

Regulatory and Appeals Sub Committee

DATE 20 October 2014

Jesmond Park West – Permit Parking Scheme

Report by: **Head of Highways and Local Services**

Ward Implications: **North Heaton**

For Decision		
---------------------	--	--

1.	Synopsis
1.1	This report provides the Regulatory and Appeals Sub Committee with details of the proposed introduction of permit parking and waiting restrictions on Jesmond Park West, Newcastle in North Heaton ward
1.2	The report incorporates background information to the scheme and provides details of the objections/comments received to the proposals.
2.	Recommendation
2.1	It is recommended that the Committee recommends to the Head Of Highways and Local Services that the proposed additional permit parking and waiting restrictions be introduced without modification.
3.	Background
3.1	<p>As a result of requests from residents and councillors the introduction of permit parking restrictions and waiting restrictions is proposed on Jesmond Park West, Newcastle.</p> <p>The residents have been subject to inconsiderate parking on Jesmond Park West, particularly in the vicinity of Melbury Road.</p> <p>Residents have been experiencing parking problems with access to drives regularly being blocked by vehicles being parked over drives. The parking problem is believed to be caused by staff and visitors from the Freeman Hospital.</p>
3.2	A residents permit parking scheme currently operates further along Jesmond Park West and the proposed scheme would be an extension to this existing scheme.

3.3

In order to address the concerns a number of options were considered and a public meeting held with the local councillors.

This matter was discussed at a public meeting in October 2013 at the Peoples Theatre, Heaton. At the meeting it was agreed that that the initial part of the scheme would cover Jesmond Park West from Melbury Road up to and including Park Head Road, including the roundabout at Melbury Road.

At the meeting 2 options were discussed:

Option 1(appendix 1) - key features:

- Permit parking to be introduced on Park Head Road and Dene Close
- Permit parking to be introduced on the west side of Jesmond Park West between no 19 Jesmond Park West and the entrance to Heaton Manor School
- Permit parking to be introduced on the east side of Jesmond Park West between no 17 Jesmond Park West and Melbury Road
- No Waiting At Any Time restrictions to be introduced at the junction of Jesmond Park West and Melbury Road.
- No Waiting At Any Time restrictions to be introduced on the west side of Jesmond Park West between Melbury Road and no 19 Jesmond Park West
- Priority working to be introduced at the road narrows outside no 17/19 Jesmond Park West

Option 2 - Leave existing situation unchanged and to simply introduce access protection markings (white lines) across the drives of residents requesting them.

The permit costs would be as follows:

The entitlement and costs for permits for this parking zone are:

- 1st resident permit £25
- 2nd resident permit £75
- Single visitor permit £25
- Up to a maximum of 60 supplementary scratch cards per dwelling per annum

£1 each per half day scratch card

£2 each per full day scratch card

- Business permits
 - o 1-2 permits £92 each
 - o 3-5 permits £184 each

	<p>o 6-10 permits £276 each</p> <p>Discounts apply for low emission vehicles and free resident permits for fully electric vehicles (excluding hybrid vehicles).</p>
3.4	As a result of the public meeting the proposal was amended (see appendix 2) and the proposed permit parking on the east side of JPW was moved to the west side of Jesmond Park West between no 19 Jesmond Park West and the entrance to Heaton Manor School and to place no waiting at any time restrictions on the east side.
3.5	<p>Following the public meeting a more detailed public survey was carried out with local residents on the proposals</p> <p>Over 80% of the residents responded to the public consultation. A total of 63 households were consulted and views were obtained from 51 households.</p> <p>The results of the consultation were 61% in favour of option 1, 33% favoured no change and 6% were not bothered.</p>
3.6	Following the initial consultation with residents the proposed changes were formally advertised in June 2014.
3.7	As a result of this consultation exercises 3 statutory objections were received and 5 objections at the technical consultation stage.
4.	Consultations / Timeline
4.1	<p>October 2013: Initial public meeting held</p> <p>January 2014: Consultation carried out with local businesses and residents.</p> <p>April 2014: Consultation carried out with standard consultees (including stakeholders, emergency services, ward members etc.)</p> <p>June 2014: Formal advertising of the proposals as detailed above.</p> <p>July 2014: Objections received to the proposed changes to the scheme.</p>
5.	Objections / Comments
5.1	Objection 1 – Mr T Binmore, Park Head Road
5.1.1	Mr Binmore objects to the scheme as he does not want to have to pay for permits.
	Response
5.1.2	The charge for residents' permits to allow parking is standard across the city. A charge is in place in order to pay for the administration of the scheme and contribute towards enforcement costs.
5.2	Objection 2 – Ms S Thomas, Park Head Road

5.2.1	Ms Thomas does not feel there is a problem and considers that whilst people do park in this area parking is not a problem in her street.
5.2.2	Ms Thomas would not want the additional cost of the permits.
	Response
5.2.3	Other residents on the street have experienced problems with commuter parking on Park Head Road and the majority of residents (7 out of 10 respondents) feel that a permit scheme is the preferable option
5.2.4	The charge for residents' permits to allow parking is standard across the city. A charge is in place in order to pay for the administration of the scheme and contribute towards enforcement costs.
5.3	Objection 3 – Mr S Ball, Jesmond Park West
5.3.1	Mr Ball welcomes the scheme but would like permit bays on the east side of the road as well as on the west as parking is limited for residents.
5.3.2	Mr Ball would also like the permit bay extended and the double yellow lines reduced outside his property as he often has visitors with small children and he would prefer them not to have to cross the road.
	Response
5.3.3	The waiting restrictions proposed on the east side of Jesmond Park West would allow 2 lanes of traffic to flow. This would reduce the congestion experienced currently when vehicles have limited access between parked cars on both sides of the road. These proposed yellow lines will also provide more road space for cyclists accessing Heaton Manor School, making their journey safer.
5.3.4	The yellow lines adjacent to Mr Ball's property are proposed in order to allow vehicles to wait safely at the road narrow without causing an obstruction.
5.4	Objection 4 – Mr Marshall, Jesmond Park West
5.4.1	Mr Marshall objects to the yellow lines on the east side of Jesmond Park West as he feels it will increase tension between neighbours as there is insufficient space left for on street parking.
5.4.2	Mr Marshall also objects as he feel the proposal is not consistent with permit parking already in existence further up Jesmond Park West where parking is allowed on both sides of the road.
	Response
5.4.3	The waiting restrictions proposed on the east side of Jesmond Park West would allow 2 lanes of traffic to flow. This would reduce the congestion experienced currently when vehicles have limited access between parked cars on both sides of the road. These proposed yellow lines will also provide more road space for cyclists accessing Heaton Manor School, making their journey safer.
5.4.4	The proposed permit scheme will have the same hours of operation as those

	currently existing further up Jesmond Park West. The primary difference between this scheme and the existing is to only allow parking on one side of the road. With the exception of some limited waiting parking outside the school the rest of Jesmond Park West has frontagers on both sides and it is therefore sensible to make provision to park on both sides. On this section of Jesmond Park West there is a need to improve cycle access to the school and there are only frontagers on the west side of the road.
5.5	Objection 5 – Dr M Slorach, Jesmond Park West
5.5.1	Dr Slorach would like permit bays on the east side of the road as well as on the west.
	Response
5.5.2	The waiting restrictions proposed on the east side of Jesmond Park West would allow 2 lanes of traffic to flow. This would reduce the congestion experienced currently when vehicles have limited access between parked cars on both sides of the road. These proposed yellow lines will also provide more road space for cyclists accessing Heaton Manor School, making their journey safer.
5.5.3	The proposed permit scheme will have the same hours of operation as those currently existing further up Jesmond Park West. The primary difference between this scheme and the existing is to only allow parking on one side of the road. With the exception of some limited waiting parking outside the school the rest of Jesmond Park West has frontagers on both sides and it is therefore sensible to make provision to park on both sides. On this section of Jesmond Park West there is a need to improve cycle access to the school and there are only frontagers on the west side of the road.
5.6	Objection 6 – Ms Leyendecker, Newcycling
5.6.1	Ms Leyendecker objects to the removal of the cycling lane and the introduction of the permit parking on the west side of Jesmond Park West.
5.6.2	She would like to see legally enforceable cycle lanes introduced on Jesmond Park West with no parking or the closure of the access to Jesmond Park West from the A1058 Jesmond Road.
5.6.3	She is also concerned about possible migration of commuter parking into the southern section of Jesmond Park West and that more rat running may occur as a result of the proposals.
	Response
5.6.4	The waiting restrictions proposed on the east side of Jesmond Park West would allow 2 lanes of traffic to flow. This would reduce the congestion experienced currently when vehicles have limited access between parked cars on both sides of the road. These proposed yellow lines will also provide more road space for cyclists accessing Heaton Manor School, making their journey safer. Furthermore the placing of double yellow lines on Jesmond Park West leading up to the existing road narrows would prevent vehicles parking in the section of cycle lane that would remain.

5.6.5	The existing cycle lanes provided on Jesmond Park West are advisory only and are often blocked by parked vehicles. We consider that this scheme, which will remove the all day commuter parking, will assist cycles using this quieter route as less vehicles will inevitably be parked on street here as a result.
5.6.6	We acknowledge Ms Leyendecker's comments regarding potential displacement of parking onto the lower section of Jesmond Park West. Whilst this may well occur, parking levels on this stretch are currently very low and do not meet the City Council's threshold to justify the introduction of permit parking restrictions. This is something that we would monitor following implementation of the scheme.
5.6.7	The introduction of waiting restrictions and an enforceable cycle lane would be unlikely to be supported by residents, many of who cannot park off street and we therefore could not recommend this option.
5.6.8	The closure of Jesmond Park West is not something which is being considered at present however we will discuss this proposal with local ward members to seek their views. If they are agreeable we could consider this as scheme for future years.
5.7	Objection 7 – Dr P Brookes and Mrs P Brookes, Jesmond Park West
5.7.1	Dr Brookes is not happy with the proposal as he feels most of the time there is no issue with parking and would prefer if the money was not wasted on this scheme
5.7.2	Mr Brookes also feels that placing double yellow lines on the east side of the road will increase vehicle speeds and more noise nuisance.
	Response
5.7.3	The scheme is being proposed as a result of requests from residents and councillors who have been experiencing parking problems with access to drives regularly being blocked by vehicles being parked in such a manner as to prevent access.
5.7.4	The waiting restrictions proposed on the east side of Jesmond Park West would allow 2 lanes of traffic to flow. This would reduce the congestion experienced currently when vehicles have limited access between parked cars on both sides of the road. These proposed yellow lines will also provide more road space for cyclists accessing Heaton Manor School, making their journey safer. Furthermore the placing of double yellow lines on Jesmond Park West leading up to the existing road narrows would prevent vehicles parking in the section of cycle lane that would remain.
5.7.5	Dr Brookes' concerns over vehicle speeds are understandable, however there is already a mandatory 20mph speed limit in operation on Jesmond Park West and also some existing traffic calming in the vicinity of Heaton Manor School.
5.8	Objection 8 – Mr C Gillman, Jesmond Park West
5.8.1	Mr Gillman feels that that the introduction of the double yellow lines will severely

	limit the available parking.
5.8.2	Mr Gillman also feels that placing double yellow lines on the east side of the road will increase vehicle speeds. He is concerned that increased speeds across the existing traffic calming will lead to noise nuisance and has requested that the existing road hump be removed and replaced with flashing signs displaying the speed of vehicles as he believes these to be more effective in reducing vehicle speeds.
	Response
5.8.3	The scheme is being proposed as a result of requests from residents and councillors who have been experiencing parking problems with access to drives regularly being blocked by vehicles being parked in such a manner as to prevent access.
5.8.4	The waiting restrictions proposed on the east side of Jesmond Park West would allow 2 lanes of traffic to flow. This would reduce the congestion experienced currently when vehicles have limited access between parked cars on both sides of the road. These proposed yellow lines will also provide more road space for cyclists accessing Heaton Manor School, making their journey safer. Furthermore the placing of double yellow lines on Jesmond Park West leading up to the existing road narrows would prevent vehicles parking in the section of cycle lane that would remain.
5.8.5	Mr Gillman's concerns over vehicle speeds are understandable, however there is already a mandatory 20mph speed limit in operation on Jesmond Park West and also some existing traffic calming in the vicinity of Heaton Manor School.
5.8.6	We do not propose to replace the existing traffic calming with driver feedback signs. Vertical traffic calming is the most effective measure available to reduce vehicle speeds and provided it is traversed at an appropriately low speed it should not damage vehicle suspension or indeed cause a noise nuisance. Driver feedback signs do reduce vehicle speeds however their effectiveness tends to be time limited to around 6 to 12 months and after this period vehicle speeds can go up, which would not be desirable adjacent to a school.
6.	Summary
6.1	The scheme has been proposed following requests from local residents and ward members to remove commuter parking from the area.
6.2	The scheme has been amended following consultation and the majority of respondents were happy with the current proposals under consideration.
6.3	The proposal to introduce waiting restrictions on the east side of Jesmond Park West will allow two way traffic to proceed through this area and will provide more space for cyclists wishing to gain access to and from Heaton Manor School and further afield.
6.4	As there is already a mandatory 20mph speed limit in this area and existing traffic calming we do not consider that the proposal will significantly increase speeds in the area.

6.5	Whilst a number of objectors have raised concerns over the cost of permits, this is a standard charge across the City paying for the administration of the permits and contributing to the enforcement costs of the scheme. Residents would only need to apply for permits if they wanted to park on street during the hours of operation of the permit scheme, which are limited to Monday to Friday between 11am and noon and between 3pm and 4pm.
6.6	In view of the above it is recommended that the Panel recommend to the Head of Highways and Local Services that the objections should be set aside and the planned traffic regulation and parking place orders be made without amendment.
7.	Background Papers
7.1	Access to Information File held in Technical Consultancy