

Report to	Norwich Highways Agency committee 21 September 2017	Item
Report of	Head of city development services	8
Subject	Lakenham Permit Parking Extensions – Barrett Road issues	

Purpose

To consider further the options for allowing or banning parking on Barrett Road as part of the planned extension to the Lakenham area controlled parking zone

Recommendation

To ask the Head of city development services to complete the statutory processes to implement double yellow lines on Barrett Road outside nos. 6-60 Barrett Road alongside the implementation of the rest of the permit parking scheme previously agreed as shown on plan number PL/TR/3584/428.1

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 extension to the Lakenham area controlled parking zone will be funded through income from the civil parking enforcement scheme. There is a budget of £40k for this work. The anticipated costs of the proposal to create parking bays on Barrett Road is unaffordable as part of this project.

Ward/s: Lakenham

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Bruce Bentley. Principal transportation planner

01603 212445

Background documents

None

Report

Background

1. At the July meeting of this committee a decision on the implementation of 'No Waiting at any Time' restriction outside the houses at 6-60 Barrett Road, that was proposed as part of the extension to the Lakenham controlled parking zone (CPZ), was deferred. This followed concerns raised by the residents there that they would be prevented from parking on Barrett Road as they currently do. At the meeting there was a lengthy discussion as to whether a section of permit parking should be allowed on the footway on Barrett Road, and the decision on implementation of the no waiting at any time restriction was deferred to allow the full safety implications of this permit option to be considered.
2. Members will recall that the footway arrangement in this location is unusual in that there is an access footway to the front of the properties, which contains some steps, and a roadside footway running along the side of Barrett Road itself. It is this roadside footway that residents currently park on, taking its entire width to do so. The issue of the roadside footway being blocked by parked cars was raised by other people in the area during the permit parking consultation.

Safety Considerations

3. The safety audit team were asked for a view on the safety implications of allowing some parking on a shortened section of Barrett Road, which would ensure that a level pedestrian route was available along the entire frontage of the properties at 6-60 Barrett Road, by using a combination of the roadside footway and the footway in front of the properties. It is the considered view that compressing the availability of parking into this shortened section would be likely to compress the current parking practices with vehicles parking much closer together, resulting in residents routinely walking in the Barrett Road carriageway to access their vehicles. There was also a fundamental concern that effectively dedicating a footway as a parking bay would be seen to be encouraging parking on footways. The current situation has evolved, but has not been encouraged. By sanctioning it by the provision of permit parking in this location would result in an increased risk to safety.
4. The safety audit team suggested that an alternative approach was considered: removing the central pedestrian islands and installing parking lay-bys. Whilst this would result in the loss of existing pedestrian crossing facilities, signal controlled crossing points are available at nearby junctions. A sketch of this proposal is included as appendix 1. This shows that between 17 and 19 spaces can be achieved for the 26 properties this section of Barrett Road that are unable to park within their curtilage.

Parking options

5. Officers had already considered the possibility of providing parking bays on the carriageway prior to recommending the installation of the 'No Waiting' restrictions at the last Committee, and concluded that this was not an affordable option. However, following the consideration of the safety audit team, further work was carried out in order to get a more informed view of the likely costs associated with the necessary removal of the central pedestrian refuges and the re-kerbing works. As this work

would be on the ring road, there are very substantial costs associated with the required traffic management to implement any changes and following discussions with the contractors' costs in the order of £80,000 are anticipated.

6. Such a cost is considered very poor value for money, working out at over £3k per household or around £4.5k per space, especially at times when funding for ad-hoc highway improvement schemes are limited and improvements that will benefit a fair greater proportion of the population are on hold. Such costs are unaffordable from the civil parking enforcement budget and no other alternative highway funding sources are available.
7. Technically it would be possible to exclude this section of Barrett Road from the CPZ proposals and leave the parking as unrestricted. By doing this the highway authority would not be seen to be condoning parking on the footpath by explicitly saying that permit holders can park there. However if this parking is left unrestricted then anyone could park there, not just the residents, and given that the CPZ is being introduced as a direct result of the commuter parking problems in the area it is certain to happen. This will only exacerbate the safety concerns outlined above.
8. Another option discussed at the meeting was to try to make the footpath adjacent to the properties accessible to all by removing the steps and ensuring that it was sufficiently wide. This option has not been progressed further as it results in the same situation of being seen to condone parking on a footway.

Conclusions

9. Barrett Road is a very major route within the City, and parking obstructing the footway causes issues for those who are mobility impaired, and results in safety concerns as drivers and passengers are effectively forced to walk in the main carriageway to access their vehicles. The proposed restrictions would not prevent the dropping off of passengers, or loading and unloading shopping etc. but would ensure safety and accessibility for mobility impaired people. Residents of the 28 affected properties would be entitled to permits to park in the surrounding streets.
10. Whilst it would be possible to provide on-street parking in dedicated lay-bys which would resolve both the safety and access issues associated with car parking in this location, the costs are prohibitive, and represent very poor value for money, even if a budget were to become available (which is unlikely).
11. Consequently, it is recommended that the double yellow lines are installed as originally recommended and shown on the plan attached as appendix 2.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency committee
Committee date:	21/9/2017
Director / Head of service	Head of city developmet services
Report subject:	Lakenham Permit Parking Extension -Barrett Road issues
Date assessed:	29/08/2017
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"/>	
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Whilst residents will be prevented from parking outside their homes, they will retain the ability to pick up and drop off there, and the footway will remain clear for use by mobility impaired people and those with pushchairs
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
(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
Improved access for mobility impaired people
Negative
Neutral
Issues



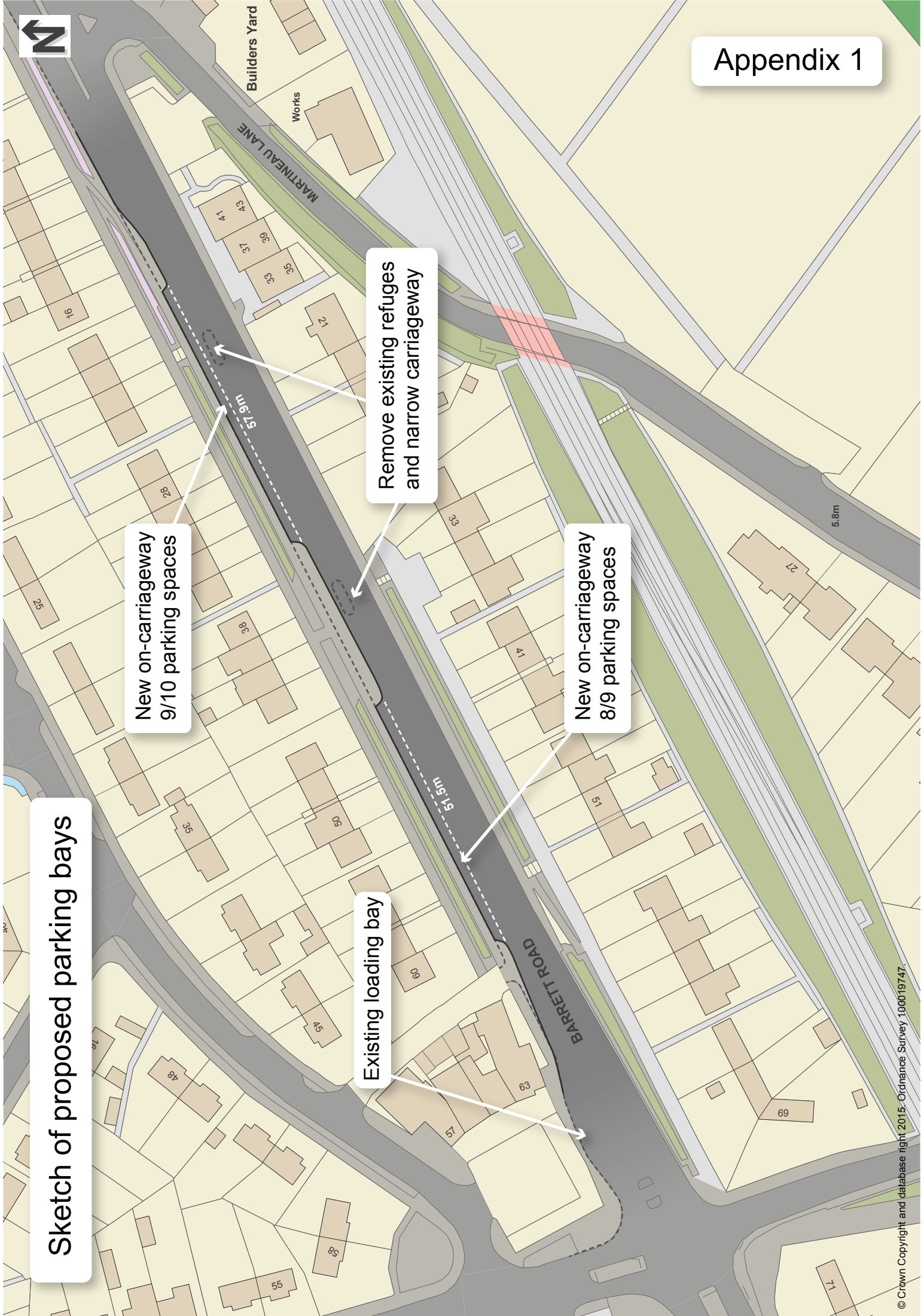
Sketch of proposed parking bays

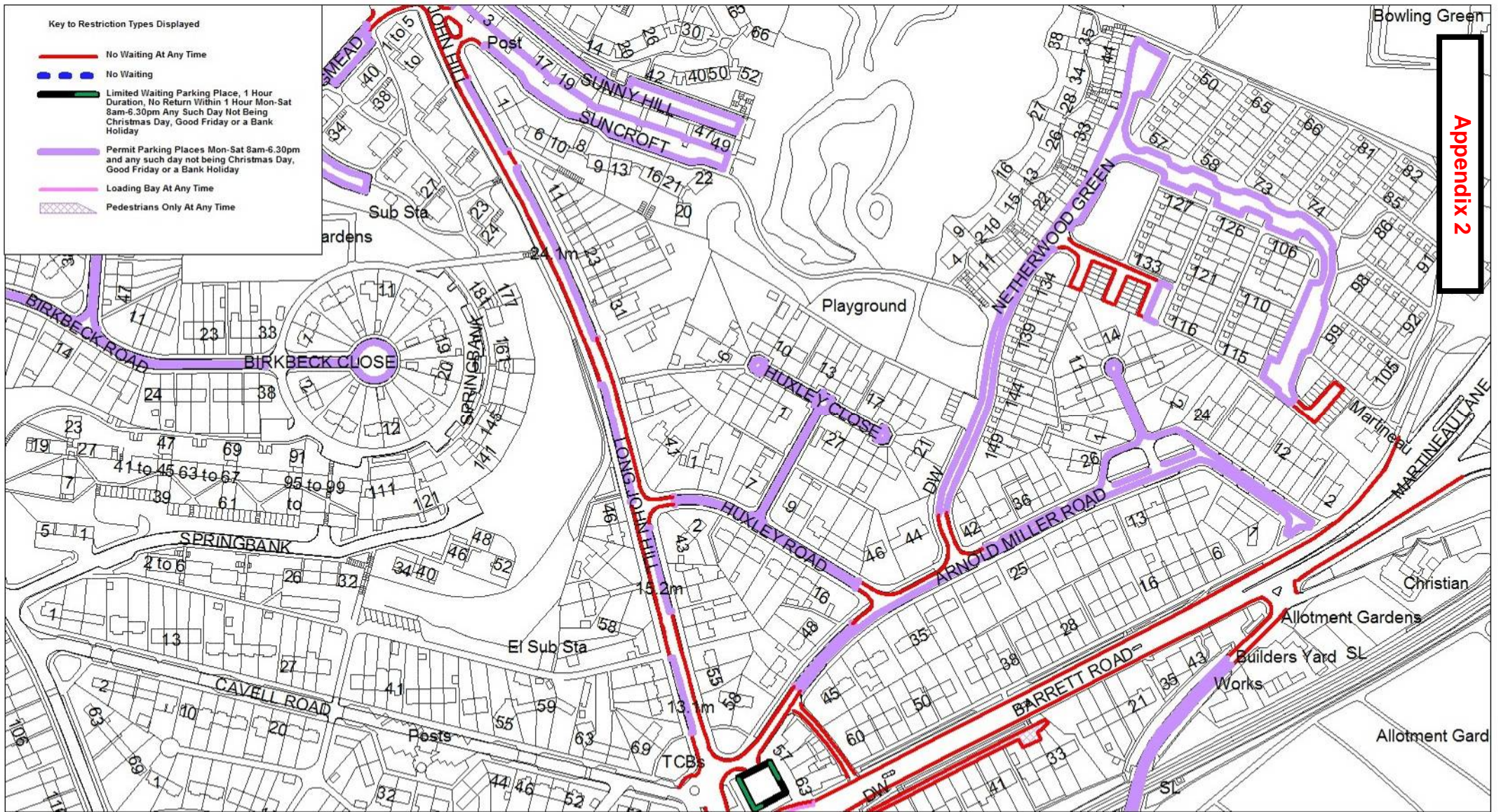
New on-carrigeway
9/10 parking spaces

Remove existing refuges
and narrow carriageway

New on-carrigeway
8/9 parking spaces

Existing loading bay





Appendix 2



2017 Lakenham area CPZ

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SCALE	1 : 2500
DATE	27/06/2017
DRAWING No.	
DRAWN BY	