

Report to Norwich Highways Agency committee
20 September 2018
Report of Head of city development services
Subject Goldsmith Street Area Parking and 20mph Proposals

Item

9

Purpose

To advise members of representations to the recent consultation on parking and speed management in the Goldsmith Street area and to propose a way forward.

Recommendation

- (1) note the responses to the consultation as summarised in Appendix 1.
- (2) agree to allow permit entitlement for properties within the Goldsmith Street area redevelopment as listed in appendix 2:
- (3) agree to implement waiting restrictions and 20mph zone as shown on the plan in Appendix 3, and agree to advertise amendments as shown by the plan in Appendix 4.
- (4) note that a road hump notice for speed tables has been advertised.
- (5) ask the head of city development services to complete the statutory processes to implement these proposals as advertised and to advertise an amendment Traffic Regulation Order.
- (6) ask the head of city development, in consultation with the chair and vice chair to determine any objections to the amendment traffic regulation order.

Corporate and service priorities

The report helps to meet the corporate priority to provide a safe, clean and low carbon city

Financial implications

All costs to be met by the developer; Norwich City Council Strategic Housing.

Ward/s: Mancroft

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Kieran Yates, Transport Planner 01603 212471

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Background documents

None

Background

1. Members will be aware of the construction of new council housing on the Goldsmith Street site comprising of 93 dwellings (45 x 1-bed flats, 3 x 2-bed flat, 40 x 2-bed house, 5 x 4-bed house). First occupation of residents is anticipated in late 2018.
2. The planning consent included requirements for a parking management plan and speed management plan. Consequently the following proposals were devised by Transportation officers:
 - (a) **Parking proposals** for permit parking, car club vehicle, electric charging bay and limited waiting bays. Residents of the new development will have standard parking permit entitlement.
 - (b) **20mph proposals** of a 20mph zone comprising of speed reducing tables, signage and roundels marked on the road in accordance with Department for Transport and city council policy for traffic speed management.

Rationale

3. The package of highway works has been devised on the following principles
 - (a) established city council parking policy does not allow new residential development parking permit entitlement, however exceptions can be made where justified. Given that this development will create new streets and residents would benefit from parking permit entitlement it was considered justified to allow standard parking permit entitlement. Site visits in the evening have identified there is spare capacity for additional parking within Zone L.
 - (b) given that the development will construct new streets, this will create new parking permit capacity, for this reason the development should have parking permit entitlement.
 - (c) to maximise permit parking capacity new permit parking bays were identified in the locality to help ensure availability of parking spaces.
 - (d) given that the development is embedded within the neighbourhood, and did not have clear boundaries, it was considered sensible to integrate the development into the existing Zone L Controlled Parking Zone that operates Mon to Sat 8am to 6.30pm. A separate subzone would have been extremely small and would not have been viable in terms of operational terms.
 - (e) as the city council wished that this development assisted in the regeneration of the local area, it was a planning requirement that the new streets were designed to have a self-enforcing 20mph speed limit. To maximise the benefit to the neighbourhood, the 20mph zone has been widened to include adjacent streets which will have 20mph signage and roundels painted on the road in accordance with city council policy.

- (f) Improvements to the greenspace adjacent the development site resulted in the construction of footpaths, these are integrated into the traffic calming to create safe walking and cycling routes for the development.
- 4. Together these measures intend to maximise the quality of the development and its regeneration benefits for the local neighbourhood. The aim is create a walkable neighbourhood of safe streets.

Public consultation

- 5. Following advertisement of the proposals with the statutory notice in the Evening News and with on-street notices a letter and plans of proposals was sent to all addresses affected by the proposals.
- 6. All documents were available at www.norwich.gov.uk/TRO
- 7. A total of 519 households and businesses were consulted on the proposal, ten individuals made written representations.

Discussion and proposed amendments

- 8. A summary of consultation representations can be found in Appendix 1. Consultation responses were generally supportive of the proposed changes.
- 9. It is proposed to enable permit parking entitlement to the new residential dwellings on the Goldsmiths Street development as listed in Appendix 2. No changes are proposed as we do not wish additional residences in the neighbourhood that currently do not have on-street parking permit entitlement to add any additional parking demand to Zone L.
- 10. The following amendments are proposed to accommodate public feedback, this will require the Traffic Regulation Order to be re-advertised;
 - (a) Double yellow lines on the east side of Goldsmith Street are proposed from its junction with Devonshire Street towards the new estate to ensure that on-street parking does not obstruct the usable width of the carriageway.
 - (b) The proposed permit parking bay on Exeter Street adjacent to the greenspace at Mancroft Walk will be relocated to Midland Street and be retained as double yellow lines, the new permit parking bay will be adjacent to the greenspace near its junction with Greyhound Opening.
 - (c) Changes to waiting restrictions on Greyhound Opening adjacent to the extant dwellings, so that the two bays adjacent to this housing are proposed as permit parking, that the bay north of this housing is a car club bay with future provision of an EV charging bay to be reserved using double yellow lines that may be converted when an EV chargepoint is installed.
 - (d) Changes to proposed waiting restrictions on Midland Street to accommodate revised highway engineering reconstruction of the road width and associated

parking bays, so that permit parking bays are provided with double yellow lines towards the junction with Greyhound Opening.

The way forward

11. Given that first occupation of the development is due before the next meeting of this committee, it is therefore proposed that required amendments are advertised as soon as possible after committee (20 September 2018) and to delegate determination of any objections to the head of city development, in consultation with the chair and vice chair. An amended TRO can then be implemented thereafter in time for first occupation of the development.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee: Norwich Highways Agency Committee

Committee date: 20 September 2018

Director / Head of service Andy Watt

Report subject: Goldsmith Street area parking and speed management proposals

Date assessed: July 2018

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, all installation costs are being met by the City Council as the developer.
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"/>	No specific comments
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
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"/>	No specific comments
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments

	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"/>	No specific comments
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
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. Reasonable adjustments have been made to proposals to respond to disabled residents' concerns as detailed in the report
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 the Transport for Norwich strategy by discouraging commuter parking in the urban area
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will help to promote sustainable transport forms by discouraging commuting by car, an EV chargepoint will be available in the future.
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will improve facilities for cycling, walking with traffic calmed streets

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments

Recommendations from impact assessment
Positive
The proposal will support the Transport for Norwich Strategy and the development objectives for the site
Negative
No specific comments
Neutral
No specific comments
Issues
No specific comments

Consultation representations and officer response

Representation	Officer response
<p>Resident:</p> <p>Supported the 20mph zone proposals but wanted the 20mph speed limit extended to the main Dereham Road itself.</p>	<p>Noted</p> <p>This is beyond the scope of this development to review the speed limit on the classified roads.</p>
<p>Resident</p> <p>Wished to have double yellow lines on one side of Goldsmiths Street, and permit parking on the other side for the entire lengths of road.</p>	<p>Noted</p> <p>It is not possible to do this as access and egress from the new development is required, and a chicane parking bay layout preferable to reduce excess traffic speeds.</p>
<p>Business</p> <p>Business with large vehicles need egress via Exeter Street, the proposed permit parking bay adjacent to the greenspace would cause difficulties for these wide bodied trucks.</p> <p>Resident:</p> <p>A comment from a resident advised that they wanted to see parking on both sides of Midland Street retained.</p>	<p>Accepted</p> <p>It is proposed to make an amendment to delete the proposed permit parking on Exeter Street adjacent to the greenspace and ensure there is a permit parking bay on Midland Street adjacent to the greenspace measuring 28 metres in length.</p>
<p>Resident</p> <p>A comment from a resident with severe mobility difficulties who is a wheelchair user cited concern about parking availability on Goldsmith Street once changes were made.</p>	<p>Noted and advice given</p> <p>Transportation officers have contacted Norfolk County Council Adult Social Services to make an Occupational Therapy assessment of need for a dropped kerbs and private parking space on Housing land adjacent to Goldsmith Street. NPS Norwich to investigate the feasibility of providing an off-street disabled parking space on housing land adjacent to the flats.</p>
<p>Resident</p> <p>A resident with mobility difficulties who uses a wheelchair on Greyhound Opening asked for permit parking to be retain adjacent to their dwellings.</p>	<p>Noted; accepted</p> <p>This change has been accommodated</p>

Representation	Officer response
<p>Resident</p> <p>The car club bay appears to obstruct my driveway.</p>	<p>Noted; accepted</p> <p>Due to a minor error with the consultation plan it appeared that the Car Club parking bay would obstruct a private driveway, the plan has been corrected and residents advised that their drive would not be affected. The parking space will be changed to permit parking.</p>
<p>Resident</p> <p>Objection to the changes to permit parking on Greyhound Opening being on the opposite side of the road, moving it from outside their homes.</p> <p>The Car Club and EV chargespace bay should be within the new development and not outside their homes where they have lived for many years.</p>	<p>Noted; accepted</p> <p>The two bays outside of the dwellings on Greyhound Opening will be changed to permit parking, permit parking will also be available on the opposite side of the road.</p> <p>The car club and reserved EV space will be provided to the north of the extant dwellings.</p>
<p>Resident</p> <p>Objection to changes to parking restrictions on Goldsmith Street adjacent to the church, the changes involve the conversion of a permit bay to a long length limited waiting bay. Resident believes that this unfairly favours the business's short stay parking needs over the parking needs of local residents.</p>	<p>Noted</p> <p>These changes are intended to respond to the needs of the adjacent businesses for short stay parking for customers. The permit bay to the north will be extended towards the church building to compensate for the loss of permit spaces nearby.</p>

Representation	Officer response
<p>Resident</p> <p>There should be HGV restrictions to prevent access to the business on Goldsmith Street/Midland Street and bollards to prevent footway parking.</p>	<p>Noted</p> <p>There is an ongoing Planning enforcement matter pertaining to this business, the council as Highway Authority have also been involved in matters arising from HGV access causing temporary obstruction and concerns about loading in the highway posing risks to the general public. This parking scheme does not seek to remedy any of these issues as they are subject to separate processes, the proposed changes seek to accommodate the needs of existing residents and businesses.</p>
<p>Residents x2</p> <p>Two residents who live adjacent to the site in new building housing who are not entitled to on-street parking permits asked if they could start to have parking permits issued to them.</p>	<p>Noted</p> <p>The difficulty with those developments in question (Shetland House and new housing to the rear of the pub on Browne Street) is that they did not result in the provision of new streets to accommodate additional on-street parking spaces. As the council endeavours to provide parking availability within the Controlled Parking Zone provides we do not propose to extent permit parking entitlement to adjacent new build residential developments.</p>
<p>Resident</p> <p>Parking on both sides of Goldsmith Street at the Devonshire Street end resulted in the narrowing of the road so that it was impassable by obstructive parking.</p>	<p>Noted and amendment proposed</p> <p>To avoid this occurring, and the possibility of obstructive footway parking, it is proposed to install a double yellow line on the east side of that part of Goldsmith Street. The lost permit parking will be re-provided elsewhere in the zone nearby.</p>

Appendix 2

Properties entitled to on-street parking permits

Roads or lengths of roads within the controlled parking Zone	Properties for the purposes of issuing Parking Permits	Zone	Prescribed Hours
Goldsmith Street Greyhound Opening Haslips Close	<p>Extant eligible properties retain permit entitlement</p> <p>Those properties constructed as part of the Goldsmith Street area redevelopment project: as follows:</p> <p>32 to 46 (Evens) Goldsmith Street</p> <p>1, 1A, 1B, 2 to 18 (Consecutive) Greyhound Opening</p> <p>33 to 113 (odds) Haslips Close</p> <p>60 to 106 (Evens) (Haslips Close)</p> <p>5 to 15 (Odds) Midland Street</p>	L	Monday to Saturday 8am to 6.30pm Except Christmas Day



Key to proposals

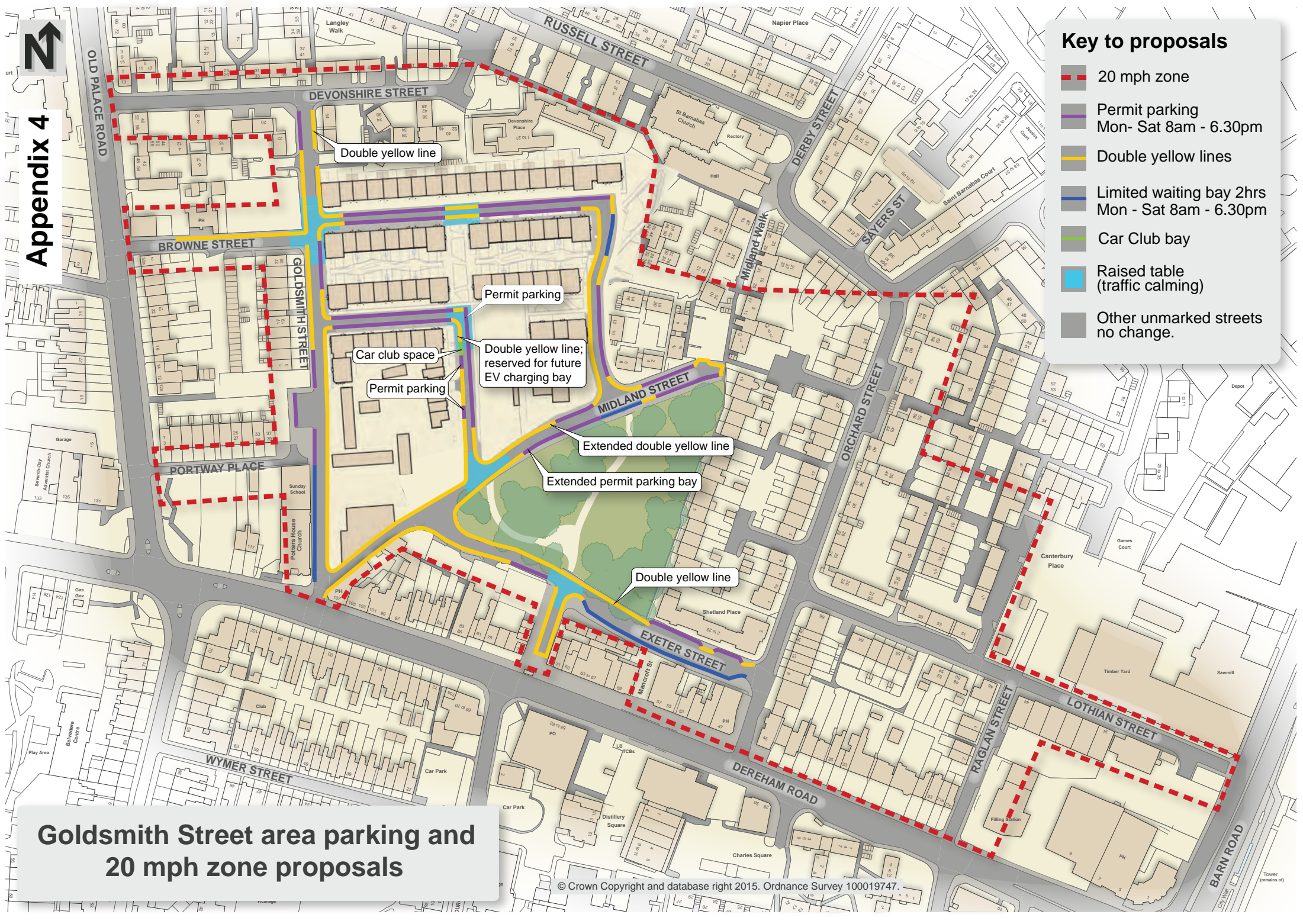
- 20 mph zone
- Permit parking
Mon- Sat 8am - 6.30pm
- Double yellow lines
- Limited waiting bay 2hrs
Mon - Sat 8am - 6.30pm
- Car Club bay
- Raised table
(traffic calming)
- Road Closed to vehicles.
Pedestrians & cycles
- access only.
- Other unmarked streets
no change.

Goldsmith Street area parking and traffic management proposals



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Goldsmith Street area parking and 20 mph zone proposals