

Report for Resolution

Report to	Norwich Highways Agency Committee 24 July 2008	Item 8
Report of	Head of Transportation and Landscape	
Subject	Objections to TRO amendments in Peel mews and Theatre Street	

Purpose

The purpose of this report is to consider objections to proposed amendments the parking restrictions in the City Centre Controlled Parking Zone in Peel Mews and Theatre Street

Recommendations

Members are recommended to ask the Head of Transportation and Landscape and the Head of Legal and Democratic Services to complete the statutory processes associated with changing the following TROs:-

- (1) Peel Mews introduction of double yellow lines for its entire length, as shown on plan number PL/TR/3329/688a
- (2) make provision for tourist vehicles to use the coach parking bay on Theatre Street, as shown on plan number PL/TR/3329/691

Financial Consequences

The changes will be funded by the allocation in the Local Transport Plan budget for amending waiting restrictions.

Corporate Objective/Service Plan Priority

The report helps to achieve the corporate objective to ensure the City has a clean, healthy and sustainable environment, and the service plan priority of improving safety on the roads.

Contact Officers

Kieran Yates, Planner Transport

21 3491

Background Documents

Consultation Responses

Peel Mews background

1. Peel Mews is a residential development comprising of townhouses and apartments that encircle a courtyard. It is located off Westwick Street in the St Giles sub zone of the City Centre Controlled Parking Zone (CCCPZ). All parts of the Peel Mews that are tarmac are adopted, this includes the “cross over” strips that edge the courtyard and the pedestrian undercroft footway towards Westwick Street. Private land within Peel Mews includes a small strip of land in front of Numbers 19 and 20 Peel Mews and the private undercroft parking spaces. Within the private parking spaces a privately operated clamping scheme is in operation, this has been initiated by Bush Management Ltd and has no relation to the operation of the enforcement of the Controlled Parking Zone.
2. Recently the residents of No’s 19 and 20 complained that they were receiving parking tickets for parking outside their properties, as their vehicles overhung the yellow lines. It is understood that there had earlier been an informal agreement between a previous Parking Services manager and the residents that this area would not be enforced. On further investigation it was found that the TRO and signs did not match, and the situation needed to be rectified, as all streets in a CPZ have to have some form of valid parking restriction.
3. The proposed solution was to install permit parking for the entire length.

Consultation

4. All residents of the Mews were informed of the proposals, resulting in numerous telephone calls, a site visit with a resident and four written responses from residents of Peel Mews which are attached as Appendix 2. The primary concerns relate to the loss of informal parking in the Peel Mews courtyard and the concern that of permit parking causing obstruction to undercroft parking.

Discussion

5. There is a need to regularise parking controls in Peel Mews to the satisfaction of the City Council and that of the residents. While, permit parking would give residents some flexibility with parking around the courtyard it would enable any permit holder of the St Giles area to make use of spaces and they could potentially, illegally, obstruct residents accessing undercroft parking.
6. If double yellow lines were to be introduced around the length of the Mews, this would prevent all parking within the Mews. Parking Services have confirmed that for a vehicle to be liable for a penalty charge notice a third or more of the vehicle must be overhanging the highway. This means that minor overhangs of the parking spaces in the undercroft could be tolerated.
7. The introduction of yellow lines for the entire length at the close seems to best serve the residents needs. This solution requires the TRO to be re-advertised.

Theatre Street background

8. The Theatre Street coach bays are used by a number of coach and bus operations. It has also recently been used by the Road Train. The current Traffic Regulation Order does not include the use of the coach bay by tourist vehicles, which are not licensed as public service vehicles. (e.g. the Road Train.) This amendment seeks to regularise the use of the bay by the Road Train in conjunction with coaches.

Consultation

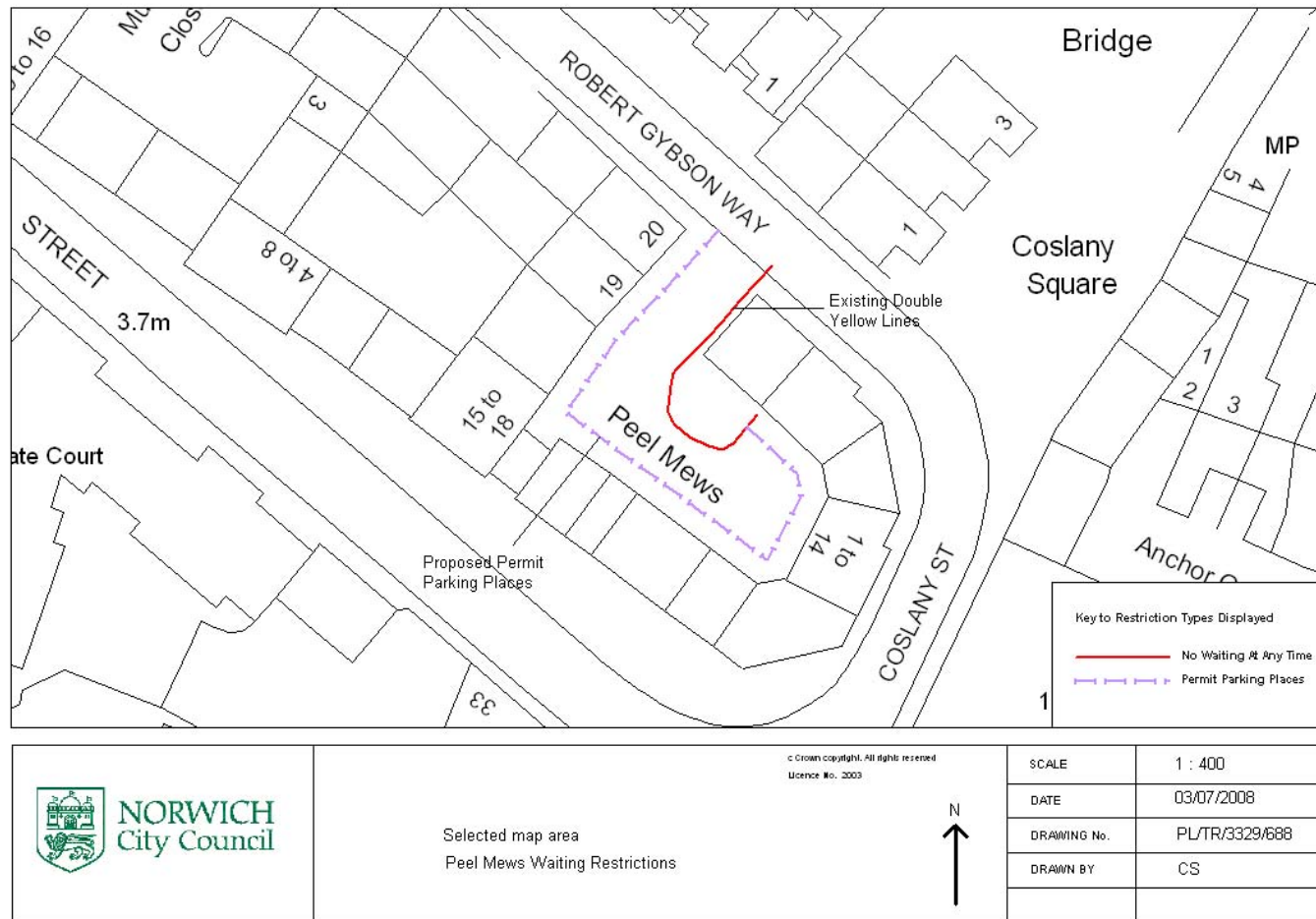
9. Two responses were received with regard to the Theatre Street TRO amendment from the operator of the Road Train. This is attached as Appendix 3.
10. The main point of concern was congestion caused by the various coach and bus operators and the desire of the operator to restrict use of the bay to just the Road Train.

Discussion

11. The coach bays on Theatre Street perform a valuable function and are used by many operators. Within a busy City Centre it would be unfair to dedicate valuable kerb side space to one operator that would use that space for only 6 fifteen minute periods a day. The proposal to limit the use to the Road Train only is therefore unacceptable.
12. Officers have approached the operators of the 3 sightseeing vehicles in Norwich (The Road Train, The Charabanc and the open topped bus) and suggested that the now defunct bus stop on St Giles could become a stop dedicated to sightseeing vehicles. All three operators have declined the offer, as they believe it is not in the correct location for attracting custom.

Appendix 1 – Peel Mews plan

Permit parking as proposed by current TRO



Appendix 1 – Responses to Peel Mews

Mr Rix, Peel Mews (22nd June 2009)

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Yates, Kieran

From: Derek Rix [redacted]
Sent: 22 June 2008 20:29
To: Yates, Kieran; Abel, Linda
Cc: Cllr Dylan, Tom; Cllr Holmes, Adrian; Cllr Jago, Howard
Subject: Introdution of PArking Restrictions on Peel Mews, Norwich.
Attachments: Introduction of Parking Restrictions on Peel Mews.doc

Dear Mr. Yates,

I have attached a paper concerning the above introduction of parking restrictions. I would be grateful if you can consider its contents and get back to me with your views, please.

As you will see, I have also copied Linda Abel into the email and also the local councilors who represent Peel Mews as I would like their views on the attached document.

Regards

Derek Rix

Derek Rix



Please consider your environmental responsibilities before printing this email.

03/07/2008

Laura Townes, Peel Mews (20th June 2008)

Yates, Kieran

From: laura townes [lauratownes@
Sent: 19 June 2008 23:40
To: Yates, Kieran
Subject: Peel Mews: Proposed Introduction of Permit Parking

Mr Yates

Further to our conversation today, thank you for your letter consulting me regarding the proposed introduction of permit parking at Peel Mews (ref KDY/Peel).

I am the owner and resident of 10 Peel Mews, which is a two bedroom flat with undercroft parking. When I was looking to purchase a flat in the city I discovered that many flats with a dedicated parking space were in the region of £10,000 more than a flat without a parking space, and that many flats did not provide many or any visitor parking spaces. Therefore, when I purchased 10 Peel Mews in 2006, the price I was willing to pay reflected the value of the parking arrangements, which would allow me to park my own car with sufficient space for a visitor to park behind without obstruction to other residents. This seems to be normal practice for many of the residents and I have not observed any apparent problems with this arrangement in the last year and a half.

You explained that, if the proposal to introduce permit parking were not supported, the alternative would involve the addition of double yellow lines in front of all the undercroft parking spaces. This situation would be unacceptable because the undercroft parking spaces would no longer be able to accommodate two cars and therefore all visitor parking would be lost. As far as I am aware, there are a small number of spaces on Coslany Street, which are available only after 6pm, which are already well occupied and, therefore, for which there would be fierce competition. The only other alternative would be for visitors to pay to park in St Andrews or the pay and display car park opposite Toys R Us. I understand that a restricted number of visitor parking spaces is provided for new build residential developments in the city but, in my opinion, it would be unfair and unnecessary to dramatically alter the existing situation for the worse for residents that have lived here for many years. Therefore, I consider that the alternative would be unacceptable and I strongly object to the introduction of double yellow lines in front of the undercroft parking spaces.

With regards to the proposals for the introduction of permit parking, you have explained to me that the residents of Peel Mews could park their cars in their private spaces without the need for a permit and that they could purchase a permit for their visitors to park behind (or outside their townhouses). In my opinion, this arrangement would be acceptable. However, you also said that, in this scenario, any person with a permit for the wider area could park in front of empty undercroft spaces and therefore obstruct the residents from entering their private parking spaces. I am concerned about this situation but, as discussed, I believe it is unlikely that this would occur frequently. I would suppose most people are aware that they may not park so as to obstruct a vehicle from exiting a private space. However, I believe that most people would be surprised to hear (as I was) that they may park so as to prevent a person from entering their private space. I would hope that, even if people were aware, they would be considerate enough not to do so. In order to further dissuade people from obstructing private spaces I have three suggestions:

1. The management company for Peel Mews (Bush Management) could erect a sign which would request that people do not obstruct residents' private parking spaces. I understand from our conversation that this would not present a problem to the Council.
2. The Council could introduce double yellow lines directly in front of the doorways into the flats to prevent people attempting to park where there is insufficient space without partially blocking the adjacent private spaces.
3. The Council should not introduce road markings which explicitly indicate that permit parking applies to the road in front of the undercroft parking.

I would imagine that, subject to these suggestions, most members of the public would be under the impression that there are no legitimate permit parking spaces within Peel Mews and would look elsewhere.

In addition, I agree that the existing double yellow lines around the area of vegetation (not including the double yellow lines to the west of the entrance) should

Continued

remain because illegal parking in this location does cause obstruction on occasions and it should not be encouraged.

In conclusion, in my view, the introduction of permit parking would be preferable to the introduction of double yellow lines, as the latter would result in permanent inconvenience through the loss of visitor parking, and I personally do not envisage that there would be frequent inconvenience from permit holders deliberately obstructing the private spaces. However, notwithstanding my preferred choice, as we discussed, neither of the options presented would be fully successful. Alternatively, the current situation works satisfactorily for the residents at Peel Mews and does not inconvenience any members of the public. Therefore I believe it is unnecessary to consider amended arrangements which would cause significant inconvenience and expense to the residents of Peel Mews and would not provide any benefits to other members of the public (as there is no space for additional parking for non-residents at Peel Mews, without obstructing private spaces). I would support the retention of the existing arrangements, which involves regulation by a private company. This should also include the removal of the double yellow lines to the west of the entrance to Peel Mews, which would allow the residents of the townhouses to park in front of their homes using private permits. This situation would result in a satisfactory situation for all parties with minimal cost to the City Council.

Thank you for discussing the proposals with me today and for the opportunity to comment. I would be happy to discuss the matter further with you if you would like clarification on any of these points.

Kind regards
Laura Townes

☐ Peel Mews
Norwich
NR3 3PL

01603 ☐

Mr Davies letter: 5th June 2008



Mr Richard S Davies
○ Peel Mews
Anchor Quay
Norwich
Norfolk
NR3 3PL

- Tel: 01603
- Fax: 01603

5th June 2008

Att: Mr Kieran Yates
Transport Planner
Norwich City Council
St. Giles House c/o
City Hall
Norwich
NR2 1NH



Dear Sirs

Re: Peel Mews: Proposed Introduction of Permit Parking
Your Ref: KDY/Peel

Further to your letter regarding the proposed introduction of permit parking. I have lived at 20 Peel Mews for over 12 years, and have had until recently, numerous problems with parking at Peel Mews, and only in the last year has the parking situation resolved itself to an acceptable, level, at the moment.

I feel that if further parking were to be permitted as indicated on the attached plan (if I understand it correctly) it would be a retrograde step and I respectfully request a meeting on site, if possible, to discuss further the proposals. I own both number 19 & 20 Peel Mews.

It should also be noted that since the new signs have been in place which was an agreement in principle obtained between the managing agents Bush Properties and Linda Able at the Council and myself, and it seems to have made a vast improvement and I think the present arrangement should continue.

I would be grateful if you could please contact me on 07778022176 or 01603 625389 to further discuss the site.

Thank you.

Yours sincerely

pp. Richard S. Davies

Yates, Kieran

From: R DAVIES [REDACTED]
Sent: 23 June 2008 18:32
To: Yates, Kieran
Subject: Re: Peel Mews parking query

Kieran, thanks for your reply

Coincidentally before reading your email with regard to overhanging I have discussed the matter further this afternoon with Derek Rix and I believe we were both of a mind to think that double yellow lines would in effect be the answer, and now with confirmation that there is discretion with enforcement of overhang this would then give those residents who double park (end on end) in the under-crofts a small amount of leeway. In other words a continuance of how its been for many years, so no change in the practical sense, and how it was originally planned, with double yellow lines all the way round.

So unless I have misunderstood the situation I for one would be content with double yellow lines, in other words keeping things as they are, and the council would then have regularised a long outstanding anomaly.

Please could you advise on how we can go forward and if my suggestion of reverting back to the original council strategy would be acceptable and therefore no need to introduce permit parking which I now believe is not the correct way forward and we can continue our basic human right to the peaceful enjoyment of our properties.

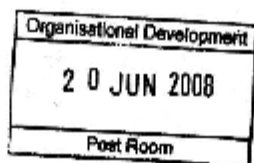
Regards

Richard S Davies

03/07/2008

Mrs Andrea Granville letter: 19th June 2008

Mr Kieran Yates
Transport Planner
Norwich City Council



Peel Mews
NR3 3PL
19 June 2008

Dear Mr Yates,

Peel Mews: proposed introduction of permit parking

I am writing with reference to our phone conversation this morning in which you explained that the proposed parking permits for Peel Mews would not be specific to each flat.

This seems to me to be a major flaw in the scheme, since whereas at present any car parking outside a bay is clearly in breach of regulations (and therefore this happens fairly infrequently), under the new system there would be a constant danger for residents of their not being able to get into their own bays because a permit-holder, or visitor, had parked across it, leaving the legitimate owner of the bay in a very difficult position.

Perhaps a small extension to each covered bay could be marked on the ground, making it possible for second cars to "nose into" the bays? For this purpose, a second numbered permit, like those we already have, could be issued to each household.

Failing that, I feel the double yellow lines should stay, since a system in which occupants might be unable to get into their own parking bays, for which they are, after all, paying, would clearly not be acceptable.

Yours sincerely,

A rectangular box with a black border, used to redact the signature of Mrs Andrea Granville.

Mrs Andrea Granville

Appendix 2 – Responses to Theatre Street

Mr Williams e-letter, received 24th June 2008 Full transcript



24/06/2008

Ref: KDY/various City Centre TROs

Dear Neil Bradbury - Interim Strategic Director R & D,

With reference to your notice of 5th June 2008 paragraph V. **I am resubmitting my objections.**

First can you define what the council means by tourist vehicles? Is it vehicles singular or plural?

I would object very strongly if it's plural and is not meant just for the road train.

The reason is that coach's park in this bay for more than 30 minutes and as it is not policed by wardens very often sometimes making the bay very crowded. I attach two photos taken 17th June. The Belles coach was parked in the middle of the bay for more than an hour, obviously the one it was behind moved out. The second picture is of an American service personnel bus and officers car which parked in this bay for more than an hour on Veterans Day.

On Tuesday 24th there were three coaches parked in the Theatre Street bay for more than the 30 minutes. Two were from out of town and parked there from 09.55 – 12.30. The Belle Coach again was in the bay from 10.20 – 11.15 plus. The road train couldn't get in to let off customers to catch their coach that was parked in the Theatre Street bay. Another coach sopped behind the road train to let off its passengers.

Also I would object, as other tour operators already have their designated stops and bays. The sightseeing bus has an exclusive bay already on Theatre Street and the lorry parks in Castle Meadow (sometimes for long periods of more than 30 minutes) or in other places where his fancy takes him.

The idea of having the road train, tour bus and the lorry there and any number of coaches is ludicrous. If it's continually full, when coaches turn up, they will go somewhere else to drop their passengers off thus making the bay obsolete.

I did highlight this overcrowding problem when first applying to run a road train when the Theatre Street coach bay was offered as the road train start/stop point. I also raised the issue again when I applied to use the paved area on the corner of St Peters Street and Bethel Street. I had to accept using the Theatre Street coach bay and have found it a bit out of the way but not as bad as first expected. No one wanted to use it until the road train started using it to good effect.

The current set up is fine with the tour bus in its own bay, the lorry in Castle Meadow and the road train in the coach bay. As I have already stated, no one wanted to use this bay until the road train started using it.

The changes that need implementing are; there should be more signs put up indicating the time allowed to stay (but this should be reduced to 15 minutes), one or two road train signs similar to the one in a parking bay in Cromer near the church should be installed, and on the road, markings should be painted saying "Road Train Stop". This would be from the front of the bay and 20m backwards (to allow disabled access ramps). The one small sign already there needs to be turned slightly so that coaches can see it.

Hopefully these measures would deter long stay parking by coaches and allow the system work properly and effectively.

Yours faithfully

Ian Williams



David McMaster emailed received 23rd June 2008

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Yates, Kieran

From: davidmcmaster [redacted]
Sent: 23 June 2008 09:49
To: Transport
Cc: Michael Nutt; Hurren, Michelle
Subject: Regulation tourist vehicles to use Coach bay on Theatre Street

Reference KDY/Various City Centre TRO

I wish to raise my concern about your proposed regulation to allow the Road Train to use the Coach Bay on Theatre Street permanently.

There is a shortage of Coach drop off points in the City at the moment and already Coaches drop off at bus stops.

VisitNorwich have gone to the trouble of providing a leaflet to help visiting coaches, as our facilities are poor.

The Road Train takes up two spaces and the Theatre Street Bay becomes very busy in the summer season and is often full. If the train is there they will then drop off in the street creating a hazard.

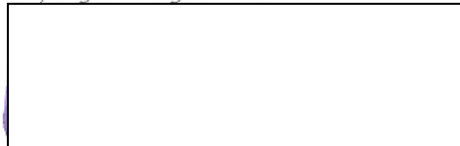
I am also concerned that the Road Train has no Public Service License, is this why you are having to introduce this new regulation? Is a new regulation in force to allow the Train to use Castle Meadow? May I ask if National Regulations can be changed in this manner?

All PSV License holders have to abide by safety checks and driving hour regulations for the safety of passengers. Shouldn't this be the case for the Road Train?

David McMaster

Awayadays

City Sightseeing Norwich & Gt Yarmouth



03/07/2008

Appendix 2 –Theatre Street plan

Plan shows extent of coach bay affected by proposed use of tourist vehicles

