

Report to Norwich highways agency committee
20 July 2017
Report of Head of city development services
Subject Lakenham Area Permit Parking Consultation

Item

6

Purpose

To advise members of the responses to the recent consultation in the Lakenham area to extend the existing permit parking areas, and recommends the implementation of permit parking in part of the area.

Recommendation

Members are recommended to:

- (1) note the responses to the permit parking consultation;
- (2) agree to implement an 8.00am to 6.30pm Monday to Saturday permit parking scheme in Arnold Miller Close, Arnold Miller Road, Birkbeck Close, Birkbeck Road, Barrett Road (part), Hall Road (part), Huxley Close, Huxley Road, Keyes Close, Keyes Road, Long John Hill (part), Longmead, Mansfield Lane (part), Martineau Lane, Mendham Close, Netherwood Green, Suncroft and Sunny Hill as shown on the plans (nos. PL/TR/3584/428.1, 2, and 3) attached in Appendix 1
- (3) agree to implement the no waiting and limited waiting arrangements associated with the permit parking scheme, including 'No Waiting' along the entire length of Barrett Road (including the service roads) and Martineau Lane from the junction of Hall Road to the junction with Bracondale (except in the designated bays)
- (4) introduce pedestrian zones (access only) to the front of 31-69, 103-133 and 116-138 Barrett Road.
- (5) agree to implement a 1-hour limited waiting period on the east side of the car park outside the Long John Hill shops and 2-hour limited waiting on the west side with three 4-hour spaces on Arnold Miller Road in place of the previously advertised double yellow line adjacent to the pet grooming parlour.
- (6) 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 operational and installation costs of the scheme will be funded through income from the permit parking scheme. Implementation costs are estimated at £40,000.

Ward/s: Lakenham

Cabinet member: Councillor Stonard – Sustainable and inclusive growth

Contact officers:

Bruce Bentley, Principal transportation planner

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Background documents

None

Background

1. Members will be aware that there is continuing pressure from some local residents for permit parking to be extended into their areas, due to issues with commuter and other non-local parking taking the already limited parking facilities available. It has not been possible to extend or make any changes to the existing parking zones until recently. Historically, the cost of doing this had to come from county council revenue funding which have been under extreme pressure in recent years, and the schemes themselves did not cover their operating costs, let alone their maintenance and extension. However, the review of the permit parking scheme (between 2012 and 2015), together with a review of the associated charges, now means that the permit schemes are covering their operating costs, and maintenance and alterations of the permit areas.
2. As it has not been possible to make any changes until recently (with extensions in the College Road and Salisbury Road areas having been completed earlier this year) there is a significant demand around the city that has yet to be addressed. Officers and Local members are well aware of this, and receive substantial amounts of correspondence where requests have had to be declined. There have also been petitions to the Norwich Highways Agency Committee (NHAC). Local members have, therefore, been pressing for permit parking in a number of locations around the city.
3. Consequently, there is a commitment to consult in a number of areas, of which this extension in Lakenham is one. We have yet to consult in the West Earlham area (a scheme that will be partially funded by UEA) and Wellesley Avenue which will follow once the Lakenham schemes are implemented. Officers are also aware of other areas, where no commitment has been given, but there is growing pressure from residents.
4. Currently, the city council operate and enforce 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.
5. Following representations from local residents and members, consultation was undertaken in part of Lakenham bordered by existing parking zones, Hall Road and the Outer Ring Road, but also incorporating the sections of Martineau Lane and Long John Hill south of the ring road and Duckett Close area. Residents and businesses were asked whether they wanted permit parking, and if they did, whether they wanted it to operate 8.00am-6.30pm, Monday to Saturday, or 24 hours a day, seven days a week.
6. The letters sent to residents included a plan showing the proposals for their area and an information leaflet explaining how CPZs work, which is included as Appendix 1. Residents were invited to comment on the suggested scheme.

Response rate

7. 1350 households and businesses were consulted on the proposal and we received 450 responses, representing a response rate across the area of 33%. This is lower than is usually hoped for, as a response rate of around 50% is usually preferred. However, this should not affect the decision of this committee.
8. A table showing the breakdown of responses in all the streets in the consulted area is attached as Appendix 2. The table has already been broken down into the areas where permit parking is recommended to be introduced, and areas where it is not.
9. Within the area to the east of and including Long John Hill that it is recommending to include within the permit parking area, the level of support for permit parking is 66% of the total responses. Had only negative responses been received to reach the preferred 50% response rate, those who actually expressed a preference in favour of permit parking would still be in the majority. Consequently, officers are confident that there is good support for the proposals here.
10. In the area to the west of but excluding Long John Hill the picture is mixed. Although the response rate was relatively low at 30%, there was a strong positive response in the northern parts of Mansfield Lane and Hall Road where, although the response rate was not 50%, again had only negative responses been received to reach the preferred 50% response rate, those who actually expressed a preference in favour of permit parking would still be in the majority.

Discussion of proposed extent of scheme

11. Local members have expressed a preference for the area including the northern parts of Mansfield lane and Hall Road to be included in the permit area, which would mean including Mendham Close (low response, but 100% in favour), Keyes Road and Keyes Close (where there is a higher 'no' response on a low response rate, but a high level of off-street parking available) and Birkbeck Road/Close (almost 50/50 split response, again a low response rate). It is the officers' view that not including these streets would have an adverse knock-on effect from the displacement of parking from the main roads.
12. The narrow road surrounding Birkbeck Close (part of Springbank) is not included in the scheme. In itself, it is too narrow for parking and provides access to off-street parking spaces primarily associated with the Springbank development.
13. Overall, in this part of Lakenham, 54 % of respondents requested permit parking.
14. Outside the area that is recommended for permit parking, the response rate was only 25% with 60% opposed to permit parking.

15. Consequent on the consultation, the recommendation is to extend permit parking to the residents of the entire eastern area that was consulted, including Long John Hill as far as its junction with Martineau Lane, Martineau Lane (the southern section off the ring road), Longmead, Huxley Road, Huxley Close, Arnold Miller Road, Arnold Miller Close, Netherwood Green, Suncroft and Sunny Hill.
16. On the western side of the area, permit parking is recommended in the north part of Hall Road (to its junction with Latimer Road), Mansfield Lane (to its junction with Beeching Road), Mendham Close, Keyes Road and Close and Birkbeck Road/Close.
17. All the streets within the area recommended for permit parking had a majority of residents in favour of permit parking, with the exception of Longmead, Keyes Road and Keyes Close, where residents were substantially opposed. However, officers are concerned that if all the rest of the area does become permit parking, there will be significant additional parking pressure as those who currently park on the major roads would migrate to the side streets. In Birkbeck Road/Close, there was a small majority opposing permit parking (6 in favour, 7 against).
18. The Longmead area has around 30 parking spaces between 40 flats. Again, there would be additional parking pressure here as motorists who currently park on Long John Hill move to the side roads, and given the geography of the area it does not make sense to exclude it. Keyes Road/Close and Birkbeck Road/Close both have a significant number of homes with off street parking, and additional parking pressure would be likely to cause obstruction.

Hours of operation

19. Of those who supported permit parking 51.1% preferred the 24/7 option, which reduced to 50.4% if the residents who did not support permit parking, but expressed a preference for operational hours in the event that it was agreed, is taken into account.
20. Both the adjacent permit parking areas to the north and east operate between the hours of 8.00am and 6.30pm Monday to Saturday and from an operational perspective, it would be better if the new zone was consistent with these adjacent zones. This would also deal with almost all the concerns that most residents raised with the exception of football parking for evening matches.
21. Consequently, it is recommended to progress permit parking as shown on plan nos PL/TR/3584/428.1, 2, and 3 in Appendix 1 to operate 8.00am - 6.30pm Monday to Saturday.

Responses to the detailed proposals

22. A table detailing the detailed comments made on the proposals is included in Appendix 3, together with an officer response. The concerns raised by some residents of Barrett Road are discussed below, as are some minor amendments to the overall proposals undertaken as a result of the consultation.

Barrett Road

23. Most of the residents of Barrett Road are accessed via side service road, but one section (between Long John Hill and Arnold Miller Road) has footpath access only via a raised footway, and residents park wholly on the footway adjacent to the road. This completely blocks the pavement, and passing the parked cars requires a reasonable degree of agility. Consequently, many users of the footway are forced to walk in the road.
24. Inside the recommended permit area, residents of these houses would be eligible for permits for use on adjacent streets. This would involve a longer walk to the car than currently, but residents already have to walk some way due to the arrangement of the footway and adjacent elevated path that accesses the houses.
25. The installation of double yellow lines would not prevent stopping to pick up and drop off passengers, or for loading and unloading.

Amendments to the originally proposed scheme

26. 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 19th July. These amendments were:
- (a) A short section of double yellow line to protect the vehicular access to nos. 11-29 Long John Hill.
 - (b) The introduction of pedestrian zones (access only) to the front of 31-69, 103-133 and 116-138 Barratt Road. This will prevent parking in these narrow service roads that provides access to residents off street parking without the need to paint double yellow lines (the 'No Waiting' restrictions had already been advertised).
 - (c) An enforceable time restriction on the car park associated with the Long John Hill shops (originally advertised as 1-hour)
 - (d) An enforceable loading restriction on the layby on Barrett Road adjacent to Long John Hill, and the shops.
27. These proposals are included on the plans contained in Appendix 4, which also show the proposals for the areas where there are no amendments.
28. The only responses relating to these advertised changes at the time this report was finalised were from the businesses in the Long John Hill shops. Any further comments will be reported verbally at the meeting
29. Four businesses wanted parking restricted to one hour only, whilst the fifth wanted an absolute minimum of two hours, with the option for some four hour stays as some appointments with clients take that long. It is therefore recommended that the car park is split between 1-hour bays on the east side (immediately outside the shops) and 2-hour bays on the west side. Three 4-hour

bays can be accommodated on Arnold Miller Road adjacent to the end of the row of shops in place of the advertised yellow line.

Integrated impact assessment



NORWICH
City Council

Report author to complete

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

	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 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 pr 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

	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

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

Negative

N/A

Neutral

Issues

N/A



Permit parking and Controlled Parking Zones

When there are parking pressures on streets in Norwich we have Controlled Parking Zones (CPZs) where parking permits are used. CPZs are very effective at preventing commuter parking or local parking pressures as we enforce the restrictions. You can find out more about permit parking and CPZs at www.norwich.gov.uk/permits

How CPZs work

The proposed permit parking zone is dependent on the outcome of this consultation. We are required by law to publish a Traffic Regulation Order which we will do alongside this public consultation so that if residents approve the scheme we can implement it quickly. This streamlines the process and reduces costs.

We are proposing a CPZ in your area that operates during the hours detailed in the letter that accompanies this note.

During these hours you and your visitors will need to use parking permits to park in a permit bay. We might also propose limited waiting bays that offer short stay parking which do not require the use of permits. These tend to be located near to local business premises. Short lengths of double yellow lines will also be implemented on junctions where they are not in place already. Please see the attached plan for the local proposals.

Outside of these hours there is no restriction on parking in any designated parking bay, nor is there any restriction on Christmas Day. However, permits are required during operational hours on all other public holidays.

Number of resident permits allowed

We offer residents up to two parking permits for their own vehicles and a choice of visitor parking permits. Visitor permits are available as a one-day 'scratchcard' (maximum of 60 per year valid on day of validation and until 10.00am the following day) and/or a four-hour permit (this is issued with a clock to confirm the time the permit is used).

Costs

Resident permit charges are based on the length of your vehicle to encourage use of shorter vehicles in CPZs to maximize the amount of parking space available.

Resident's parking permit for 12 months:

- Short vehicle (or Blue Badge holder): £21.60
- Medium vehicle: £34.20
- Long vehicle: £50.40

Appendix 1

- Four-hour visitor permit: £21.60 for 12 months (no charge for those on low incomes).

(please note – we can issue permits for a minimum of 1 month up to 18 months)

- One-day visitor parking permit: 60p per day (but issued as a £12 minimum amount).
- We also issue care permits to people who can demonstrate the need for support relating to health/disability reasons or for childcare.

Business permits and costs

We offer a range of parking permits to suit the needs of businesses situated within a permit parking area.

A business may apply for the following permits:

- Long stay permit; all day stay (two permits with two vehicles per permit) £138 for 12 months
- Short stay permit: two hours stay (one permit with any vehicle per permit) £138 for 12 months

Minimum permit issue is one month, up to a maximum of 18 months.

There are also arrangements in place for hotels and guest houses and other specific business and household needs. Visit www.norwich.gov.uk/permits for more information.

Other things to consider

- Permits are for use on-street only. They are not required for any private off street parking areas or driveways.
- Properties built or converted after the CPZ is in operation will not receive a permit entitlement. This rule aims to ensure that CPZs are not oversubscribed when new residential developments are built.
- If you have a blue badge you can park for up to three hours in a permit bay, but you will need a permit for longer stays.
- If you are actively unloading or loading you don't need a parking permit (for example if you have deliveries from a supermarket to your property).
- CPZs are a tried and tested way of managing high demand to parking and we aim solely to cover the operating costs of enforcement, permit issuance and maintenance from permit charges. If we were to make any surplus, this would be invested in other transport improvements.
- Permit parking does not resolve parking issues if these are caused by residents own vehicles
- Streets just outside permit parking areas can be subject to increased parking pressures.

Appendix 2a

Responses from streets that are recommended to be included in the permit parking scheme

Road	Responses against permit parking	Responses for permit parking	Responses in favour of 24/7 scheme
Arnold Miller Road / Close	10	16	10
Barrett Road between Martineau Lane and Long John Hill	6	9	6
Birkbeck Road / Close	7	6	4
Hall Road between Mansfield Lane and Latimer Road	1	7	4
Huxley Road / Close	4	12	4
Keyes Road / Close	13	5	4
Long John Hill	8	21	13
Longmead	23	7	6
Mansfield Lane (north)	2	10	5
Martineau Lane	0	9	7
Mendham Close	0	2	2
Netherwood Green	14	40	18
Suncroft	0	10	0
Sunnyhill	6	13	6
TOTAL	71	137	70

Appendix 2b

Responses from streets that are not recommended to be included in the permit parking scheme

Road	Responses against permit parking	Responses for permit parking	Responses in favour of 24/7 scheme
Abbott Road	0	2	2
Barrett Road between Long John Hill and Hall Road	4	5	0
Beeching Road / Close	15	7	1
Birkbeck Road / Close	7	6	4
Cavell Road	17	3	3
Coke Road	7	1	1
Duckett Close	3	6	2
Elwyn Road	2	0	0
Gamewell Close	4	3	2
Hall Road between Latimer Road and Barrett Road	3	7	4
Ingram Court	17	6	4
Latimer Road	11	17	11
Mansfield Lane (all)	14	14	7
Mendham Close	0	2	2
Randolf Road	13	3	3
Springbank	19	2	2
TOTAL	149	89	52

Appendix 3

Issues raised during consultation

Issue raised	No of times	Officer response
Too expensive/ Money making/ permits should be free	28	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	7	The visitor permit scheme is quite flexible, but residents with extensive long visits will be affected
The proposals don't include enough parking spaces	1	The proposal includes as much parking as possible, whilst ensuring that more major routes are kept free flowing
Need pick-up drop off on Barrett Road	3	See report para 23-25
Residents from other streets will park in our road	1	There is nothing to stop anyone from parking in the streets currently
Need parking on Barrett Road	4	See report para 23-25
Need No Waiting on access way between 112 and 138 Barrett Road	2	This area is outside the recommended permit area, but similar issues apply to the slip road in front of 103-133 and this is now included in the proposals
Restriction only required on the main road	1	An approach like this would push commuter vehicles into the side streets
Parking issues caused by residents, not commuters	6	Permit schemes do not resolve this problem, but the consultation has confirmed that there are commuter parking issues in the area
Long John Hill is congested by parking	12	The proposals seek to deal with this problem
Didn't support permit parking, but would prefer 8-6.30 if it is implemented	2	See report para 19-21
There should be no parking on the main part of Barrett Road	2	See report para 23-25
Concerned that scheme does not allow for use of varying company vehicles	2	Arrangements are available for people who use multiple vehicles in their line of work
Area should have 20mph speed limit	1	This is beyond the scope of this project, but the entire area is proposed to be a 20mph zone

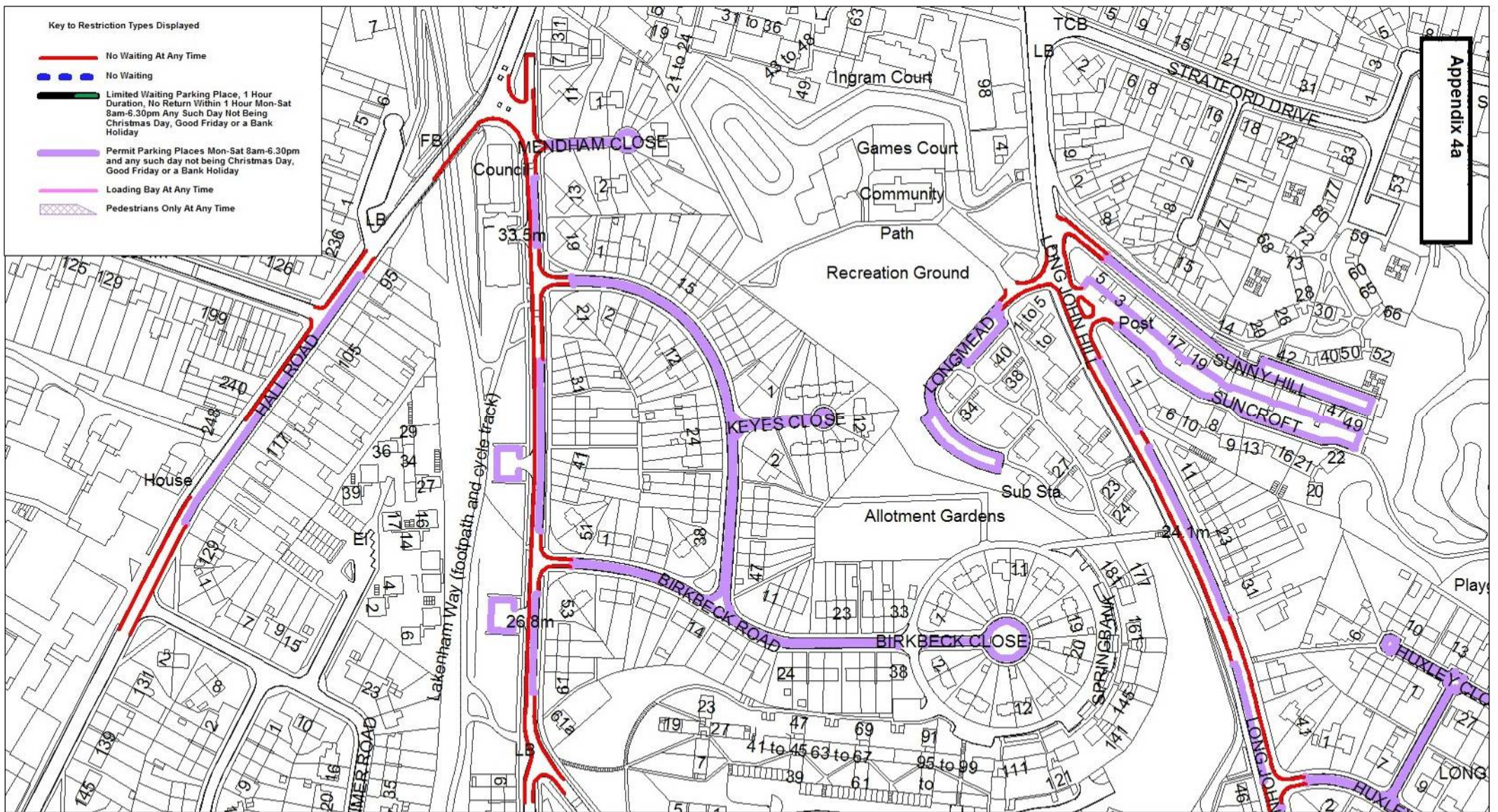
Appendix 3

Issues raised during consultation

Issue raised	No of times	Officer response
Pavements are obstructed by parked cars	1	The scheme will resolve this to some extent, particularly on more major routes
Access to 11-29 Long John Hill needs protecting by double yellow lines	1	Agreed, now included in proposals
Parking should be on the east side of Long John Hill	1	The parking arrangement proposed is designed to act as a traffic calming measure, as well as providing parking spaces
There is not enough permit parking spaces on Long John Hill	1	Additional parking would require spaces on adjacent sides of the road. This would not resolve the current congestion problem
Double yellow lines would be better than permit parking on Martineau Lane	1	Permit parking will resolve current issues, and allow some flexibility for residents. Double yellow lines need more maintenance
County Hall staff should not get permits	4	The only permits available to County Hall staff would be the 2-hour trader permit which enables care workers to visit clients in their own homes. This permit is available to any organisation that needs to do this
Area outside Nos 116-120 Netherwood Green should be permit parking	2	Agreed, this is now included in the proposals
Car park by shops on long john Hill needs to be included(Short stay parking)	2	Agreed, this is now included in the proposals
Care workers/ doctors etc. will not be able to visit residents	1	Yes, they will. Permits are available to these professions for home visits, and residents can have a visitor permit.
Need to park more vehicles than the permit scheme allows for	1	Private arrangements need to be made if residents wish to park more than two vehicles on-street
Will Lakenham be just one zone, or split into multiple zones?	1	The recommended area will be one zone
Parking on Barrett Road makes it impossible to walk down the pavement	1	See report para 23-25
Parking restrictions in front of garages would be needed if permit parking was introduced	1	Areas in front of garages are private forecourts and not covered by the permit scheme

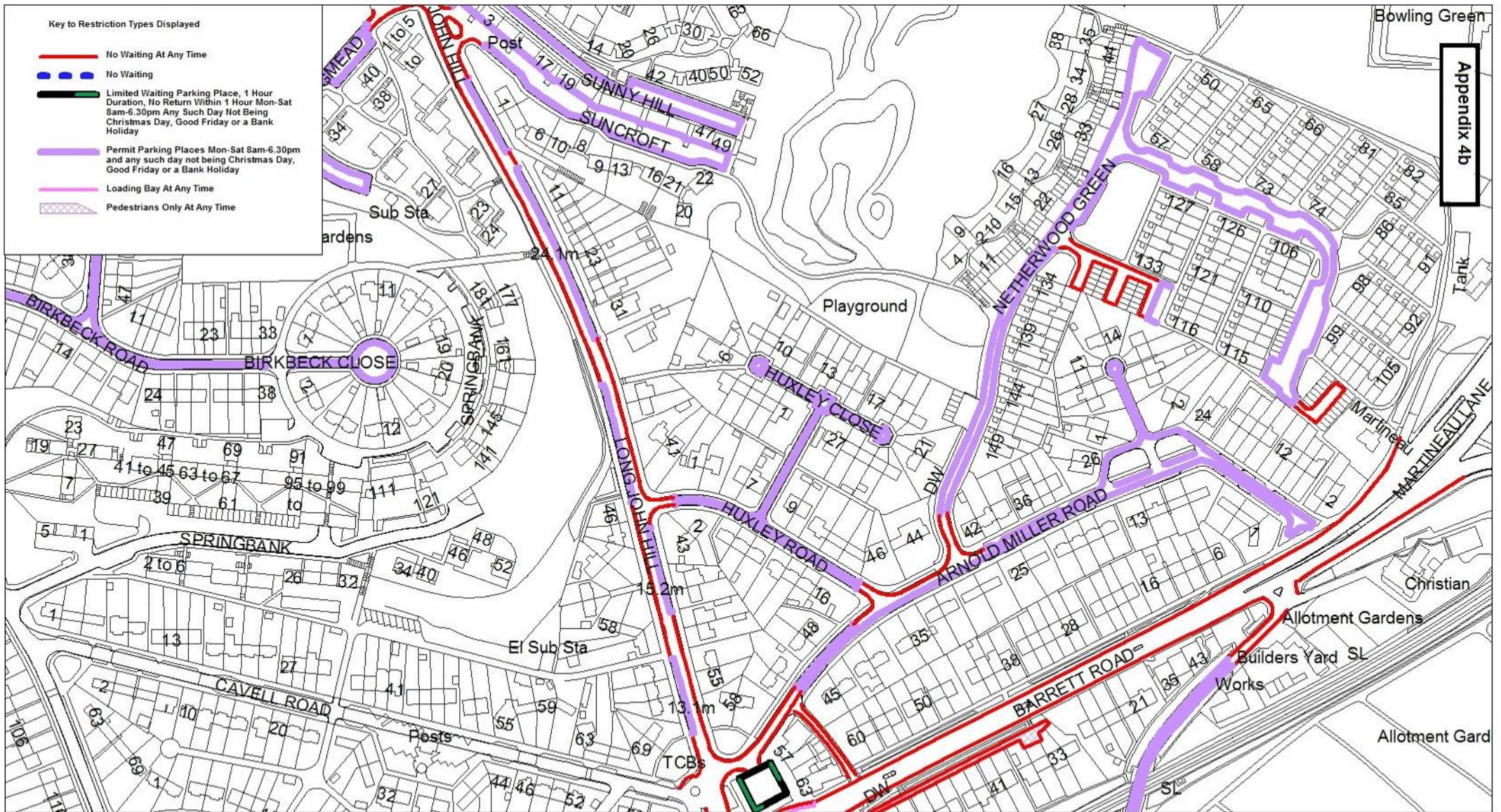
Appendix 3
Issues raised during consultation

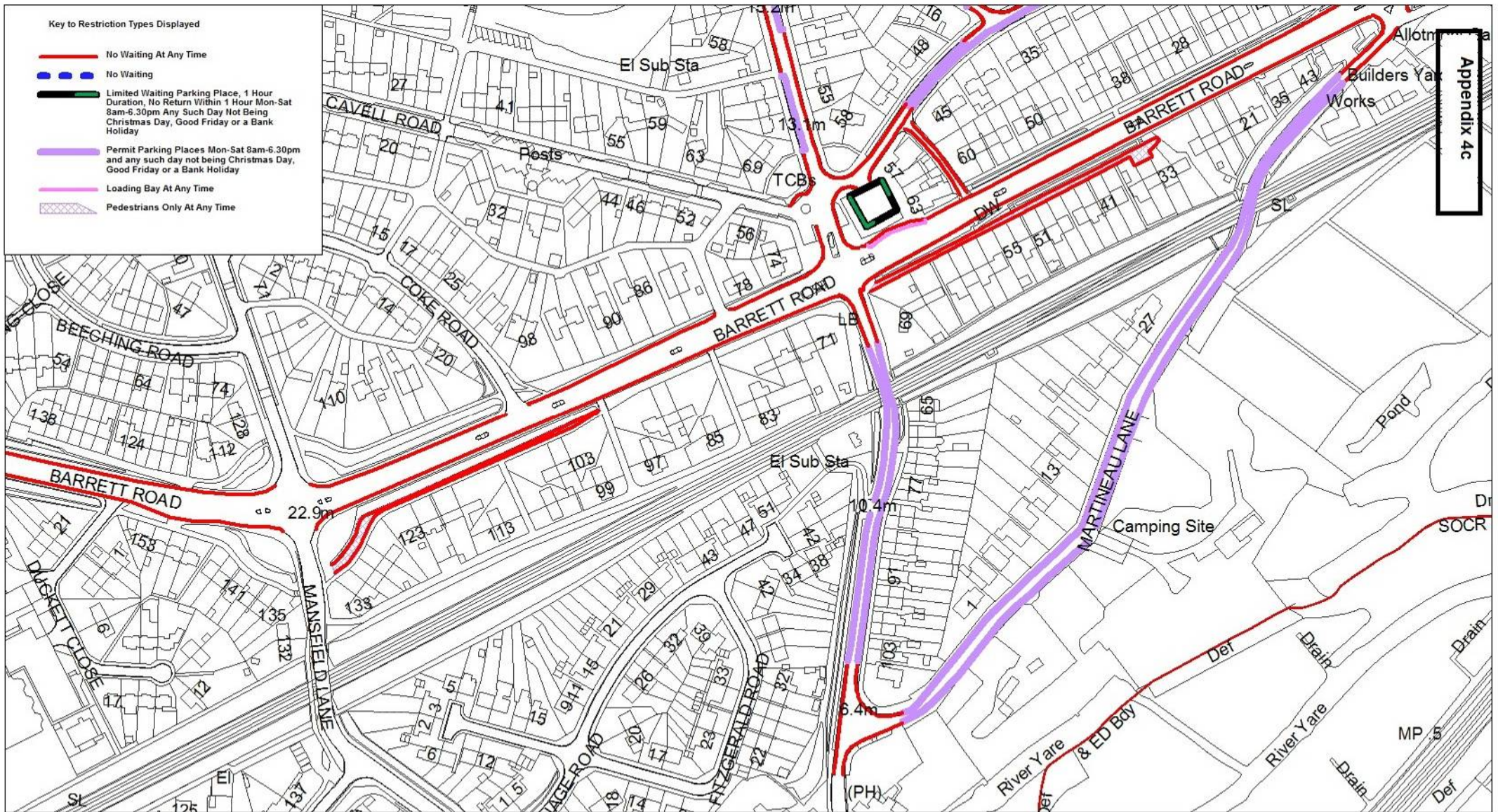
Issue raised	No of times	Officer response
Marked out parking bays would help	1	Marked bays would have to cater for the largest vehicles, thus reducing the overall level of on-street parking



Appendix 4a

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	2017 Lakenham area CPZ		DATE	27/06/2017
			DRAWING No.	
			DRAWN BY	



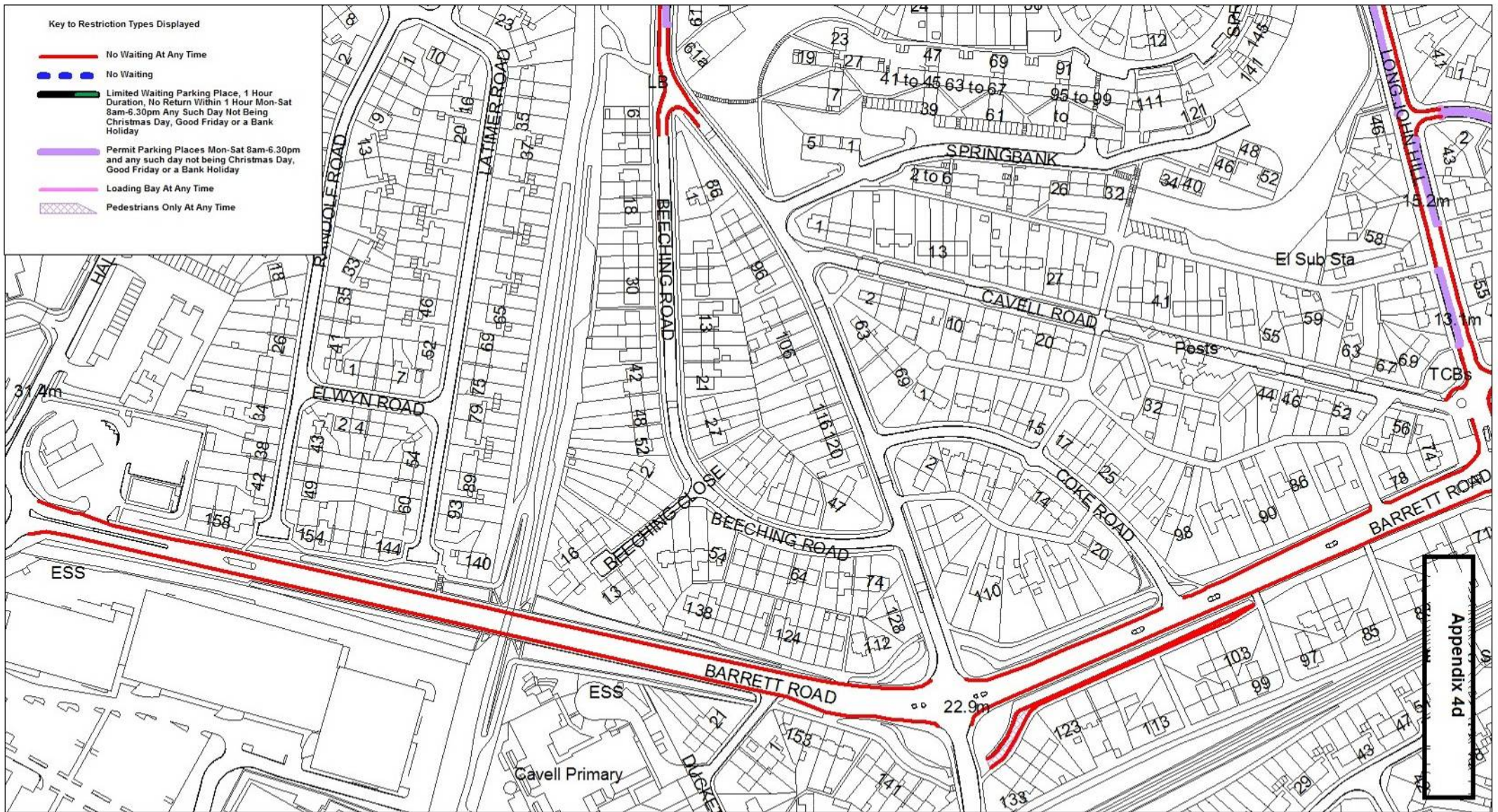


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2017 Lakenham area CPZ

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