permit schemes do not resolve this problem, but the consultation has confirmed that there are commuter parking issues in the area
People will convert gardens to parking reducing biodiversity and increasing rainwater run-off	1	Undertaking this type of work is likely to cost substantially more than a parking permit. There is little evidence of this elsewhere
Only issue is parents on the school run	1	Permit Parking is unlikely to alleviate issues with the school run. It does not prevent picking up and dropping off of children
Permits will not resolve school run issues	1	
Would help to resolve school run issues	1	
Permit area should extend even further than proposed	1	There is no evidence of much support for this, even within the current area consulted

Issue raised	Number of times mentioned	Officer response
Area should have 20mph speed limit	1	Much of the area already is a 20mph zone and the rest is due to become one soon.
Parking problems caused by residents own cars	1	noted
Bus drivers struggle with commuter parking	1	We introduce waiting restrictions where issues are identified by bus companies
60 Scratchcards is not enough	1	Most households in 8-6.30 permit areas do not use their entitlement
Concerned that it might cause issues with parking on garage forecourts	1	Housing resolved issues in similar locations within the existing permit zone
Should be in a different zone to earlier Lakenham scheme	1	Larger zones increase flexibility and reduce the potential for difficulty finding a parking space. People usually park as close to their homes as they can