

Report for Resolution

Report to Norwich Highways Agency Committee
25 September 2008

Report of Head of Transportation and Landscape

Subject Objections to TRO Amendments to Extension of Car Club
into the City Centre

Item
6

Purpose

The purpose of this report is to consider objections to proposed amendments the parking restrictions in the City Centre Controlled Parking Zone to allow for the extension of the City Car Club into the City Centre.

Recommendations

That the Committee:-

- (1) notes the success of the City Car Club in reducing parking pressure in the City, and encouraging the use of more sustainable modes of transport
- (2) welcomes the introduction of the Car Club into the City Centre where the benefits will be available to both residents and businesses
- (3) approves to the implementation of new Car Club spaces in the following locations (detailed in plans in Appendix 2):-
 - Colegate, on St Georges Plain, replacing a section of Single Yellow Line as shown on plan number PL/TR/3329/703
 - Colegate (outside no. 25 replacing permit parking bay as shown on Plan No. PL/TR/3329/702
 - Cow Hill - at the northern end of the existing residents' permit parking bay adjacent to no. 96 Pottergate as shown on plan number PL/TR/3329/697
 - Fishers Lane towards the southern end on the east side replacing a residents permit parking bay as shown on plan number PL/TR/3329/694
 - Friars Quay, adjacent to no. 5 as shown on Plan No PL/TR/3329/701
- (4) asks the Head of Transportation and Landscape and the Head of Legal and Democratic Services to implement changes to the City Centre Controlled Parking Zone to allow the phased introduction of the Car Club into the City Centre, in these, and the other locations detailed in this report.

Financial Consequences

The changes will be funded by the allocation in the Local Transport Plan budget for amending waiting restrictions and funding from the European Union through the CIVITAS initiative.

Corporate Objective/Service Plan Priority

The report helps to meet the strategic priority “Strong and prosperous city – working to improve quality of life for residents, visitors and those who work in the city now and in the future” and the service plan priority of improving safety on the roads.

Contact Officers

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Background Documents

Consultation Responses

Background

1. Supported by the European Union, through the CIVITAS initiative, the Norwich City Car Club launched in April 2006 as a partnership between the City Council, and City Car Club. Car Club is a company launched in 2000 and is the most experienced car club operator in the UK, running car clubs in London, Bath, Bristol, Birmingham, Edinburgh and Brighton, and now, of course, Norwich. Members of the Car Club have access to vehicles in all these cities.
2. The first cars in Norwich were placed on street in the 'Golden Triangle' area in November 2006 in Gloucester Street and York Street. Subsequently (in February 2008), a further four locations were added (in Portland Street, Essex Street, Neville Street and Stafford Street. Recently, City Car Club has started operating from a site on Clarence Road as well. The club now has over 200 members.
3. There has been increasing interest in the Car Club from people living in the City Centre, and several people have already joined, despite the distance of the cars from their homes. This together with the additional benefits that the club could bring to local businesses (such as providing an alternative to an in-house pool car system) has encouraged City Car Club to consider expansion into the City Centre
4. The club in Norwich also needs to expand to ensure its long term viability. Currently it is supported by the European Union, but that support will end in February 2009. By then it is hoped that the Car Club will be operating around 20 vehicles, and have sufficient members to make it self sustaining. Not all the spaces referred to in this report will necessarily need to be introduced, and in any case, they will be introduced in phases. It is, however, expected that around six new locations will be in operation before the end of this year

Consultation

5. Local members together with the Chair and Vice-chair were asked for their permission to advertise a Traffic Regulation Order to extend the Car Club into the City Centre, and to provide locations for a possible 15 possible Car Club spaces in the following locations.
 - St Benedicts Street, outside St Lawrence Church (replaces an existing short stay parking space)
 - St Benedicts Street o/s No. 50 (replaces existing double yellow line)
 - Cow Hill - at the northern end of the existing residents' permit parking bay adjacent to no. 96 Pottergate
 - Fishers Lane towards the southern end on the south side replacing a residents' permit parking space
 - Recorder road - replacing existing double yellow line at the end of each of the existing parking bays on the Eastern section (three potential locations)
 - Cathedral Street - on the east side, at the southern end of the existing short stay Pay and Display/ permit spaces (replaces one space)

- Greyfriars Road, at the northern end of the existing on-street parking bay replacing a section of Double Yellow Line
 - Greyfriars Road , just inside the junction with King Street on the south side
 - King Street, just to the north of the closure point with Mountergate outside nos. 84, King Street, and 4, Raven Yard (replaces existing residents' permit parking)
 - King Street (southern end near Carrow Bridge) northernmost space in existing permit bay o/s ruined church just south of the coach parking bay)
 - Friars Quay, replacing one of the residents' permit parking bays adjacent to no. 5
 - Colegate - replacing the end permit bay outside no. 25
 - Colegate (St Georges plain) o/s Radio Broadland (removing a short section of single yellow line)
6. Subsequently all these locations were advertised in the Local press and by site notice, and residents and businesses in the immediate vicinity of the spaces were written to individually.
 7. Eight letters of representation were received of which all but one supported the concept of the club. However six letters did raise specific objections to the spaces in Cow Hill, Colegate, Fishers Lane and Friars Quay, as detailed in the recommendation, mostly on the grounds of loss of parking, although one representation raised particular issues relating to potential servicing problems.
 8. A précis of the comments received, and the officer response is set out in Appendix 1 of this report

Discussion

9. Nationally, it has been known for some time that the introduction of Car Clubs, whilst retaining the option for people to use a car when necessary, increases the use of more sustainable modes of transport by members, reduces their overall car mileage, and the number of vehicles on congested streets. Now that the car club has been established in Norwich for nearly two years, we have been able to demonstrate that these benefits have also already happened here.
10. Recent surveys (Autumn 2007) have shown that around 26% of Norwich Car Club members had a car that they chose to dispense with when joining the club nearly 50% would have considered buying one, had the Car Club not existed. Experience elsewhere in the UK suggests that the proportion of people actually prepared to give up their own private cars rise above this level as the club establishes. With membership levels now at over 200, there are, therefore, potentially up to 150 fewer vehicles in the Golden Triangle area reducing the pressure in already over-subscribed permit parking areas directly as a consequence of the introduction of the Car Club, and around 50 residents will have actually got rid of their cars. This would mean that the provision of a Car Club vehicle effectively increases the availability of on street parking for other residents at a rate of 8 spaces per car club space provided (a net gain of seven if the space replaces existing provision)

11. Members also use cars less, for both short and long journeys. Before joining City Car Club, the percentage of new members driving a car once a week or more often for trips under five miles was 43%. After joining City Car Club this has reduced to 26%, whilst bus patronage amongst Car Club members is around twice the average of non-members, and both rates of cycling and walking have increased by 12% and 9% respectively.
12. Despite its small size, the car club has therefore achieved not only a reduction in parking pressure within congested streets (releasing about 250m of parking space), but also encouraged members to use public transport and walk and cycle more.

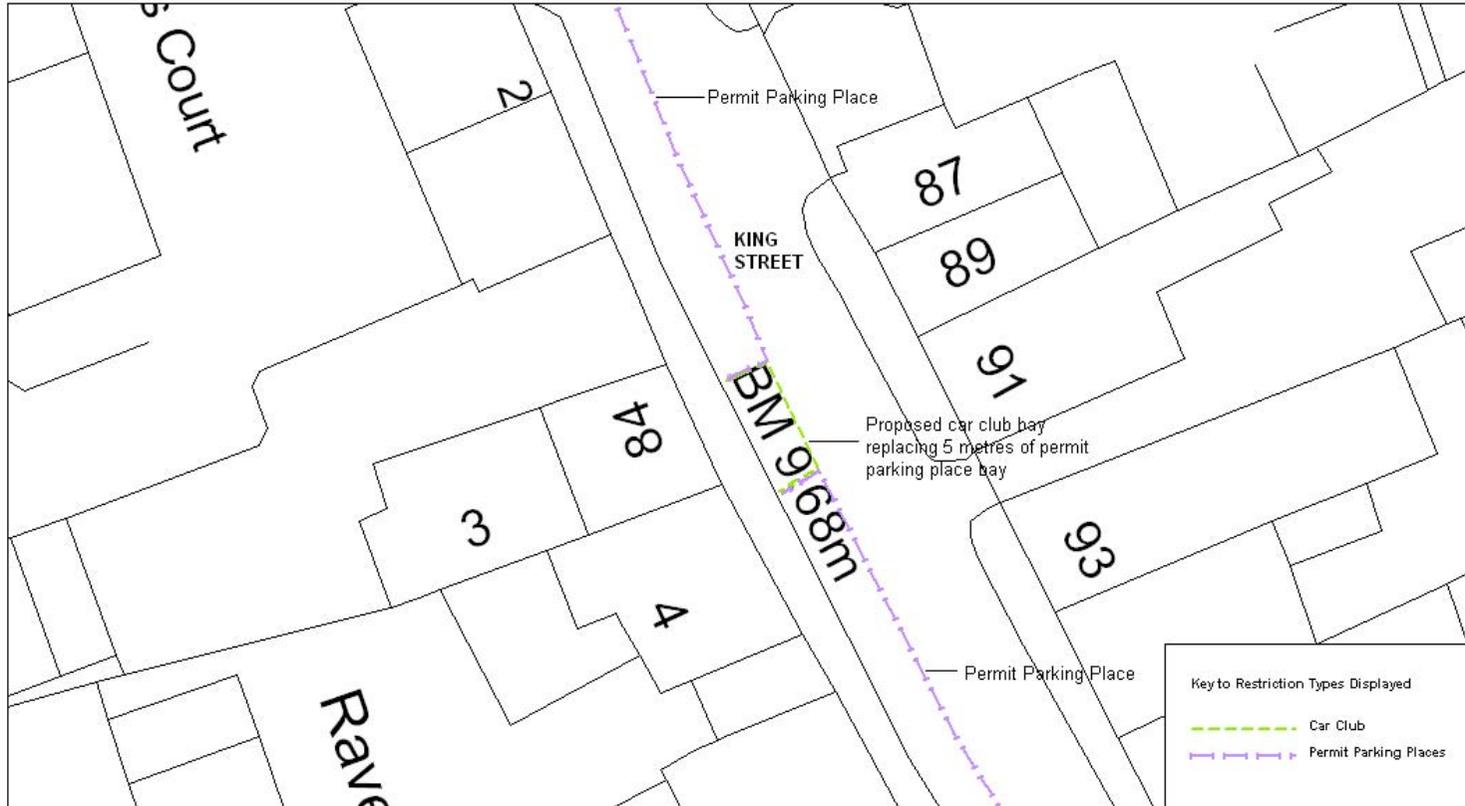
Appendix 1

Location	Respondent	Comment	Officer Response
Fishers Lane	Resident; Bethel Street	Supports concept of car club, but objects to the loss of existing residents permit parking space unless alternative provision can be made available elsewhere, as the St Giles area permit parking provision is already oversubscribed	Support for the concept of the Car Club is welcomed. Experience in Norwich has shown that each car club car provided results in around ^ residents giving up their cars, and a much greater number choosing not to buy a car in the first place. The consequence of allocating Permit Parking spaces is thus to reduce pressure on existing permit parking provision, effectively creating 5 spaces rather than losing one.
Cow Hill	Resident; Cow Hill	Supports concept of Car Club. Council should be encouraging walking cycling and use of Public Transport. Permit parking spaces in St Giles area are already oversubscribed	Support Welcomed. Evidence both locally and nationally shows that membership of a car club results in reduced use of private cars, and increased walking, cycling and use of public transport. The consequence of allocating Permit Parking spaces is to reduce pressure on existing permit parking provision, effectively creating 5 spaces rather than losing one.
St Benedicts Street	Resident St Benedicts Street	Supports extension of Car Club Scheme- particularly space in St Benedicts street	Support welcomed

King Street, adjacent Raven Yard	Resident; Raven Yard	Supports concept of car club. Initial concerns over location of car club space have been overcome.	Support welcomed
Colegate (o/s Radio Broadland)	Business; Colegate	Provision of car club space (in lieu of single yellow line) will impede access to business premises	The Car Club space would extend partially across the doorway to these premises, but the pavement is reasonably wide at this point, and most other business premises have parking spaces in front of their premises. Service vehicles will still be able to wait on the Double Yellow lines outside the remainder of the frontage.
Colegate (o/s Radio Broadland)	Resident; Lowes Yard	Supports Car Club and particularly space o/s Radio Broadland	Support welcomed
Colegate o/s no 25, and Friars Quay adj. No.5	Resident; Friars Quay	Will create additional parking pressure in the area, and questions validity of research that shows that some members of the car club choose to give up their car. Car Club spaces should be put in 'pay and display' areas. The scheme is just a revenue raiser for the Council	The consequence of allocating Permit Parking spaces is thus to reduce pressure on existing permit parking provision, effectively creating 5 spaces rather than losing one. This figure is extrapolated from a survey of Norwich members, and is consistent with research in other Cities in the UK and across the world. Some proposed spaces are in pay and display areas, but the benefit in terms of eased pressure on parking is primarily for local residents. The Council receives no revenue from the scheme

Friars Quay, adj. No.5	Resident; Friars Quay	Parking in Friars Quay is a nightmare. Loss of permit space will make situation worse. Car Club not suited to people in employment	The consequence of allocating Permit Parking spaces is thus to reduce pressure on existing permit parking provision, effectively creating 5 spaces rather than losing one. The car club principally appeals to working people in the 25-45 year age bracket
	Resident; Friars Quay	Residents do have own parking spaces, but choose to park on street and spaces are also used by other residents and businesses. Therefore parking for visitors is a nightmare.	Business permits are not issued in the City Centre. The consequence of allocating Permit Parking spaces is to reduce pressure on existing permit parking provision, effectively creating 5 spaces rather than losing one.

Appendix2

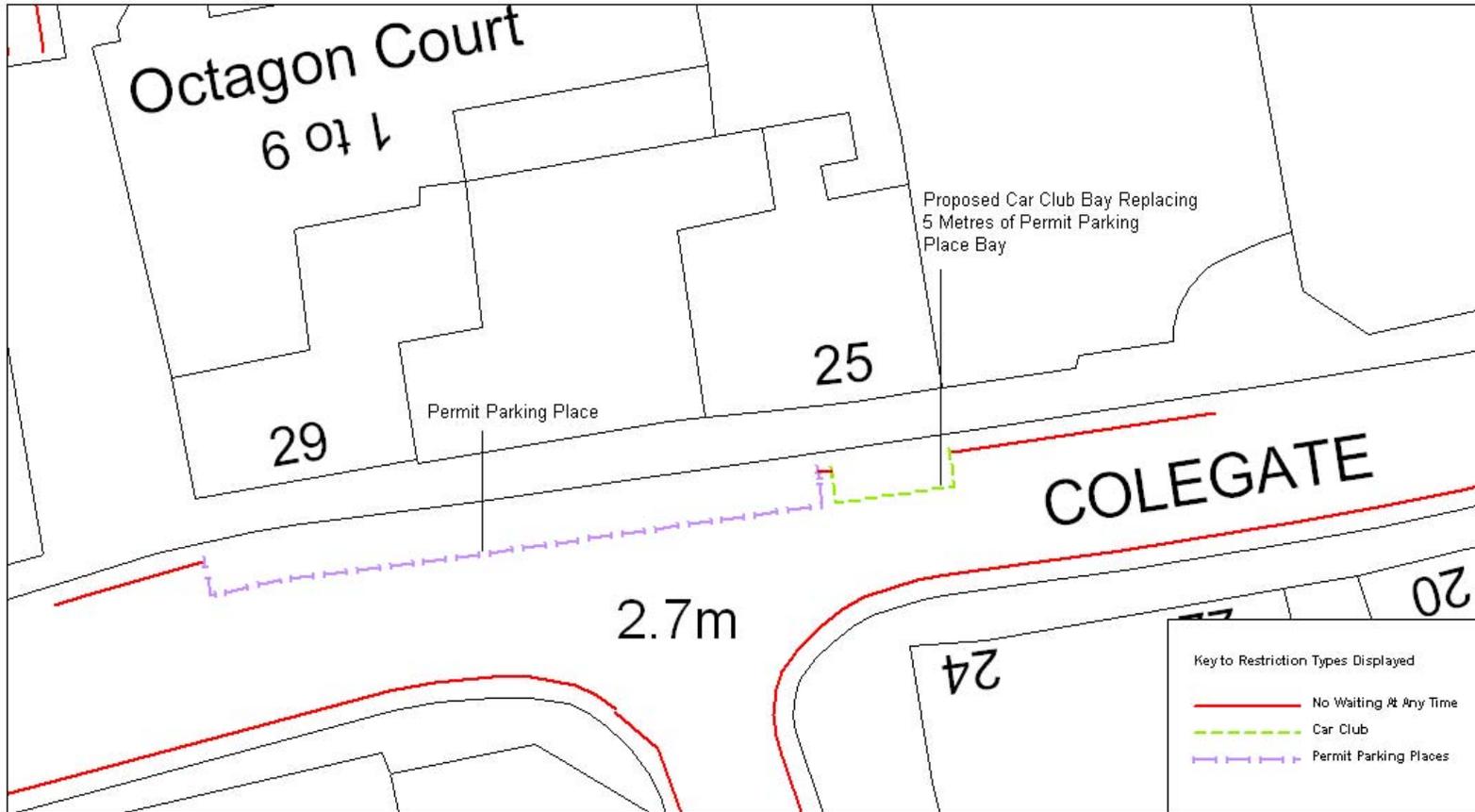


Selected map area
Proposed King Street car club bay
outside Nos. 4/84 King Street

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DATE	15/08/2008
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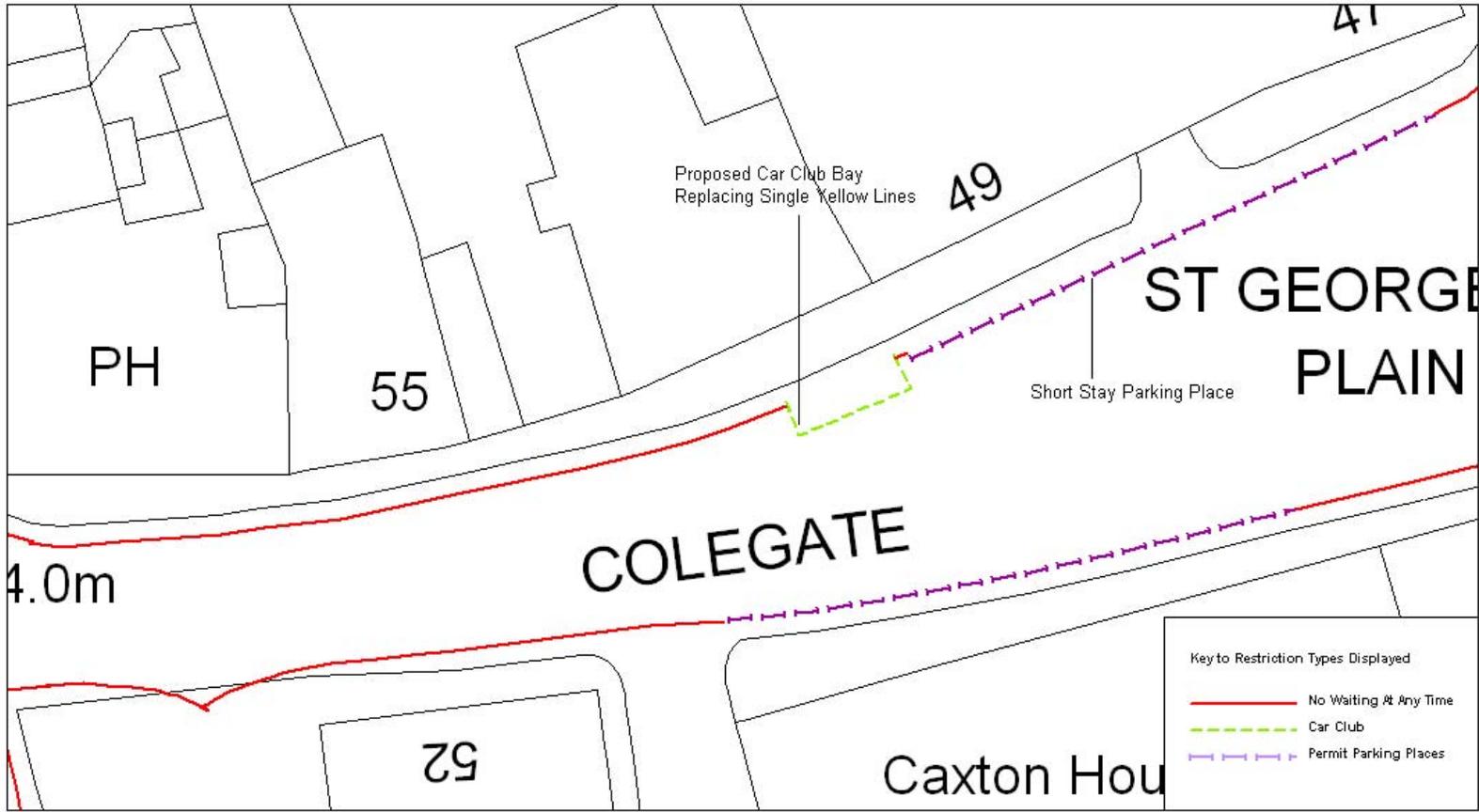


Selected map area
Proposed Colegate Car Club Bay
Outside No. 25 Colegate

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Key to Restriction Types Displayed

	No Waiting At Any Time
	Car Club
	Permit Parking Places

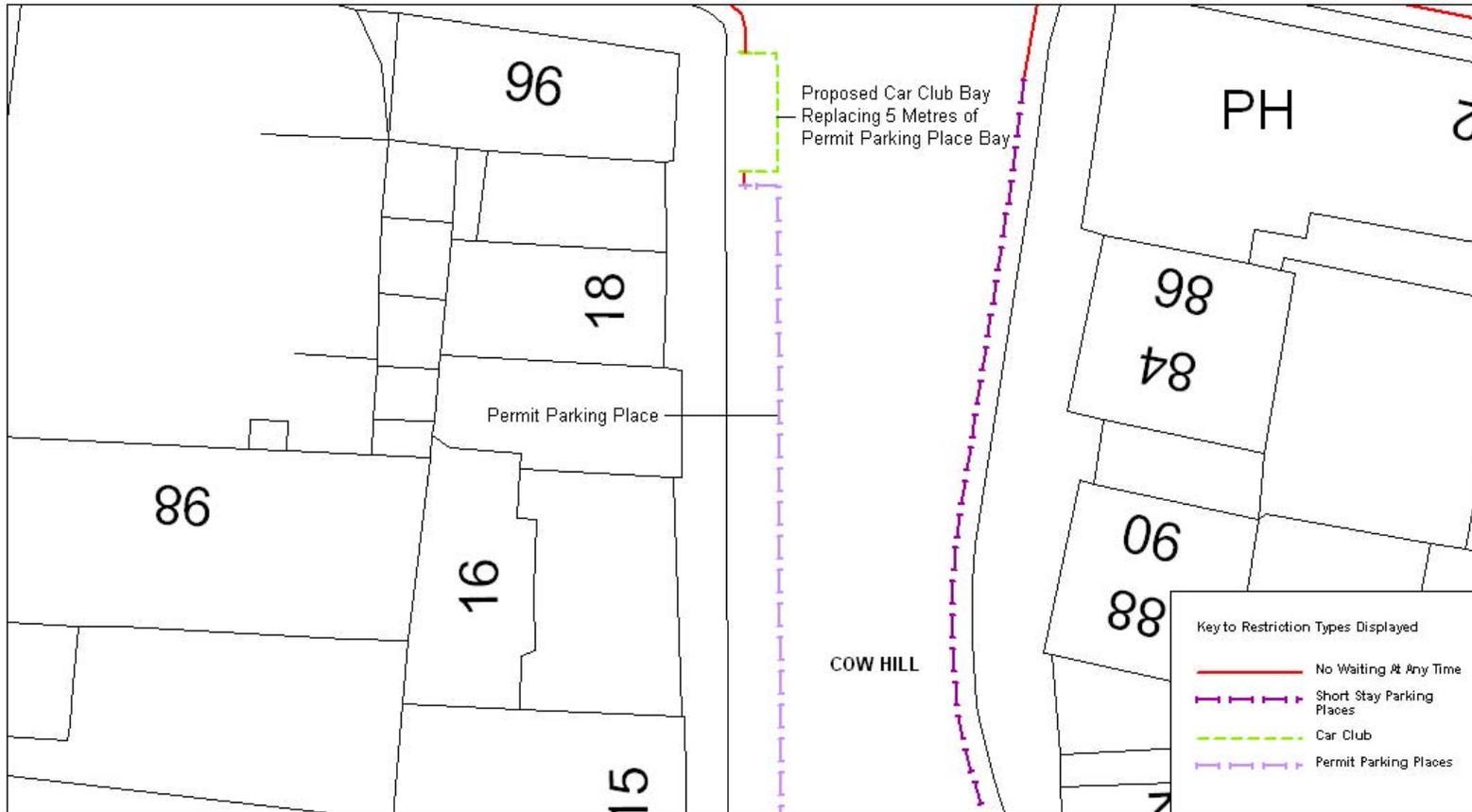


Selected map area
Proposed Colegate Car Club Bay
Near Caxton House

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Key to Restriction Types Displayed

	No Waiting At Any Time
	Short Stay Parking Places
	Car Club
	Permit Parking Places

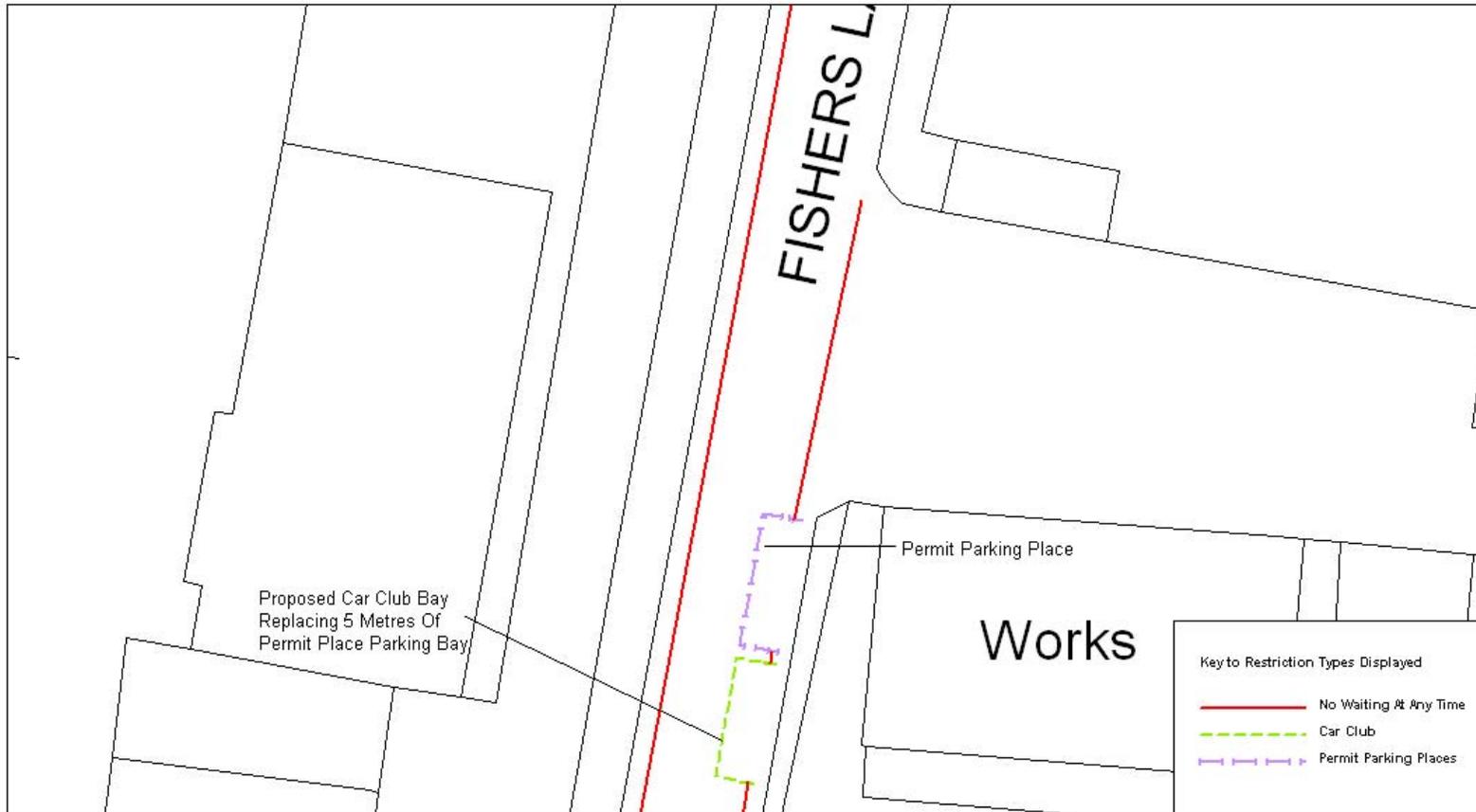


Selected map area
Proposed Cow Hill Car Club Bay

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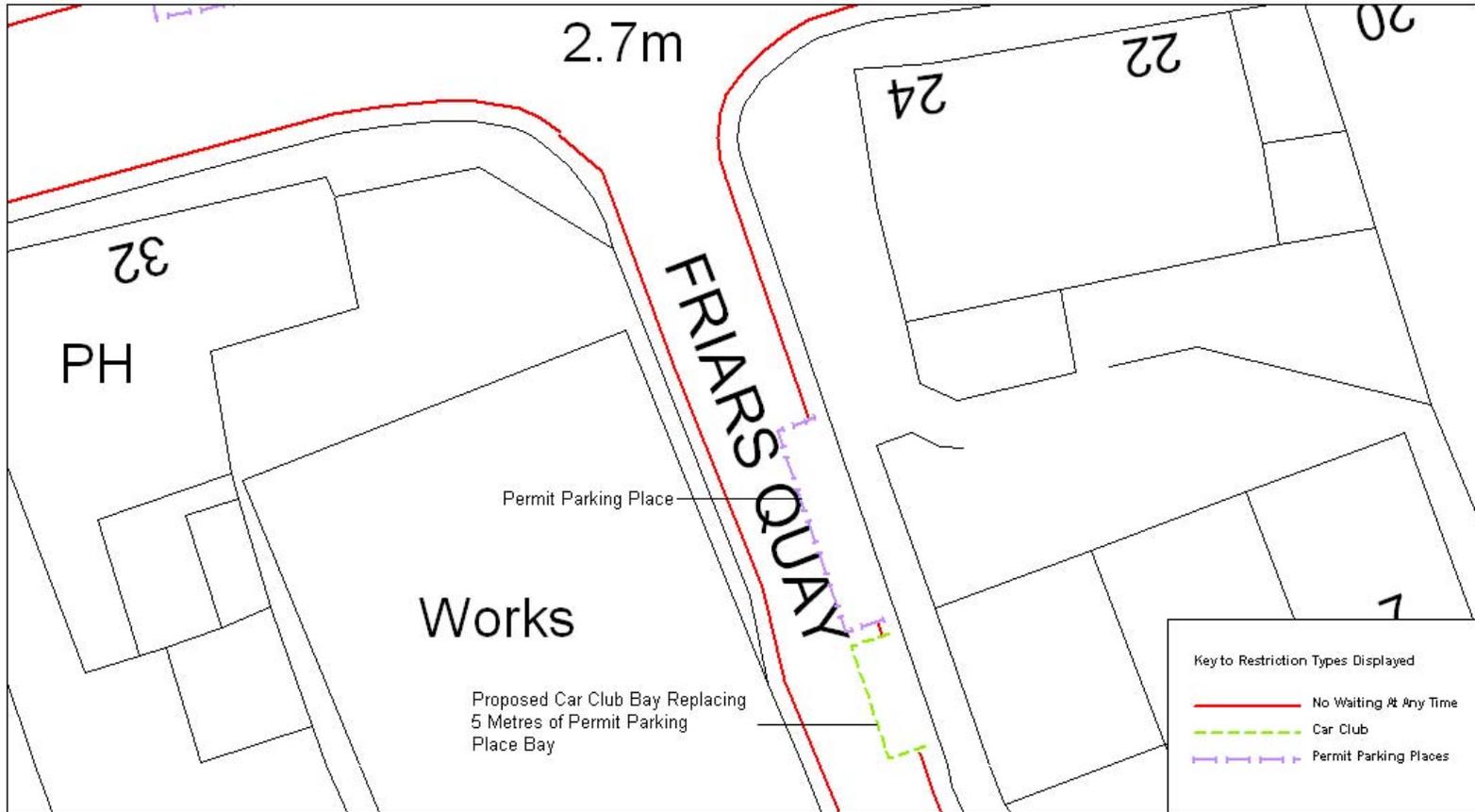


Selected map area
Proposed Fishers Lane Car Club Bay

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Selected map area
Proposed Friars Quay Car Club Bay

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