

**Report to** Norwich highways agency committee

21 January 2016

**Report of** Head of city development services

**Subject** Leonards Street car park to rear of St Augustines Street

**Item**

**10**

### **Purpose**

To consider the results of the consultation on proposals to manage parking in the Leonards Street car park and to agree that those proposals should be implemented with the suggested modification highlighted at the consultation.

### **Recommendations**

To:

- (1) note the results of the consultation on the proposals on the proposed changes to Leonards Street car park
- (2) agree to extend the surrounding on-street STA permit zone into the car park with provision for short stay parking for a maximum of 2 hours to allow for parking for visitors to the local shops Monday-Saturday between 8.00am and 6.30pm. With parking unrestricted at other times
- (3) ask the head of city development services to complete the statutory process to enable the changes to be brought into effect

### **Financial consequences**

There are no budgetary implications to this report. No charges are made for parking beyond on street permit fees.

### **Corporate objective / Service plan priority**

The scheme helps to meet the corporate priority for a safe, clean and low carbon city, and the service plan priority to implement the Local Transport Plan.

**Wards:** Mancroft

**Cabinet member:** Cllr Bremner –Environment and sustainable development

### **Contact Officers**

Gemma Mitchell, home ownership manager

01603 213139

Bruce Bentley, principal transportation planner

01603 212445

## **Background documents**

None

## **Background**

1. The car park on Leonard Street is situated on land owned by Norwich City Council and managed by the council's housing service. It consists of 23 spaces (20 spaces are owned by the council. 3 spaces are privately owned but only accessible through the car park.). (See appendix 2) The land was originally acquired under the general improvement scheme in the 1970s but is not currently being considered for development and has been used for parking since acquisition. The car park hard surface has recently been refurbished and does not currently have any parking restrictions in place. The car park backs onto the St Augustine's parade of shops.
2. Local residents have complained for some time that the car park is being used by commuters and have asked that we investigate potential options for stopping this. Having assessed the various options available it was decided to propose the introduction of a Traffic Regulation Order (TRO). Rather than creating a new permit zone, we proposed to extend the surrounding on-street St Augustine's permit zone (STA) into the car park. But allow any vehicle to park for a period of 1 hour.
3. Housing Services have liaised with the local residents association and they support the proposal.

## **Consultation**

4. The proposed TRO was advertised in the press on 25 September 2015 with appropriate notices displayed on site at the same time, allowing the opportunity for comment or objection.

## **Issues raised**

5. Three responses were received to the consultation
  - An objection was received from a business at 21 St Augustine's. They are not eligible for an STA permit, because businesses in the City Centre are not eligible for parking permits. Therefore the business owners and staff member will be unable to park in the car park if the proposal is implemented, unless within the limited 2 hour bays or overnight when restrictions cease.
  - An objection was received from a resident regarding parking a second household vehicle. They have a second car and will be unable to use the car park if the proposals are implemented because they will have only have entitlement to one residents permit. During the correspondence the objector did note that the car park is used by commuters
  - An amendment was requested from a resident for a longer free period of at least 2 hours (no return within 4 hours) during the day for residential visitors and that the car park remained free of

charge overnight between 6pm and 8am (with 2hrs taking you to 10am) and on Sundays for the benefit of residential visitors.

6. When the proposal was originally advertised a restricted parking period of one hour (no return within 2 hours) was suggested.
7. The suggestion to extend the limited waiting period to two hours, and not restrict parking in the evenings is reasonable and consistent with other waiting restrictions in the area and the recommendation is therefore to revise the waiting time to 2 hours with parking unrestricted on Sundays and in the evenings.
8. On this basis, that objection has been withdrawn. During the correspondence the objector did note that the car park is used by commuters.
9. The car park is situated within the City Centre, which is a location where commuting by car is discouraged. Consequently, parking facilities are offered on the basis that they favour short and medium stay use, and providing free commuter parking is contrary to the NATS strategy. It is also the case that within the City Centre, residents are expected to make their own arrangements if they wish to keep more than one car in a permit parking area.
10. Access to the private yard will not be affected by this proposal however the proposal will result in any staff unable to use the private area needing to find alternative parking outside of the car park during the restricted periods.

### **Implementation**

11. The new parking arrangements will be implemented following the sealing of the TRO and installation of the necessary signage.

### **Conclusions**

12. The above proposals will resolve the issue of commuter parking and have the support of the majority of residents eligible to use the car park.

## Appendix 1

### Reponses in detail

#### Business owner, St Augustine's Street

“As a business owner in St Augustine's Street we do park in the private yard through Leonard's Street Car Park but there are times when myself & staff have to use the car park due to the yard being full. As a business owner I do feel as more and more parking availability is taken into residents permit only, local businesses will suffer. I have a member of staff who also requires space to park, public transport or walking are not viable options for her as she has childcare & school to attend pre-work, paying for local car park is too financially steep also.

I am not happy that we are not able to apply for a parking permit, as we do own our building freehold and for the last 21 years have been parking in our private yard and Leonard's street car park we feel this is just another way of making it harder for business on St Augustine's Street. If this proposal does go ahead then we must have access at all times to our private yard”

During the correspondence the objector did note that the car park is used by commuters. Officers emailed them a map and asked them for confirmation that the 'private yard' is where we think it is. To date officers have had no reply

#### Resident of Leonard Street

They have a second car and will be unable to use the car park if the proposals are implemented, as I am unable to use a visitors permit on my residential vehicle.

During the correspondence the objector did note that the car park is used by commuters.

Appendix 2 – Location map – Car park in pink/dark shaded

