

## Report for Resolution

**Report to** Norwich Highways Agency Committee  
25 November 2010

**Report of** Head of transportation

**Subject** Consultation results on extending the Eastern, Northern and South Eastern Controlled Parking Zones

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### Purpose

This report advises the committee on the response from the public consultation carried out in regard to extending the Eastern, Northern and South Eastern Controlled Parking Zones.

### Recommendations

Committee members are recommended to:-

1. Note the consultation response and agree not to install extensions to the Northern and South Eastern Controlled Parking Zones.
2. Ask the Head of Transportation to carry out the necessary statutory process associated with implementing the following waiting restrictions:-
  - Extension of the Eastern CPZ zone C to include double yellow lines on Wilson Road, with single yellow lines, limited waiting and permit parking on Scott Road and Glendenning Road as detailed on Plan No. PL/TR/3355/796
  - Double yellow lines to Denmark Road as detailed on Plan No. PL/TR/3355/794
  - Double yellow lines on Crome Road as detailed on Plan No. PL/TR/3355/795

### Financial Consequences

£20,000 is allocated in the 2010/11 Local Transport Plan budget to take forward this scheme to the implementation stage. The £10,000 required to implement the proposals is sought for 2011/12, which is subject to a separate report on this agenda. .

### Strategic Priority and Outcome/Service Priorities

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 implementing the Local Transport Plan.

### Contact Officers

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## **Background Documents**

Consultation responses

# Report

## Background

1. In 1994 the council began a programme of installing Controlled Parking Zones (CPZs) in areas where commuters and shoppers caused problems for residents by parking in residential streets. This programme was part of the Norwich Area Transport Strategy (NATS) designed to encourage commuters and shoppers to use public transport, park and ride or alternative forms of transport.
2. Since the introduction of these CPZs, due to public concerns and Councillor and MP requests, reviews have periodically taken place with subsequent extensions to the zones.
3. After consultation with the residents, the South Eastern CPZ was extended in 2005 and in 2008 the Eastern and Northern CPZs were extended. However, many requests have been received for further extensions since these dates.
4. A budget of £20,000 is now available to address these requests and consider extending the Eastern, Northern and South Eastern CPZs.

## Consultation

5. Letters were sent to residents and businesses in areas surrounding the three CPZs. The areas covered were chosen in consideration of requests and likely areas of commuter migration.
6. Recipients were asked to indicate if they wanted permit parking in their street by filling in an on-line questionnaire, emailing the Transport mailbox or by letter to the Transportation Team. The consultation period ended on 4<sup>th</sup> October. However, due to the Norwich City web site not operating on the weekend of 2<sup>nd</sup> and 3<sup>rd</sup> October, it was decided to continue with the consultation until Monday 11<sup>th</sup> October.

## Eastern CPZ

7. In the immediate area surrounding the existing Eastern CPZ, 963 households and businesses were consulted and 292 responded (30.3%). Of these 114 (39%) wanted to be included in a CPZ and 156 (53%) did not. The remaining respondents had no preference.
8. The consultation area can be divided into three main areas; Thorpe Hamlet area, Wellesley Avenue South area and Thorpe Park area. Appendix 1 shows these areas on plan. The consultation returns from these three areas are considered separately.

### Thorpe Hamlet Area.

9. In the Thorpe Hamlet area, 296 properties were written to from which we received 94 responses, including 1 petition.
10. A table giving a break down of the responses received can be seen in

## Appendix 2.

11. Britannia Road had the largest response of 37 from a possible 83 which gives a 45% return. Of these, 30 (81%) indicated they did not want a CPZ in their road. Vincent Road had a response of 31 from a possible 111 which is a 28% response rate. Of these, 23 (74%) indicated they also did not want a CPZ.
12. Most comments received agreed there were problems with parking on street sometimes but this was mainly due to the number of vehicles owned by residents themselves or football supporters. In general it was considered by officers that a CPZ could not address these problems and many residents would like the situation left as it is.
13. One petition was also received from Dawn Mortimer and Paul Kerton of Britannia Road. The petition was titled "Petition against Controlled Parking Zone – Thorpe Hamlet Area" and included a statement of "As a resident in the Thorpe Hamlet area, I strongly object to the Council proposal of initiating Controlled Parking Zones (CPZ) on my street." The petition was signed by 39 residents from 35 properties.
14. Some residents commented on the general problem of vehicles parked on corners and junctions within this area. However, this is a residential area where parking is limited. There is no accident data to support there is a safety issue here, so it is not considered appropriate to install any further restrictions.
15. It is clear from these responses that the residents do not wish for a CPZ extension in this area. Therefore it is recommended not to go ahead with the proposed CPZ extension.

### Wellesley Avenue South area

16. A table showing the responses received from the Wellesley Avenue South area can be seen in Appendix 2.
17. Cintra Road, Stanley Avenue and Wellesley Avenue South all had around a 50% response rate. Wellesley Avenue South response was very much in favour of a CPZ (87%), Stanley Avenue response was 50% of respondents in favour of a CPZ and 50% against a CPZ. Cintra Road had 80% of respondents against a CPZ.
18. Most comments received were regarding problems caused by football supporters using their road to park. There does not appear to be a problem of commuters using this area to park in.
19. Wellesley Avenue South residents were in favour of a CPZ extension however, it appears they may be mistaken of the benefit this will give to stop football fans parking. If a CPZ were to be installed it would be in operation between 8am and 6.30pm Monday to Saturday. Therefore only Saturday afternoon fixtures would be running at the time the CPZ is in operation. The 2010/2011 season for Norwich City Football Club has only 14 home fixtures on a Saturday.
20. Cintra Road residents who will be more affected by the proposal as they need to park on street as they have limited off street parking, were definitely against the proposal of a CPZ and state there is no problem from commuters. Stanley

Avenue is divided equally.

21. Some residents commented on the existing double yellow lines that were installed in the Wellesley Avenue South / Telegraph Lane East junction in 2008. Some comments stated they were improving road safety at this junction, but some requested further restrictions into Wellesley Avenue South.
22. Responses from Stanley Avenue residents were equally divided between agreeing to a CPZ and not. However, the residents who are in favour of a CPZ are more concerned with the football traffic rather than commuters, as with Wellesley Avenue South.
23. In light of the mixed response from this area and the consideration that installing a CPZ would not deter many commuters or give much benefit to the management of football traffic, it is recommended not to go ahead with advertising the proposed CPZ extension.

#### Thorpe Park Area

24. A table showing the responses received from the Thorpe Park Area can be seen in Appendix 2.
25. Scott Road had a response rate of 31% and Glendenning Road a response rate of 29%. In Scott Road and Glendenning Road, 52% of responders were interested in a CPZ and 46% of responders from Wilson Road were interested in a CPZ.
26. Cremorne Lane, Harvey Lane, Roseville Close and Thorpe Road had a very low response rate, the majority of which did not wish for a CPZ to be installed in their street. Salisbury Road had a response rate of 32%, however, 68% of those did not wish for a CPZ.
27. A letter was received from the Thorpe Park Management Company Limited, which is a freeholder association for all property owners in Thorpe Park. They requested not to install a CPZ but to provide double yellow lines in many areas with a limited waiting bay for visitors, landlords etc. They stated concern with the amount of commuter parking in Thorpe Park and access to the development for emergency vehicles, especially on Wilson Road. Their proposal has been backed by many responders from the area, however some residents have explained that to take away all on street unlimited parking would cause problems with the few properties that have more than one vehicle.
28. Many respondents from Wilson Road, Scott Road and Glendenning Road were concerned with parking on Wilson Road and requested it was further restricted with double yellow lines for road safety.
29. Day time and evening surveys have shown many commuters park within Thorpe Park, concentrated on Wilson Road and Scot Road. Wilson Road has a sharp bend where visibility is reduced and for road safety reasons it is considered this entrance road for Thorpe Park would benefit from double yellow lines on both sides of the road.
30. After discussions with Thorpe Park Management Company representatives it was agreed that a CPZ extension with limited waiting areas would provide

parking management for the Thorpe Park area and an acceptable parking solution for most owners and tenants.

31. It is recommended to extend C zone of the Eastern CPZ into Thorpe Park. Details can be seen in Plan No. PI/TR/3355/796 attached as Appendix 3.

## **Northern CPZ**

32. In the immediate area surrounding the existing Northern CPZ, 1,420 households and businesses were written to and 314 responded (22%). Of these 79 (25%) wanted to be included in a CPZ and 206 (66%) did not. The remaining respondents had no preference.
33. The consultation area can be divided into three main areas; Crome Road area, Denmark Road area and Waterloo Road area. Appendix 1 shows these areas on plan. The consultation returns from these three areas are considered separately.

### Crome Road area

34. The table in Appendix 4 shows the responses received from the Crome area:-
35. The highest rates of response in this area were 20% from Crome Road and 19% from Romany Road, which is too small to signify the opinion of the residents. However, most respondents from Crome Road and Romany Road commented on cars parking on Crome Road next to George White School. As cars park on either side of Crome Road in this area, the cars often park on the footpath blocking the way for children walking to school and disabled people.
36. It is recommended not to proceed with a CPZ extension, but to install double yellow lines on the west side of Crome Road by the school to assist safe passage for pedestrians or wheel chair users. The proposal is detailed on Plan No. PL/TR/3355/795 attached as Appendix 5.

### Denmark Road area

37. The table in Appendix 4 shows the responses received from the Denmark Road area in the roads where there was a greater response.
38. Sewell Road had a 52% response, of which 87% did not want a CPZ in their street. All the other streets had lower response rates but in general had an overall trend to not wanting a CPZ.
39. The responses received from Sprowston Road, situated close to the existing CPZ, were mainly in favour of an extension (5 residents in favour). However, not all were in favour and it would be costly and impracticable to extend a zone by such a small area.
40. Many respondents were concerned with road safety at the Denmark Road/Constitution Hill junction and requested extra parking restrictions were installed on Denmark Road at this junction. Due to parked cars, vehicles are often

queuing back into the junction and causing problems.

41. It is recommended not to install a CPZ extension but to add extra double yellow lines on Denmark Road at the Constitution Hill end, and at the junctions of Howard Mews and The Erins for road safety. Details of this proposal can be seen in Plan No. PL/TR/3355/794 attached as Appendix 6.

#### Waterloo Road area

42. The table in Appendix 4 shows the responses received from the Waterloo Road area in the roads where a greater response was received:-
43. The consultation response rate was comparatively low. The highest response rate was for Norman Road (44%) where 75% of responders do not want a CPZ in their street. Rosebury Road had a response rate of 41% with 83% of them not wanting a CPZ. The majority of returns for all streets were not in favour of a CPZ.
44. Two petitions were received from this area. One from a resident on Rosebery Road titled "Rosebery petition against proposed Permit Parking" Stating "We the undersigned would like to register our opposition to the permit parking system proposed for Rosebery Road (Sept 2010), which does nothing to alleviate the busiest parking time during evenings and weekends." The petition was signed by 91 residents from 70 properties.
45. The second petition was from Mr Dunham, owner of The Gallery Haircutters. The covering statement to this petition says "We strongly object to permit and zoned areas in the Sewell Park vicinity. We believe it will have a very negative effect on our business especially in the present economic climate and also believe there is not a problem to households within the area." This petition was signed by 28 owners of businesses in the area.
46. Some residents commented on the general problem of vehicles parked on corners and junctions within this area. However, this is a residential area where parking is limited. There is no accident data to support there is a safety issue here, so it is considered appropriate not to install any further restrictions.
47. It is clear from these responses that the residents do not wish for a CPZ extension in this area. Therefore it is recommended not to go ahead with the proposed CPZ extension.

#### **South Eastern CPZ**

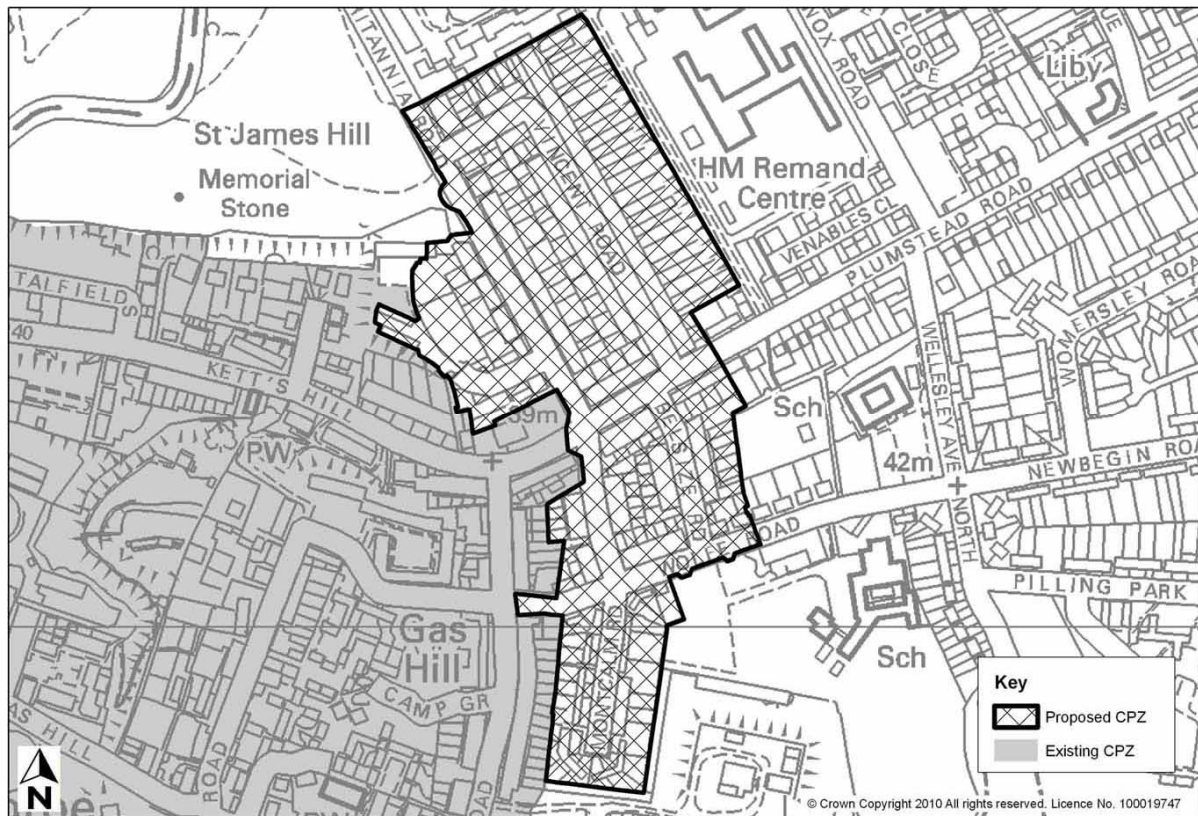
48. One area surrounding the existing South Eastern CPZ was consulted on the possibility of extending the CPZ. The area covered is shown in Appendix 1.
49. The table in Appendix 4 shows the responses received from the Tuckswood Lane area in the roads where a greater response was received:-
50. The consultation had a very low response. Sherwood Road had the greatest response with 26% return. 80% of those did not wish for a CPZ extension. In general the majority of responders were not in favour of a CPZ extension. A total of 18 for and 24 against.

51. One reason for this lack of response may have been a separate survey carried out by the Liberal Democrat focus team. They canvassed the same area at the same time with a reply form, requesting residents to "Let us know your views on residents parking plans". This may have confused some residents who may have chosen to reply to only one of the consultations. However, from this survey, 25 residents were in favour of a CPZ, 30 were against a CPZ and 5 did not have an opinion.
52. Some respondents were concerned with parking on corners and junctions. However, this is a residential area with little through traffic and no accident data to support there is a safety issue. Therefore it is considered appropriate not to install any further restrictions.
53. Due to the low response from this consultation and the majority of responders did not want a CPZ extended into their street, it is recommended not to proceed with a CPZ extension.

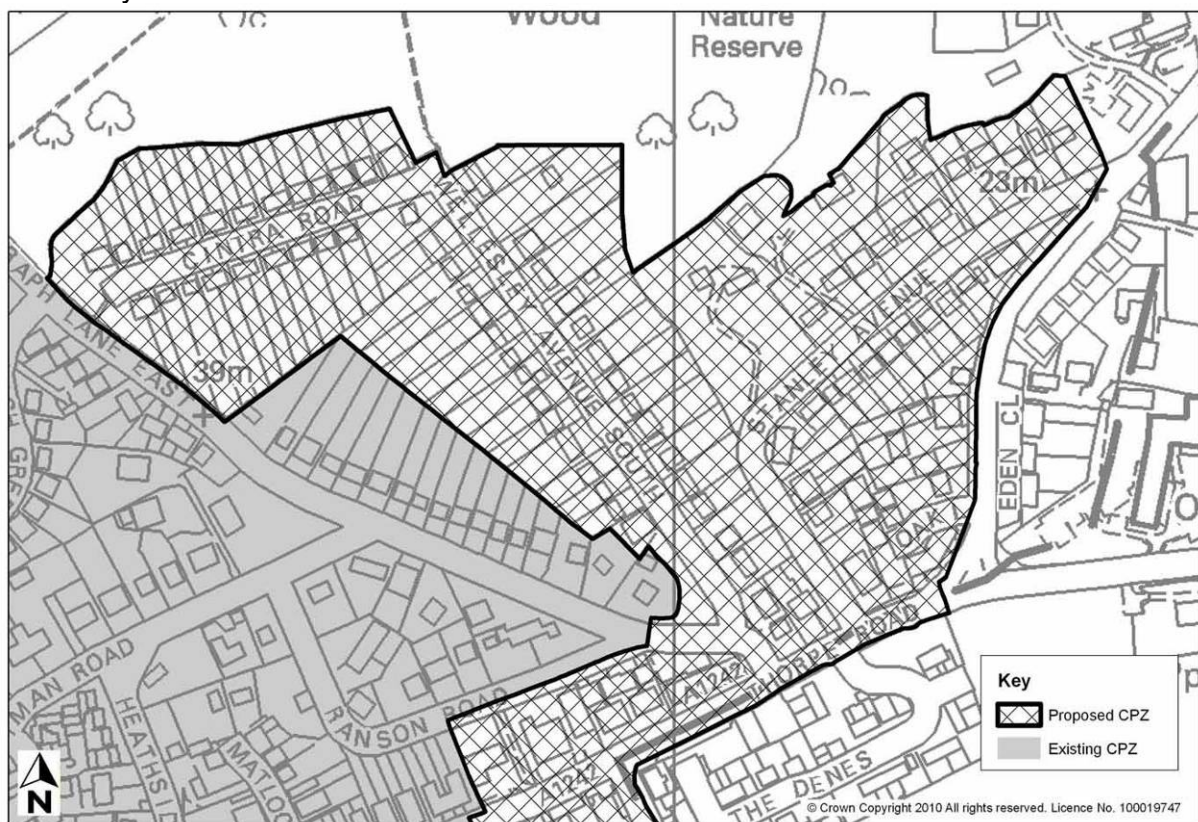
### **The way forward**

54. Should members agree to the proposals outlined in this report the Traffic Regulation Orders associated with the proposed restrictions will be advertised early in the new year, with any objections reported to your March meeting.
55. The approved restrictions could then be implemented on street in late spring 2011.



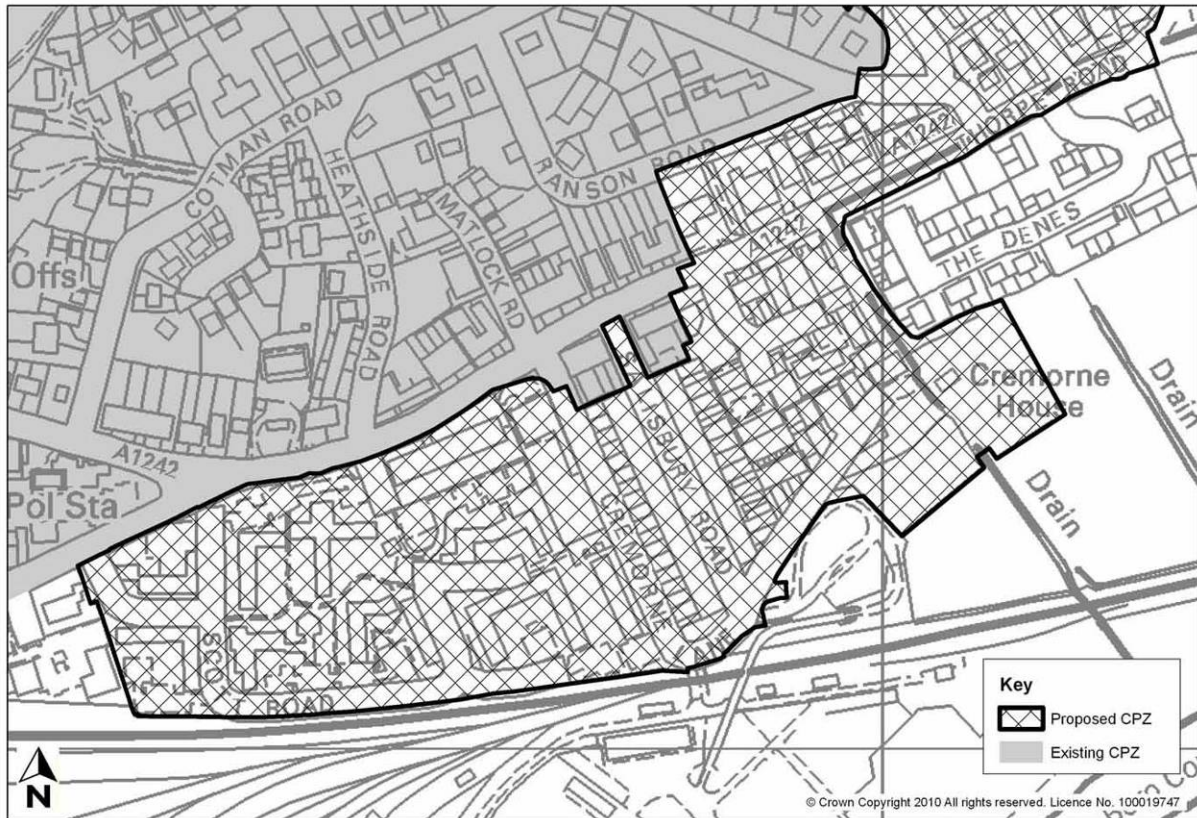


Wellesley Avenue South area





Thorpe Park area

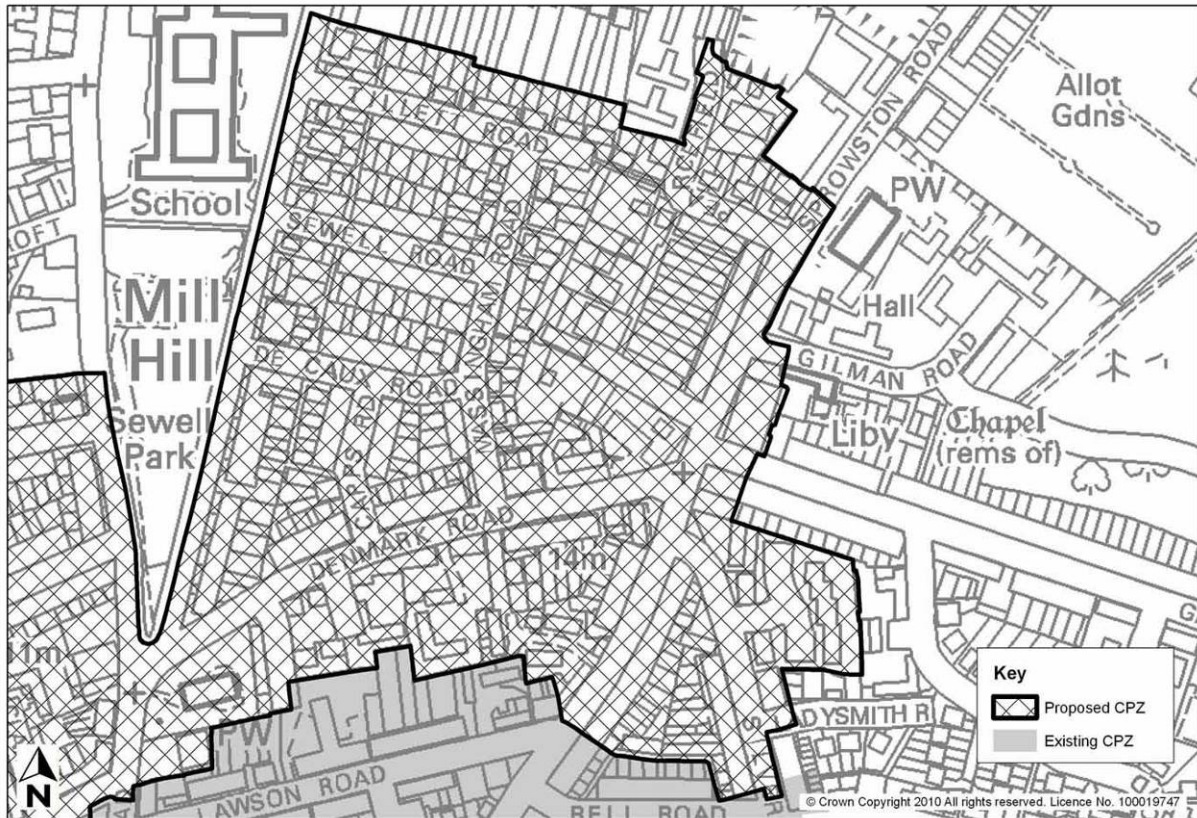


Consultation areas for the Northern CPZ review  
Crome Road area

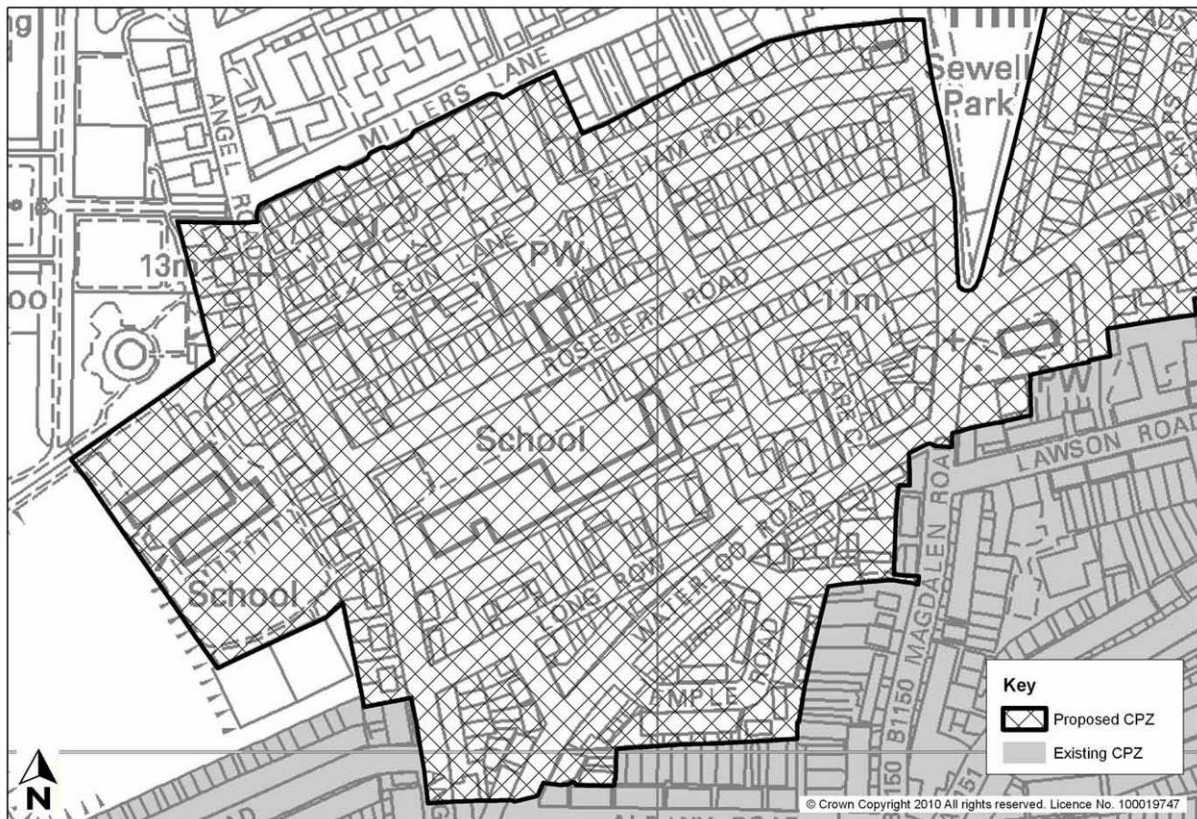




Denmark Road area

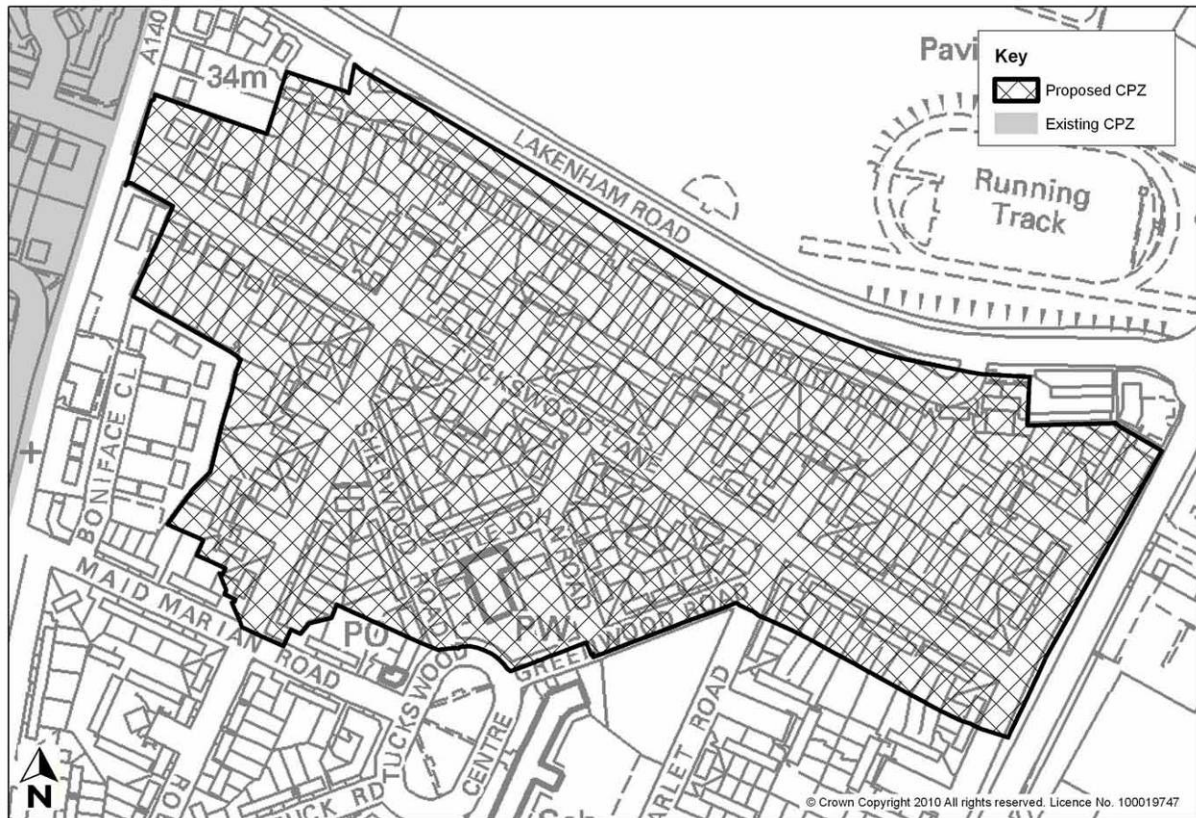


Waterloo Road area





**Consultation area for the South-Eastern CPZ review**  
Tuckwood Lane area



**Consultation Results for the Eastern CPZ area**

Thorpe Hamlet Area.

Road Name	No. of Properties contacted	No. of replies	Want CPZ	Do not want CPZ
Britannia Road	83	37	7	30
Belsize Road	31	5	2	3
Montcalm Road	22	10	1	9
Plumstead Road (part)	26	8	2	6
Vincent Road	111	31	6	23
Wolfe Road (part)	23	6	2	4

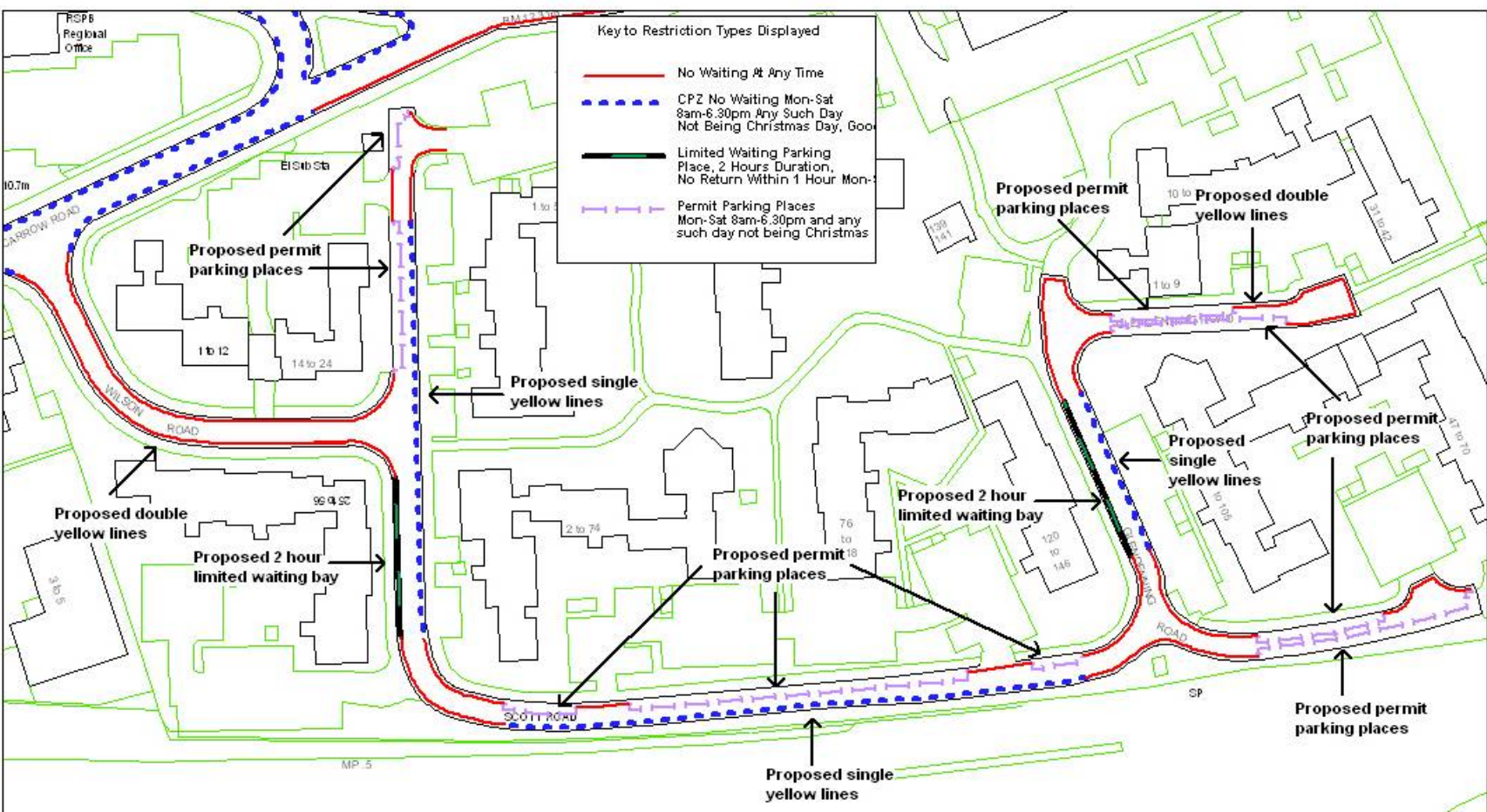
Wellesley Avenue South area

Road Name	No. of Properties contacted	No. of replies	Want CPZ	Do not want CPZ
Cintra Road	30	15	3	12
Stanley Avenue	40	20	10	10
Thorpe Road	2	3	1	2
Wellesley Avenue South	31	15	13	2

**Consultation Results for the Eastern CPZ area cont.**

## Thorpe Park area

Road Name	No. of Properties contacted	No. of replies	Want CPZ	Do not want CPZ
Cremorne Lane	51	7	5	2
Glendenning Road	101	29	15	11
Harvey Lane	30	1	0	1
Roseville Close	49	9	2	7
Salisbury Road	69	22	7	15
Scott Road	144	44	23	16
Thorpe Road	23	4	1	3
Wilson Road	55	11	5	6



**NORWICH**  
City Council

Thorpe Park: Proposed Controlled Parking Zone Restrictions

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## Consultation Results for the Northern CPZ area

### Crome Road area

Road Name	No. of Properties contacted	No. of replies	Want CPZ	Do not want CPZ
Branford Road	20	2	1	1
Crome Road	54	11	7	3
Dibden Road	1	1	0	1
Romany Road	85	16	7	8
Silver Road	4	1	0	0
Southalls Way	38	5	3	1

### Denmark Road area

Responses received from the Denmark Road area in the roads where there was a greater response:-

Road Name	No. of Properties contacted	No. of replies	Want CPZ	Do not want CPZ
Capps Road	29	11	3	8
Constitution Hill	43	17	2	15
De Caux Road	15	5	0	5
Denmark Road	57	15	6	8
Massingham Road	33	14	1	11
Maurice Rae Close	15	6	1	5
Sewell Road	29	15	1	13
Silver Road	65	6	2	3
Sprowston Road	93	10	5	5
Tillett Road	37	15	3	10



**Consultation Results for the Northern CPZ area cont.**

Waterloo Road area

Responses received from the Waterloo Road area in the roads where a greater response was received:-

Road Name	No. of Properties contacted	No. of replies	Want CPZ	Do not want CPZ
Angel Road	82	12	5	7
Clare Close	24	4	1	3
Norman Road	18	8	2	6
Pelham Road	106	20	3	17
Rosebery Road	115	47	5	39
Temple Road	52	9	3	4
Waterloo Road	107	25	7	18

**Consultation Results for the South Eastern CPZ area**

The table below shows the results from the Tuckswood Lane area in the roads where the greatest number of replies were received:-

Road Name	No. of Properties contacted	No. of replies	Want CPZ	Do not want CPZ
Lakenham Road	68	15	7	8
Robin Hood Road	33	5	3	2
Sherwood Road	19	5	1	4
Tuckswood Lane	131	12	6	6

## Proposed waiting restrictions in Crome Road



Proposed waiting restrictions in Denmark Road

