

Report to Norwich highways agency committee

Item

20 July 2017

Report of Head of city development services

5

Subject Potential changes to the operational hours of Permit
Parking Zones W, X, Y and Z

Purpose

To advise members of the responses to the recent consultation in the parking permit zones W,X,Y and Z and recommends implementation of a change to 24 hour operation of the permit scheme in some streets.

Recommendation

That members:

- (1) note the responses to the permit parking consultation;
- (2) note that no changes are recommended in Zones W and X;
- (3) agree to change the existing permit parking bays to 24 hour, seven day a week operation in the following locations;
 - (a) Zone Y - City Road (from the ring road to just south of the junction with Cricket Ground Road), Doman Road, Kensington Place, Cricket Ground Road (as far as, but not including Geoffrey Road), Carshalton Road, Carlisle Road and Corton Road (part);
 - (b) Zone Z – Corton Road (remaining part) Carrow Hill and Southgate Lane;
- (4) agree to the following changes to the parking arrangements in Corton Road
 - (a) A slight extension to the existing permit bay to accommodate a further two cars (Zone Z);
 - (b) The conversion of the section of single yellow line opposite the existing permit parking to permit parking (approx. 9 spaces – Zone Z);
 - (c) The retention of some of the single yellow line (approx. four spaces).
- (5) ask the head of city development services to complete the statutory processes to implement these proposals shown on Plan No. PL/TR/3584/428.3 in Appendix 3

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 scheme will be funded through income from the permit parking scheme. Implementation costs are estimated at £20,000

Ward/s: Multiple Wards

Cabinet member: Councillor Stonard – Environment and sustainable development

Contact officers:

Bruce Bentley, Principal transportation planner

01603 212445

Background documents

None

Background

1. 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 either 24 hours a day, seven days a week in and around the city centre, whilst the more suburban ones operate between 8.00am and 6.30pm Monday to Saturday. Some parts of the 'University' scheme only operate between 10.00am and 4.00pm Monday to Friday.
2. Following representations from local residents and members, consultation was undertaken across the existing parking zones W,X,Y and Z asking residents whether they wished to have the operational hours of the zone extended from the current 8.00am to 6.30pm Monday to Saturday, to operating 24 hours a day, seven days a week. A map showing all the permit parking zones is contained in Appendix 1.

Response rate

3. As is the usual practice, an area wider than that which was understood to want to change to 24/7 permit parking was consulted. This is to ensure that sufficient responses are received to determine the final extent of any change. It was agreed with local members that to ensure this coverage every resident and business across all four existing parking zones (W,X,Y and Z) would be consulted.
4. The overall response rate was not particularly high (27% in Zone W, 9% in Zone X [12% if those areas already operating 24/7 were excluded as none responded]), 24% in Zone Y and 21% in Zone Z.
5. A breakdown of responses by zone and street is included at Appendix 2.

Discussion of proposed extent of scheme

6. A response rate of 50% with a majority in support of change was achieved in only a handful of streets. This is the desired response level to implement changes. Those roads are (in Zone Y) City Road (part), Cricket Ground Road (as far as, but not including Geoffrey Road), Carshalton Road, Carlisle Road (in Zone Z) Corton Road and Carrow Hill. These locations form the hub of the proposed changes to operational hours.
7. Other streets do, however, need to be included to ensure that they do not suffer the knock-on impacts of displaced parking, and these are Kensington Place and Doman Road. The response rate in Kensington Place was low at 17% but a majority did support change. Doman Road and the part of Corton Road in Zone Y did not support change. However, it is the officers view that to leave these two streets out of the 24 hour area but surrounded by it would cause significant issues for residents there. Consequently, it is recommended that these streets are included.

8. There was no response from residents of Southgate Lane, but there are very few houses here, and all have off-street parking. Consequently, the spaces appear to be used mostly by residents of other streets. Leaving these few spaces out of the 24 hour zone, does not make any sense as all the surrounding area would be operating 24 hours a day seven days a week.
9. There was also no response from the residents of Belleville Crescent. However, this is a private road and is not included in the permit parking scheme.
10. Consequently, it is recommended to amend the hours of operation of the permit parking as shown on Plan No. PL/TR/3584/428.3 in Appendix 3 to operate 24 hours a day, seven days a week.

Responses to the detailed proposals

11. A table detailing the detailed comments made on the proposals is included in Appendices 4 and 5, together with an officer response. Within the comments, some amendments were proposed to the scheme and these are discussed below. Many of the comments (such as the operation of the parking scheme itself) are outside the scope of this proposal, and in most cases issues were raised by just one or two residents, and as the response rate was low, it is difficult to justify any further changes other than those mentioned below.

Amendments to the originally proposed scheme

12. As a result of the responses received and following agreement from local members and the chair and vice chair of NHAC, three amendments to the proposed scheme were advertised in the press and by street notice on Friday 23 June, with a closing date for response of Wednesday 19 July. These amendments are all in the section of Corton Road currently within Zone Z and include:
 - (a) A slight extension to the existing permit bay to accommodate a further two cars (Zone Z)
 - (b) The conversion of the section of single yellow line opposite the existing permit parking to permit parking (4approx.. 9 spaces – Zone Z)
 - (c) The retention of some of the single yellow line (4approx.. four spaces)
 - (d) The retention of the existing short stay parking spaces
13. These proposals are shown on the plans contained in Appendix 3
14. Responses to these subsequent proposals are contained in Appendix 5 together with an officer response. Any responses received after this report is published will be reported verbally to the committee.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	20 July 2017
Director / Head of service	Andy Watt
Report subject:	Lakenham CPZ Extension
Date assessed:	30 June 2017
Description:	

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"/>	
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 of 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"/>	
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	

At any time

CPZ Zones

A, B, BB, BZ, C, FP, GP, S, V, X

 **City Centre -**

Castle *

Cathedral - CAT

St Augustine - STA

St Clement - SC

St Giles - GIL


St John - SJO

St Julian - SJ

St Mary - STM

St Paul - SPA

St Peter - SPE

 **Castle** * No permit parking bays available on street

Monday - Saturday
8.00am - 6.30pm

CPZ Zones

C, D, ER, G, H, J,
L, M, N, P, R, T, U,
W, X, Y, Z


Monday - Friday
10.00am - 4.00pm

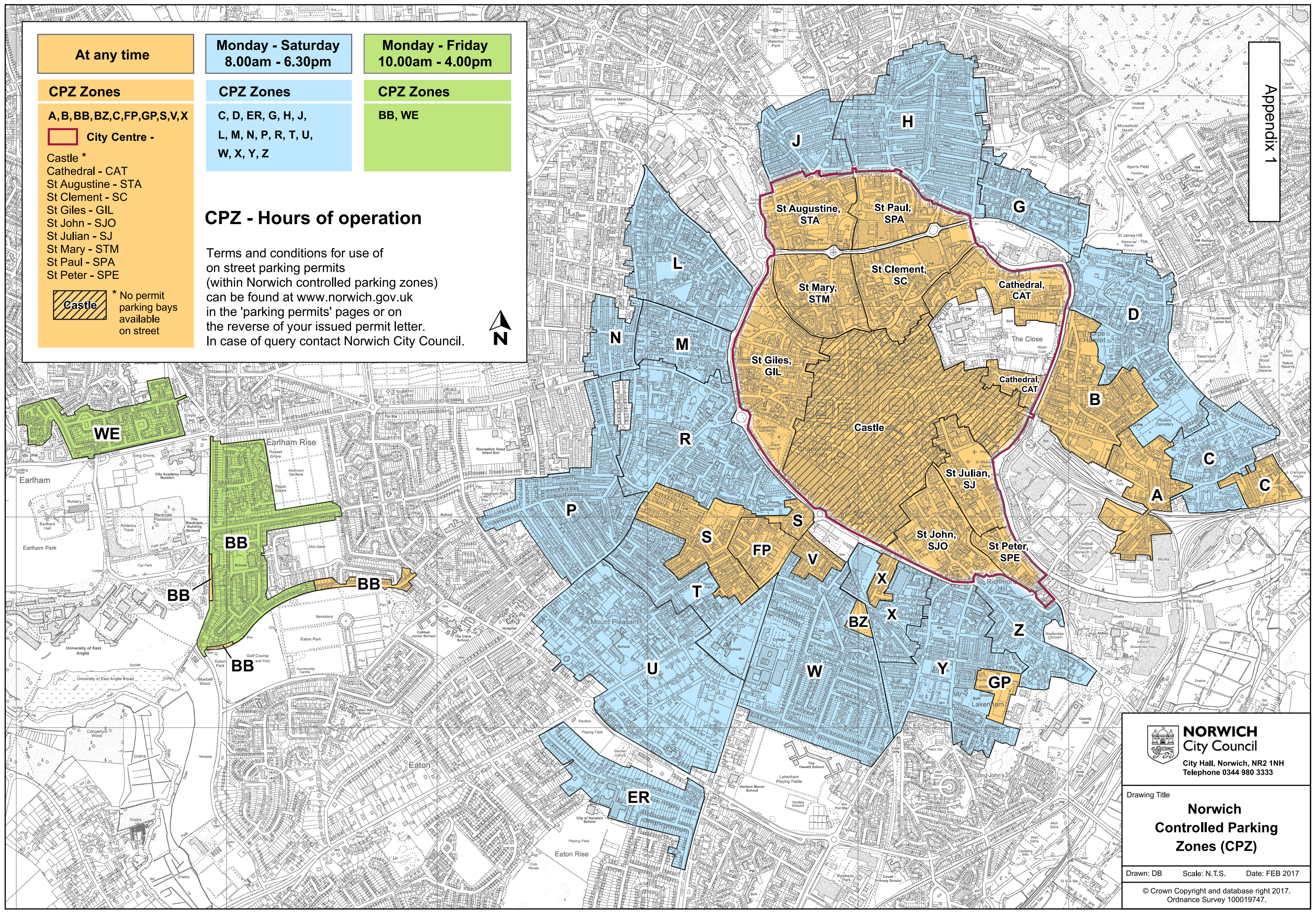
CPZ Zones

BB, WE

CPZ - Hours of operation

Terms and conditions for use of on street parking permits (within Norwich controlled parking zones) can be found at www.norwich.gov.uk in the 'parking permits' pages or on the reverse of your issued permit letter. In case of query contact Norwich City Council.







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City Council

City Hall, Norwich, NR2 1NH
Telephone 0344 980 3333

Drawing Title

**Norwich
Controlled Parking
Zones (CPZ)**

Drawn: DB Scale: N.T.S. Date: FEB 2017

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Ordnance Survey 100019747.

Appendix 2 – Breakdown of responses by zone

Zone W

Street	No of homes in street	For 24/7 permits	Against 24/7 permits	Response Rate	Percentage in favour of 24/7 permits
Aurania Av	29	0	11	38%	0%
Brian Av	90	1	49	56%	1%
Cecil Rd	124	3	48	41%	2%
Christopher Cl	36	0	7	19%	0%
Cranworth Gardens	24	1	3	17%	4%
Eleanor Rd	106	5	5	9%	5%
Grove Av	88	2	6	9%	2%
Grove Rd	123	6	6	10%	5%
Grove Walk	87	10	27	43%	11%
Ipswich Gr	22	4	2	27%	18%
Ipswich Rd	36	2	1	8%	6%
Josephine Cl	36	1	6	19%	3%
Lady Betty Rd	19	1	2	16%	5%
Lady Mary Rd	33	0	4	12%	0%
Patricia Rd	46	2	8	22%	4%
Rowington Rd	40	10	2	30%	25%
Sandringham Ct	12	1	1	17%	8%
Sigismund Rd	48	8	10	38%	17%
St Albans Rd	50	3	16	38%	6%
St Stephens Rd	43	1	1	5%	2%
Trafford Rd	120	13	35	40%	11%

Zone X

Street	No of homes in street	For 24/7 permits	Against 24/7 permits	Response Rate	Percentage in favour of 24/7 permits
Ashby Ct	33	0	1	3%	0%
Goldwell Rd	51	3	0	6%	6%
Hols Ln	44	1	0	2%	2%
Milton Close	42	3	6	21%	7%
Queens Rd	31	2	6	26%	6%
Rowland Ct	29	2	0	7%	7%
Southwell Rd	158	13	3	10%	8%
Trafalgar St	91	9	7	18%	10%

Appendix 2 – Breakdown of responses by zone

Zone Y

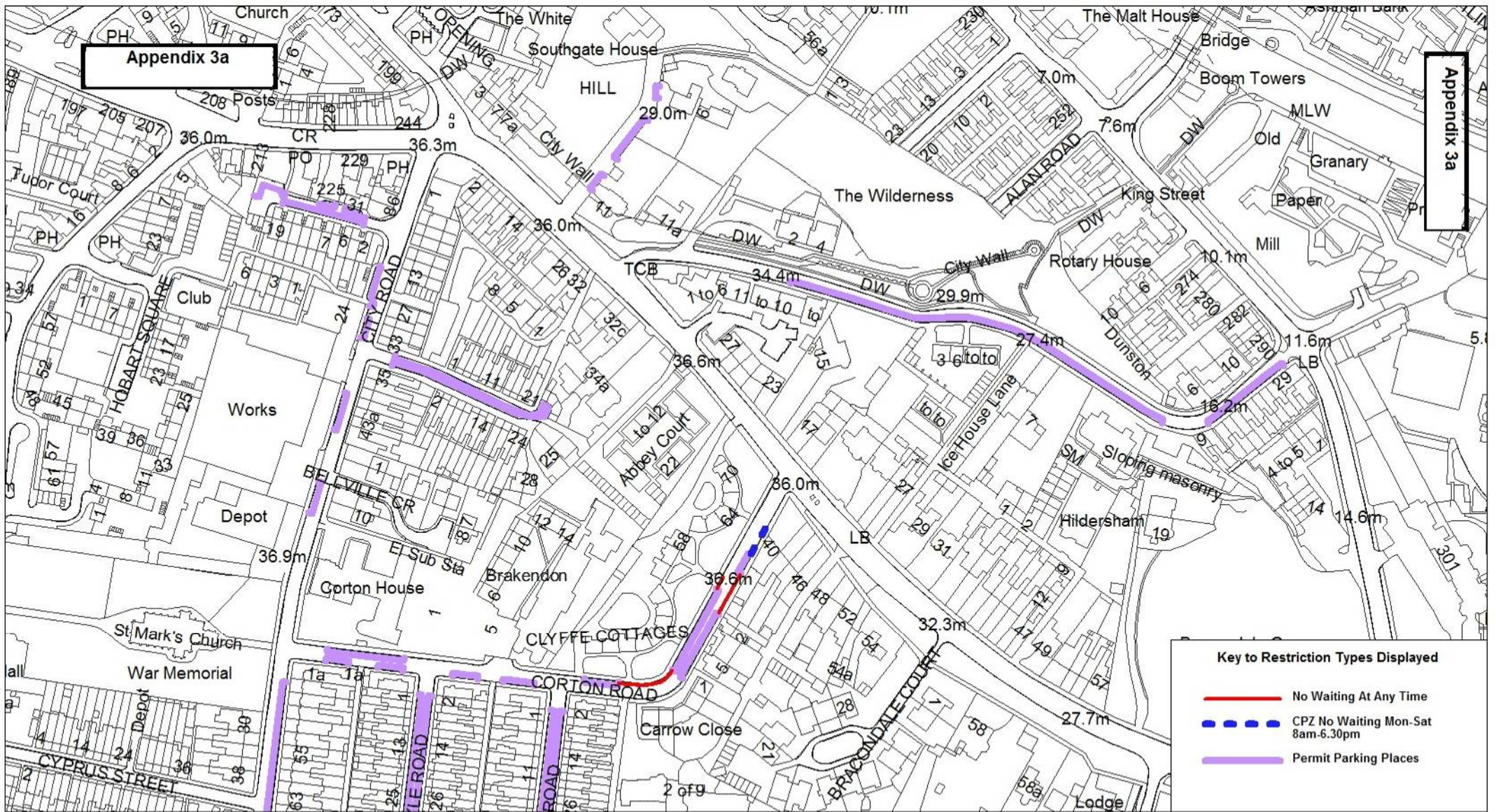
Street	No of homes in street	For 24/7 permits	Against 24/7 permits	Response Rate	Percentage in favour of 24/7 permits
Bracondale Green	5	3	0	60%	60%
Brakendon Close	55	2	2	7%	4%
Carlyle Rd	49	12	7	39%	24%
Carshalton Rd	56	9	3	21%	16%
Cherry Cl	41	3	2	12%	7%
City Rd - total	52	22	17	75%	42%
City Rd - Area to be included	42	15	9	57%	36%
Corton Rd	5	1	2	60%	20%
Cricket Ground Rd - Total	59	11	14	42%	19%
Cricket Ground Rd - Area to be included	26	11	4	58%	42%
Cyprus St	34	7	5	35%	21%
Doman Rd	27	2	7	33%	7%
Geoffrey Rd	45	2	9	24%	4%
Gordon Square	34	2	1	9%	6%
Hall Rd	144	6	11	12%	4%
Harford St	42	9	9	43%	21%
Hatton Rd	28	2	5	25%	7%
Hobart Square	58	6	3	16%	10%
Hughenden Rd	64	7	12	30%	11%
Jubilee Terrace	31	2	3	16%	6%
Kensington Pl	23	3	1	17%	13%
Lakenfields	83	3	1	5%	4%
Lindley St	125	8	17	20%	6%
Meadowbrook Cl	33	5	10	45%	15%
Queens Rd	33	0	1	3%	0%
Smithfield Rd	15	5	3	53%	33%
Stratford Dr/Close	43	3	10	30%	7%
Sunny Hill	2	0	1	50%	0%
Terrace Walk	7	1	1	29%	14%
Walton Rd	17	1	6	41%	6%

Appendix 2 – Breakdown of responses by zone

Zone Z

Street	No of homes in street	For 24/7 permits	Against 24/7 permits	Response Rate	Percentage in favour of 24/7 permits
Bracondale	125	11	14	20%	9%
Bracondale Ct	29	1	0	3%	3%
Carrow Cl	10	5	0	50%	50%
Carrow HI	20	9	4	65%	45%
Churston Cl	7	2	4	86%	29%
Conesford Dr	22	4	7	50%	18%
Corton Rd*	18	2	0	11%	11%
King St	6	1	0	17%	17%
Milverton Rd	5	0	2	40%	0%
Nightingale Cottages	8	1	0	13%	13%
Old School Ct	27	4	0	15%	15%

*Corton Road has a complex of 18 elderly persons units

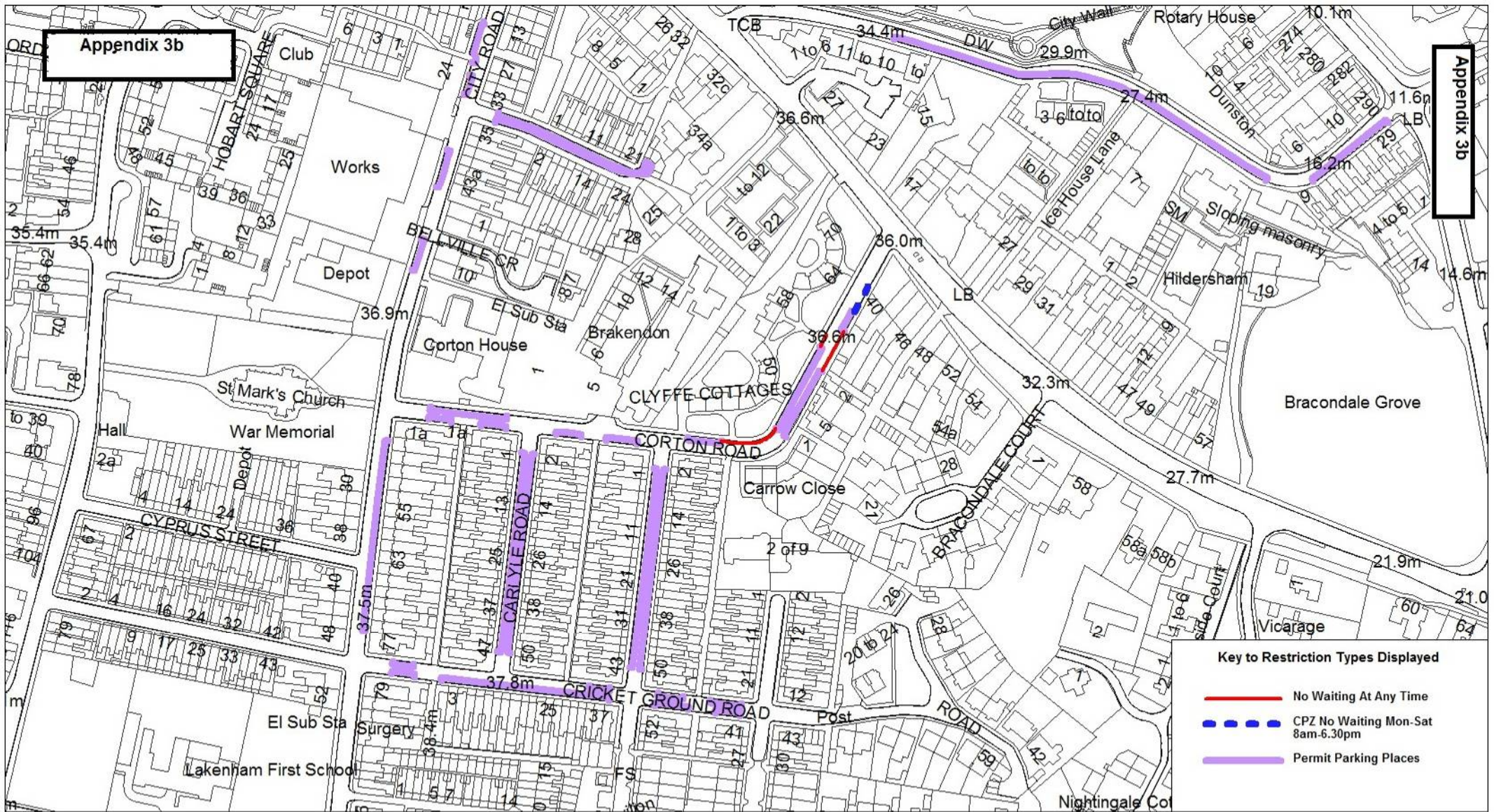


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2017 Lakenham area CPZ - North

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



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

Appendix 4 – Comments made by respondents within the area recommended for change

Issue raised	Times raised	Officer Response
Will make it harder for visitors	10	The visitor permit scheme allows for unlimited 4-hour visits and up to sixty longer visits per year. Very few people use the full entitlement. The scheme reduces permit abuse; thereby ensuring spaces are available for genuine users. The arrangement is potentially more restrictive, however, in a 24-7 zone
Visitor permit scheme inconvenient /inadequate	6	The previous scheme was unenforceable, and was widely abused meaning genuine users could not find a parking space. Complaints about general visitor permit abuse has fallen dramatically since the changes were brought in
Football parking is a problem	5	Noted
Current arrangements work well. No real problem after 6.30 or at weekends	4	Noted, but a majority of residents in this area have requested an extension of the operational hours because of evening and weekend parking issues
Permit bays should be extended into areas where Yellow lines are not needed	3	This is proposed on Corton Road, but in other locations, the yellow lines are needed
New development will add to parking pressure	3	This is unlikely as the development will have its own parking permit zone
Disagree that single yellow should become double	3	None are proposed
Can never park in the evening	3	Noted
Need to keep 2 hour parking areas	3	We are not recommending the removal of any short stay parking
Short stay parking on Corton Road should be converted to permits	3	We have proposed additional permit parking in lieu of single yellow lines instead
It's more cost for residents	1	Potentially, yes. There may be a need to purchase more 1-day scratchcards
More enforcement needed	1	Enforcement will be carried out over the extended hours
Just a revenue making exercise	1	Permits are priced to cover the operational and maintenance costs of the permit schemes only
Would prefer single street scheme	1	This is much less flexible, as larger areas are more likely to have space available, even if at some distance.
The issue with football parking is limited	1	Noted, but concern about this issue is high in this area
With only a 4 hour visitor permit we could not have overnight visitors	1	This is a misunderstanding. Day scratchcards (valid until 10.00 am the following morning) provide for overnight stays

Appendix 5 – Comments made by respondents within the area where no change is recommended

Responses from residents in the areas where no change is proposed

Issue raised	Times raised	Officer response
Will make it harder for visitors	47	The visitor permit scheme allows for unlimited 4-hour visits and up to sixty longer visits per year. Very few people use the full entitlement. The scheme reduces permit abuse; thereby ensuring spaces are available for genuine users. No change is proposed for these residents
Visitor scheme not suitable/ ineffective	20	The previous scheme was unenforceable, and was widely abused meaning genuine users could not find a parking space. Complaints about general visitor permit abuse has fallen dramatically since the changes were brought in
Just a revenue making exercise	15	Permits are priced to cover the operational and maintenance costs of the permit schemes only
It's more cost for residents	11	No change is proposed for these residents
More enforcement needed	11	We balance the level of enforcement to achieve cost effective compliance. Increased enforcement would require an increase in permit costs
Need to keep 2 hour parking areas/ more 2 hour parking needed	6	The needs for short stay parking need to be balanced against the reduction of residents' permit spaces this would create
Not enough spaces on match days	6	Only extending the permit operating times would resolve this
This will result in residents digging up their front gardens	5	This is a very expensive option to avoid paying for a parking permit
No issue with current scheme. 24 hour would be overly restrictive in terms of visitors	5	No change is proposed
Waste of money / Council need to save money	4	The permit parking scheme covers its own costs
Overnight can't be monitored	4	We have enforcement staff on-street all day and until the early hours of the morning
Permits are being loaned/sold to non-residents / misused	4	Any scheme can be abused, but the current scheme is much less open to abuse than the old one
cars are destroying verges	4	Dealing with this issue is beyond the scope of this project
Would like more enforcement / needs patrolling in the extended hours	4	In order to keep permit costs reasonable we have to use enforcement staff resources carefully.
60x visitor day permits is not enough / will get more if scheme 24 hour	4	The allowance was based around 24 hour schemes

Appendix 5 – Comments made by respondents within the area where no change is recommended

Issue raised	Times raised	Officer response
Existing single yellow lines should be retained	5	We are not proposing any change
Permit parking hours should be changed, but not to 24/7	4	We try to keep operational times straightforward to minimise confusion. We already have three different sets of operational hours
Parking issues created by meetings at local church / cars over hanging the footway	4	Provided vehicles are not parked in contravention of the waiting restrictions, we cannot take any action against them
We need more information on the problems	3	The consultation was intended to get residents response based on their experience of the issues faced and not to tell them what we thought the issues were
Scheme is designed to make money / we pay enough	3	The scheme is designed to cover its operational costs and to cover permit administration and the cost of enforcement
Too many cars owned by resident and visitor	3	We restrict residents to two vehicles plus the visitor scheme.
Single yellow lines should be permit in the evening	3	There is greater pressure for them to be retained as they are
Will make it <u>easier</u> for visitors	2	No change is proposed
Money being used to pay for cycle tracks	2	The permit scheme does not make any money. Permit fees are set to cover the operational costs of the scheme
Parked cars slow speed and make it safer	2	To some extent this is true. There is always a balance, though, between parking provision and highway capacity
Money should be spent on cutting the verges instead	2	The permit scheme is cost neutral. There is no money to spend on other things
Problem with Hewitt school parking	2	Noted
Parking issues around Tesco on Grove Road	2	Noted
This will stop houses parking 3 or more cars outside the permit hours	2	Yes it would, but no change is proposed
Visitor scratch cards should have longer than 1 year expiry	2	This would significantly increase the costs of scratchcard permit production as we can currently use standard non-dated stationery that is ordered in bulk. We would have to pass this on as we only cover our issuing costs for this permit type
We have a new build / property to flats and cannot get a permit	2	Permits are not issued to any property built or converted after 2004 (unless it is built with its own permit scheme)
Permits should be all day / only allowed one visitor permit	2	This is a misunderstanding. The visitor scheme includes the four hour permit and 60 one-day scratchcards per year

Appendix 5 – Comments made by respondents within the area where no change is recommended

Issue raised	Times raised	Officer response
24 hour permit parking will need regular enforcement	2	We do enforce 24 hour zones, but no change is proposed here
Spend the money on green space or children's play area	1	The permit scheme is cost neutral. If it did make a surplus, we are required to spend that on transport projects
The issue with football parking is limited	1	Noted
Delivery lorries ignore parking restrictions	1	Delivery lorries can load and unload from single or double yellow lines at any time
Agree that single yellow should become double	1	Noted, but no change is proposed
Church parking an issue but they have tried to reduce the impact on residents	1	Noted
Make the area 20mph instead	1	20mph areas are being installed throughout the City under other programmes.
This will create more pollution as cars will need to be moved regularly	1	Overall permit parking limits car and commuters avoid driving through residential streets to find free parking.
Rowington Road should have its own permits	1	We do not implement single street schemes, because the larger areas offer greater parking flexibility
Only allowed one car per household	1	In this area, households are allowed 2 resident permits per household
Noise pollution and disturbance from bus movement	1	This is outside the scope of this project
Signpost area of Sigismund Road to prevent tradesmen parking where vehicles are meant to turn	1	The area is already covered by yellow lines. These do not require additional signing
Low kerbs on Sigismund Road encourage parking on the grass / can we have signs to ask people not to park on the grass	1	We intend to undertake a review of pavement and verge parking when resources allow
Single yellow should be changed to permit spaces on Hollis Lane	1	No change proposed
Single yellow lines should be changed to double yellow lines in Rowland Court	1	No change proposed
More double yellow lines around Tesco on Grove Road	1	No change proposed

Appendix 5 – Comments made by respondents within the area where no change is recommended

Issue raised	Times raised	Officer response
Make the derestricted bay on Southwell Road either short stay or residents permit parking	1	There is no unrestricted bay on Southwell Road
Ashby Court has 5 permits for all 31 flats	1	Ashby Court has no permit entitlement. These have been provided as a good will gesture
Current visitor scheme only allows visitors for 2 hours	1	The short stay visitor permit is valid for up to four hours. Only trade permits are limited to two hours
Areas of Milton Close are soft and muddy and parking bays are needed	1	We intend to undertake a review of pavement and verge parking when resources allow
Visitor permits should longer than 4 hours / Double the time of the visitor permit from 4 to 8 hours	1	8 hour permits with no vehicle registration details would be very open to abuse. This would make worse the issue raised in same response citing football parking as making life very difficult
Visitor permits being abused	1	Any permit scheme will be abused. The current scheme has been st up to make it more difficult for that to happen, and easier to enforce
Conversion of building into bedsits is causing all the problems	1	Households have the same permit entitlement whether they are converted to bedsits or not.
People park here on a Sunday for free to do shopping	1	This is permissible with the current parking arrangements. No change is proposed
Concerned about private parking area being under pressure if system is altered	1	No change is proposed
Would support 24/7 operation if more visitor permits were available	1	Noted
late night shopping causes problems	1	It is permissible for anyone to park in permit areas outside the operational hours
Double Yellow lines make loading and unloading difficult	1	Loading is permitted on single and double yellow lines
Suggest changes in the garage court area off Cherry Close	1	This area is not public highway and is not affected by these proposals
Single yellow lines (City Road) should be converted to doubles to stop congestion	1	These lines ensure the road is clear during busy periods, but allow additional parking when most residents are home
Rear alleyways should have DY lines as they get parked up and blocked	1	This is usually difficult due to the nature of the road surfaces
There should be bays for disabled drivers	1	These are only provided in locations where they benefit significant numbers of disabled drivers such as the City centre