

**COMMITTEE:** EXECUTIVE REF NO: E/09/65  
**DATE:** 15 DECEMBER 2009  
**SUBJECT:** RESIDENT PARKING REVIEW – ZONE 2  
**PORTFOLIO HOLDER:** COUNCILLOR TANYA DE HOEDT  
**DIRECTOR:** RUSSELL WILLIAMS

***Short description of report content and the decision requested:***

This report summarises the six month review following the implementation of the new model residents parking scheme in Zone 2. It includes comments received, consultation results and parking survey results.

The report recommends

- That the existing Zone 2 residents parking scheme is unchanged; this deviates from the model scheme by excluding second permits
- That minor changes detailed in section 5.7 are implemented following appropriate consultation addressing concerns raised.
- In response to the petition, allow Gilmour Piper to purchase up to three business permits, for visitors to park in resident bays.

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***This report was prepared after consultation with:***

*Cllr Tanya De Hoedt*

*Russell Williams (Director)*

*Ian Blofield (Head of Finance)*

*Claire Barritt (Head of Legal Services & Monitoring Officer)*

*John Jacobs (Integrated Transport & Parking Manager)*

*Ian Booth (Road Space Operational Manager)*

*Mandy Chapman (Assistant Manager Ipswich Parking Services)*

*Ward Councillors*

***The following policies form a context to this report:***

*(all relevant policies must also be referred to in the body of the report)*

Transforming Ipswich

This report is is/not a key decision included in the Forward Plan

**LIST OF BACKGROUND PAPERS AS REQUIRED BY LAW**

*(papers relied on to write the report but which are not published and do not contain exempt information –*

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**OTHER HELPFUL PAPERS**

*(papers which the report author considers might be helpful – this might include published material)*

1. Executive Report Ref E/08/56 13 <sup>th</sup> January 2009
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## **1. Introduction**

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- 1.1 This report summarises the results of the six month review of the new Residents Parking Scheme in Zone 2.
- 1.2 The following Appendices are attached to this report.
  - 1.2.1 Appendix A - Questionnaire
  - 1.2.2 Appendix B – Table summarising consultation responses
  - 1.2.3 Appendix C – Plans summarising results by street
  - 1.2.4 Appendix D – Table summarising parking survey by street
  - 1.2.5 Appendix E – Petition Covering Letter

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## **2. Background**

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- 2.1 In 2005/6 Ipswich Borough Council undertook a major review of its residents parking arrangements, following which the Executive adopted a new model scheme for roll-out across all four zones. The new scheme has been successfully introduced into zones 1 and 3 and subject to the limitations of a scheme of this type is working well.
- 2.2 A report was brought to the 13<sup>th</sup> January 2009 Executive summarising the results of extensive local consultations in Resident Parking Zones 2 and 4.
- 2.3 The following recommendations were made regarding Zone 2:
  - 2.3.1 That Zone 2 is extended to include the section of Fonnereau Rd and St Margaret's Plain as identified; that within Fonnereau Rd those bays that are not P&D will be Resident Parking Bays and that Nos. 62,64 and 66 Anglesea Rd and 36 Berners St will also be eligible for permits.
  - 2.3.2 That the new model Residents Parking Scheme is introduced in Zone 2, excluding the provision of second permits, unless authorised by a future decision of the Executive.
  - 2.3.3 That permits are issued in Zone 2 for 6 months in the first instance, with a future renewal date of 1<sup>st</sup> September 2009.
- 2.4 A questionnaire was sent out to all properties within the Zone 2 boundary on the 9<sup>th</sup> September 2009. A total of 892 properties were consulted. The requested return date was 30<sup>th</sup> September 2009. The questionnaire is attached in Appendix A.
- 2.5 From the nature of some of the comments made in the consultation, it is important at this point to clarify the purpose and approach of Resident Parking Schemes.
  - 2.5.1 The purpose of Resident Parking Schemes is to give priority in the use of available road space for residents and businesses in areas close to the town centre during the day. Experience has shown that without this provision, uncontrolled parking spaces are used by commuters and shoppers thereby excluding residents and affecting businesses. Therefore all Resident Parking Schemes operate Monday to Saturday 8am to 6pm.

- 2.5.2 Many of the areas close to the town centre have limited off-street parking and therefore residents park on street; this limitation is a known factor to residents moving into the area. It is not the purpose of the scheme to accommodate all evening and weekend demands but to prevent exclusion to parking in the area due to parking by non-residents. Lack of parking is not unique to town centre areas.
- 2.5.3 Due to the limited availability of both off-street and on-street parking in areas close to the town centre, the Resident Parking Schemes operate as Zones. The Zone approach covers a wide range of streets, some of the streets have off-street parking so providing bays in these streets produces more resident bays for use by residents in streets with limited parking availability.

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### **3 Policy Context**

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- 3.1 The proposals in this report are in accordance with the Ipswich Transport Strategy, Ipswich Parking Strategy and the aims of “Transforming Ipswich”.

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### **4. Consultation**

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- 4.1 Following the original consultation in 2008, it was agreed to re-consult on the scheme as part of the six-month review. Previous zone reviews considered comments received by email, phone or post, during the six-month period only, no questionnaires were sent.
- 4.2 A questionnaire was sent to 892 properties within Zone 2, it asked the following questions:
- Has the Time Clock helped your parking needs?
  - Have the Visitor Permits helped your parking needs?
  - Are you aware that South Street car park is available for parking free of charge Monday to Saturday in the evenings 6pm to 8am and all day Sunday?
  - Do you/ or will you, use South St car park for parking?
  - Would you like 2<sup>nd</sup> permits to be introduced?
  - What is the maximum time you would walk to use a Resident Parking Bay?
    - 0 to 2 min
    - 2 to 5 min
    - 5 to 10min
  - Further comments.
- 4.3 Of the 892 properties consulted, 340 properties had purchased Residents Parking permits. A total of 173 responses were received, a response rate of 19%. Responses received after 10<sup>th</sup> October were not included in the analysis.

4.4 The majority response to the questions presented are:

QUESTION	% YES	% NO	MAJORITY
Time Clock – helped parking needs	69%	31%	YES
Visitor Permits – helped parking needs	62%	38%	YES
Aware of parking at South Street	30%	70%	NO
Now use parking at South Street	30%	70%	NO
Second Permits	39%	61%	NO
Time prepared to walk to a parking space			
0 to 2 min	39%		
2 to 5 min	49%		
5 to 10 min	12%		

A table summarising the responses to the questionnaire by street is attached as Appendix B. Plans showing results by street are attached as Appendix C.

4.5 In addition to the questionnaire, a parking survey was undertaken. The surveys were carried out on Wednesday 16<sup>th</sup> September and Saturday 19<sup>th</sup> September 2009. The level of parking, in resident parking bays only, was noted four times during the day; 8:00 to 8:30, 11:00 to 11:30, 14:30 to 15:30 and 17:00 to 17:30. A table summarising the parking results by street is attached as Appendix D. A summary of parking and space availability is shown in the table below.

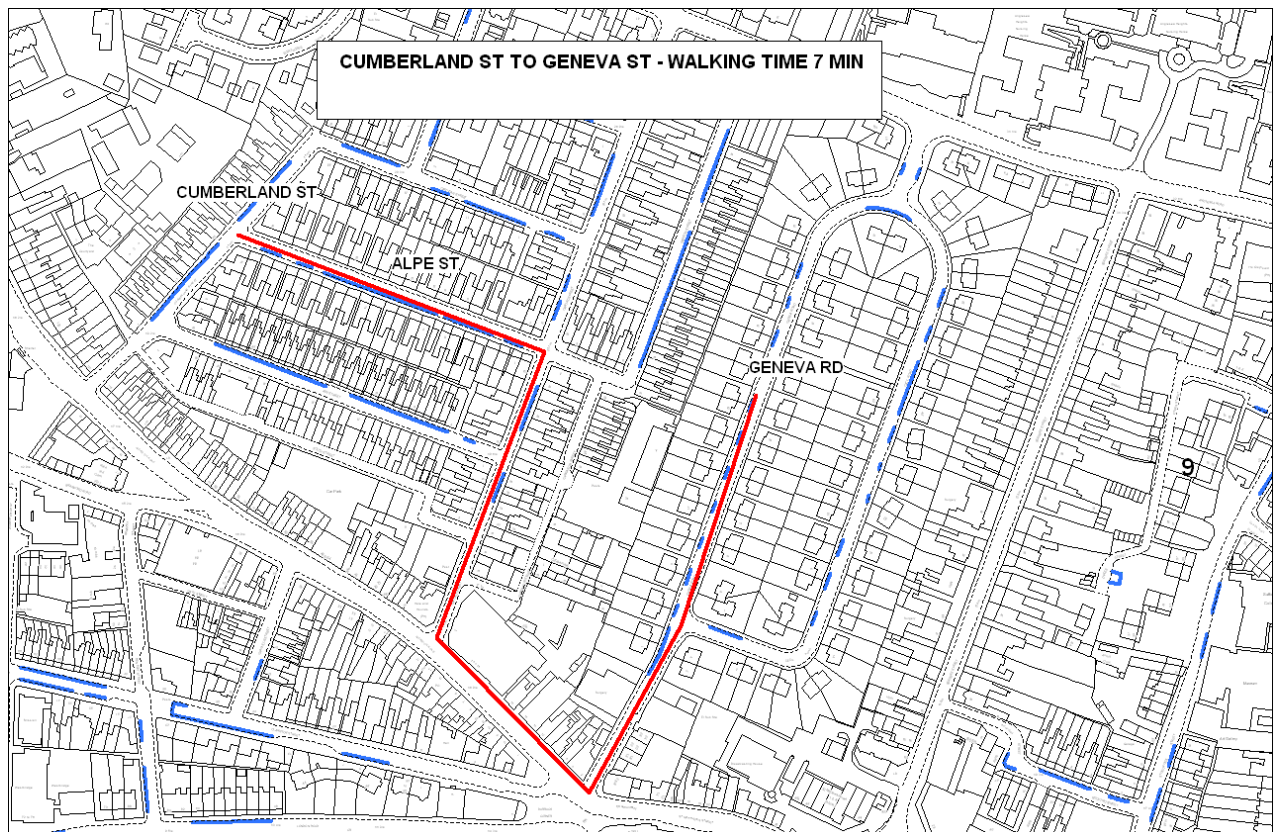
ROAD	PARKING LEVELS		
	MAX SPACES	WEDNESDAY No. FREE SPACES	SATURDAY No. FREE SPACES
Ann Street	22	4 to 13	1 to 4
Alpe Street	22	1 to 5	0 to 2
Bedford Street	9	0 to 3	2 to 4
Broughton Road	13	7 to 10	7 to 9
Cardigan Street	15	0 to 1	1 to 3
Cecil Road	21	14 to 17	11 to 13
Claude Street	2	0 to 1	0 to 1
Cumberland Street	17	0 to 5	0 to 2
Dykes Street	4	1 to 2	1 to 2
Fonnereau Road	18	5 to 8	5 to 12
Geneva Road	17	12 to 14	10 to 13
Henley Road	2	0 to 1	0 to 1
Holly Road	16	6 to 12	0 to 9
Ivry Street	29	15 to 18	16 to 20
Newson Street	22	5 to 7	0 to 7
Oban Street	10	2 to 5	1 to 3
Orford Street	20	2 to 8	1 to 4
Redan Street	9	0 to 3	0 to 1
St Georges Street	15	2 to 6	0 to 6
Warrington Road	5	2 to 4	0 to 2

The survey showed that some of the streets are sometimes fully parked, this tended to be at the beginning and end of the day. More streets are fully parked on Saturdays. Higher levels of parking would be expected at the beginning and end of the day, as this is consistent with people leaving for and returning from work.

4.6 To assess the distance that could reasonably be walked in the time frames given in the questionnaire, an officer walked uphill from the bottom of Orford Street. The distances travelled were;

- 0 to 2 min = 187 m
- 0 to 5 min = 428m
- 0 to 10min = 785m

4.7 There were relatively low levels of parking in Geneva Road and Cecil Road and higher demands in streets in the Orford Street area. Therefore the time taken to walk from the junction of Alpe Street and Cumberland Street to the midpoint of Geneva Road was measured. The time taken to walk this distance was 7 min.



4.8 In addition to the consultation, during the first six months comments were also received from individual residents by phone or email. Views and requests were also presented by Resident Representatives from the Orford Street area and a petition from Gilmour Piper. A summary of the comments and requests received are shown in 4.9, 4.10 and 4.11.

4.9 The concerns raised through the review are grouped together under relevant headings.

4.9.1 **Scheme Operating Times** – There is a lack of evening parking; the scheme should operate at night and on Sundays; the restrictions should apply during football matches; parking during the day is not a problem.

- 4.9.2 **South Street Car Park** – There were concerns about safety for cars left on the site; safety for residents walking back to their properties; did not want to walk that far (Cardigan St); the car park should be available 24/7 for residents; could the night time parking be extended to 9am.
- 4.9.3 **Single and Double Yellow Lines** – Single yellow lines should be replaced with resident bays; parking should be permitted during school pick up and drop off times; remove double yellow lines from the corners as this restricts parking; permit parking on Bank Holidays; Double yellow lines needed at junction of Anglesea Rd and Norwich Rd.
- 4.9.4 **Enforcement** – There was a mixed view regarding enforcement, some residents felt they were targeted especially during the mornings. Others requested more enforcement to ensure that there was sufficient parking for residents.
- 4.9.5 **Time Clocks** – Request to extend the period of time clocks from 1 hour to 2 hours. Request for replacement time clocks.
- 4.9.6 **Visitor Permits** – The views were; shouldn't pay for visitor permits; should be able to get refunds for visitor permits; spaces are filled with cars showing visitor permits. It should be noted that often reference to visitor permits appeared to relate to time clocks.
- 4.9.7 **Cost** – Council Tax should cover the cost of resident permits; visitor permits should be free; the cost of permits is too high; the scheme is for making money only.
- 4.9.8 **Parking** – The unrestricted places use to be used to park second cars; trouble parking when Ipswich School holds events; no permits should be issued to people with off-street parking; remove the Disabled bay from Dyke St and replace with residents parking; cars are parking on the footways; put in one-way streets to increase residents parking; restrict parking to family cars only, no vans or larger vehicles; like to see car when it is parked; removal of the resident bay opposite No. 15 Broughton Rd as it affects access to the property. Replace the double yellow line outside 45/47 Cumberland Street with a single yellow line.
- 4.9.9 **Safety** – Visibility is poor when leaving Cardigan St onto Orford St.
- 4.9.10 **Bus link** – a bus link was requested from the area to the train station.
- 4.9.11 **Extension of the Zone** – A request was received from No. 17 Neale St for inclusion in the scheme. The resident had requested inclusion during the previous consultation. A resident from High St also requested inclusion in the scheme, they had not responded to the previous consultation. A request from a flat on the southern side of Fonnereau Rd was also received, they have off-street parking for one car but would like parking for visitors; request for resident parking bays at the southern end of Fonnereau Rd, so that parking is closer to properties.
- 4.10 **Requests by the Orford St Resident Representatives:**
- Newson St - Remove limited waiting bay and replace with residents bay
  - Newson St - Remove single yellow line adjacent to limited waiting bay and replace by extended residents bay.

- Gymnasium St - Replace recent double yellow lines with resident parking bay.
- Orford St – Extend existing resident parking bay outside Nos. 40/46; 31;33/37; 41/47.
- Ann St – replace single yellow line close to junction with Orford St and extend adjacent resident parking bay.
- Alpe St – replace single yellow line close to junction with Cumberland St and extend adjacent resident parking bay.
- Cumberland St – Outside No.21/27, remove existing single yellow line and extend adjacent resident parking bay.
- Cardigan St – At junction with Cumberland St, remove existing single yellow line and extend adjacent resident parking bay.
- Cardigan St – Remove single yellow line outside Nos. 19/21 and 13/15 and replace with resident parking bay.
- Oban St – Replace unrestricted parking with residents parking bay.
- Oban St – Replace double yellow lines outside access to No.18 Cardigan St with single yellow line to allow resident to park outside driveway.
- Oban St – Replace a section of single yellow line north of its junction with Redan St with one resident parking bay.
- Redan St – Extend existing resident parking bay outside No.15.
- To extend bays by a small amount where ever possible.
- South St Car Park – Allow residents to park in the off-street car park free of charge all day Saturday.

Two meetings took place to address the concerns raised by the Residents Representatives. Attendees included IBC Director Russell Williams, the Portfolio Holders for Transport, Cllr West and Cllr De Hoedt, Resident Representatives and officers,

4.11 A Petition was received from Gilmour Piper, (osteopathy & integrated health care), objecting to the implementation of resident parking bays at the top end of Fonnereau Road. There were 388 signatures to the petition; the covering letter is attached in Appendix E. The petitioner was informed that the concerns raised would be considered as part of the Zone 2 Review. An additional letter was also sent by this business. A summary of the concerns raised is provided below:

4.11.1 The resident parking bays are not well used. The empty parking bays can tempt other road users who have previously parked in this area. This can lead to parking tickets being issued.

4.11.2 Blue badge holders are unable to park in resident parking bays and often park on the yellow lines opposite. Walking across the road to Gilmour Piper is then difficult and the writer has witnessed some near misses. This type of parking also causes a bottleneck in the road.

4.11.3 Observations at 7:30am by the writer are that the bays are almost completely unused. Properties on both sides of Fonnereau Rd also have plenty of off street parking.

4.11.4 Request removal of the resident parking bays.

4.12 The original proposals for Orford Street included moving two bays from outside Nos. 31 to 39, to the opposite side of the road and to assess the change at the six-month review. It was identified in the previous Executive report that this change would be put in place and monitored. There were strong views presented to officers and through the press on this change, with demands to reverse the change due safety concerns. Suffolk County Council carried out a safety check; this did not support the views of the residents. However, following discussions, a decision was taken to change the bays at this location prior to the six-month review.

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## 5. CONSULTATION RESPONSE

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5.1 The results of the consultation support the inclusion of the Time Clock and Visitor Permits. The provision of Second Permits is not supported, (ref 4.4).

5.2 The survey of walking distance in the time frames 2min, 5min and 10min detailed in section 4.6 is equivalent to;

From the junction of Orford St and Alpe St

2 minutes Warrington Rd and the top of Newson St

5 minutes Broughton Rd, Geneva Rd and Cecil Rd

10 minutes Fonnereau Rd

The parking survey indicates that although certain roads are sometimes fully parked, there are spaces available within a reasonable distance. This supports the zone approach of the resident parking scheme.

5.3 The responses to the issues raised during the review, summarised in section 4.9, are detailed below.

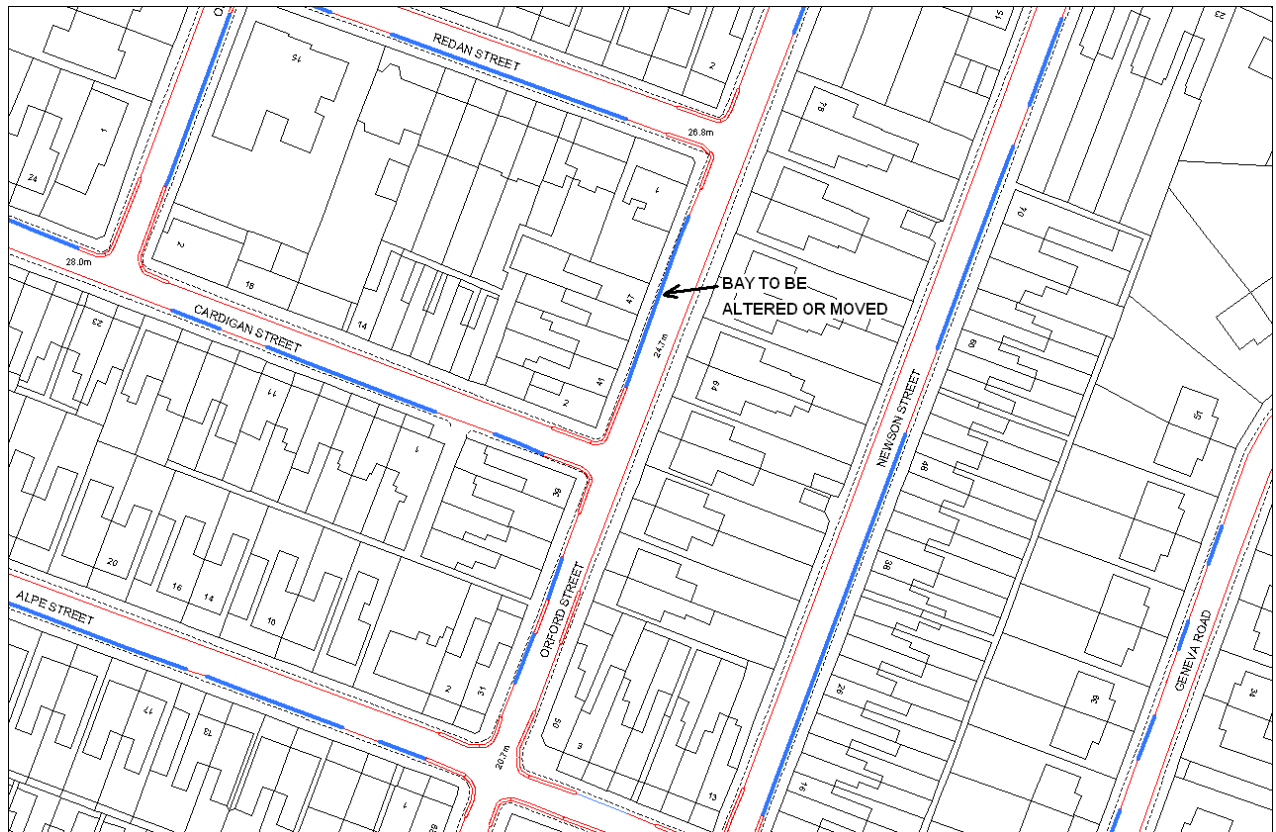
5.3.1 **Scheme operating times** – Section 2.5 describes the purpose of the resident parking schemes. Increase requirements for evening parking are unlikely to be related to commuter traffic and are consistent with parking demands in residential areas throughout the Borough. With regards to football parking; during the current season there are 3 evening matches that start after 6pm, at 19:45, and 1 Sunday match. Significant changes to the scheme to accommodate infrequent football events is not considered reasonable, signing such restrictions would also be difficult.

5.3.2 **South Street Car Park** – The car park was taken over by Ipswich Borough Council in December 2005. At that time there were significant improvements to the area relating to the surfacing and lighting. There are no persistent issues relating to safety of vehicles in this car park. When Ipswich Borough Council took on the car park, a concession was made, to the benefit of residents in the area, to stop charging at 6pm in the evening rather than the standard 8pm. The car park has 51 standard bays and 3 disabled bays. The car park is a very important facility that provides essential support for the businesses in that part of Norwich Road. That importance has very recently been highlighted by requests for improved signing to the car park made by the Norwich Road Association through Ward Councillors. In addition to directly supporting local businesses, the car park forms a useful source of income for the Council that ultimately benefits all Ipswich council tax payers. In response to the comments

received requesting the ability to park in the car park up to 9am rather than 8am; it is proposed that residents are able to park free of charge in South St car park between 8am and 9am only, when displaying a valid time clock. It is believed that this change will encourage residents to use the facility in the evenings to relieve the pressure for on street parking. However some concerns have been raised that this measure may cause problems to shopkeepers and workers if the car park becomes full due to parking by residents; it is therefore proposed that if this measure is introduced, that the situation is monitored.

- 5.3.3 **Single and Double Yellow Lines** – The double yellow lines at junctions are required on grounds of safety and access. They ensure that the car can be positioned on the correct side of the road at junctions and that sufficient visibility is provided for turning into the next road. The double yellow lines are generally 10m long, this is consistent with the Highway Code. The single yellow lines increase the clearance at junctions and provide passing places in heavily parked roads. They are enforceable Monday to Saturday 8am to 6pm to accommodate the busy time of the day for traffic movements. After 6pm they can be parked on to improve parking availability in the area.
- 5.3.4 **Enforcement** - The Civil Enforcement Officers are required to cover parking restrictions throughout the Borough. The deployment of existing resources is in accordance with enforcement priorities agreed jointly with the County Council (the Highway Authority). However, it is interesting to note the conflicting views that were received. It is commonplace for some members of the public to feel that there is insufficient enforcement whilst others feel there is too much.
- 5.3.5 **Time Clocks** – The Time Clocks are to cater for short visits, from friends, carers, tradesmen etc. All residents are able to purchase visitor permits to accommodate longer visits. Use should also be made of limited waiting bays and public car parks in the area. Additional flexibility provided with second permits has been rejected in this zone. Enforcement patterns would also have to be changed to accommodate an increased time clock period and new non-standard time clocks would have to be purchased at a cost. Zone 2 previously did not have either time clocks or visitor permits; the current scheme provides increased flexibility over the previous scheme.
- 5.3.6 **Visitor Permits** – Visitor permits offer additional flexibility to the main scheme based on individual needs. Each household is able to purchase up to ten books a year. Each book contains five permits and costs £5. It is possible to buy one book at a time and this would be recommended if usage were uncertain.
- 5.3.7 **Cost** - The aim of the Resident Parking Scheme is to be self-funding, historically this has not been achieved, but it is hoped that the New Model Scheme will rectify this. Subsidising parking for residents in selected areas is not appropriate use of Council Tax monies.
- 5.3.8 **Parking** –
- 5.3.8.1 The consultation produced a majority response against the provision of second permits into Zone 2. Based upon the low use of residents' bays in the western section of Ivry Street it is proposed that these bays are removed from the scheme and returned to unrestricted bays. This would provide the opportunity for residents to park second cars. The boundary would be adjusted to remove the road space from the zone but retain the properties along this section of road.

- 5.3.8.2 Trouble parking during school events. It is not possible to alter the scheme to accommodate occasional events.
  - 5.3.8.3 The local Housing Office was consulted regarding the request to remove the disabled bay in Dykes St. The Office requested that it be retained. No action is therefore proposed to be taken.
  - 5.3.8.4 It is not possible to restrict the type of vehicles parking on street to family cars only.
  - 5.3.8.5 Removal of properties from the scheme that have off-street parking. This would discriminate against residents that may have off-street parking for a limited number of vehicles, removing the ability for visitors to park.
  - 5.3.8.6 Bay opposite 15 Broughton Rd. This bay will be removed from the scheme and changed to a single yellow line. The bays in Broughton Road are not heavily used and the loss of a single space at this location is therefore not considered significant.
  - 5.3.8.7 The introduction of bank holiday parking on single yellow lines has been considered by the Portfolio Holder with a decision not to pursue at this time due to the costs of implementation. No change to this position is anticipated in the near future.
  - 5.3.8.8 Change double yellow lines to single yellow lines outside 45/47 Cumberland St. The restrictions have been reviewed and removal is not considered acceptable on the grounds of safety and access.
  - 5.3.8.9 The distances covered up to 2 min, 5 min and 10 min, indicate that all roads within the Orford St and Newson St area are within a 5 minute walk of South Street car park. A 5 minute walk will also covers access to parking spaces within Broughton Rd and Ivry St, from the Orford St area, where there is more availability of spaces.
- 5.3.9 **Safety** – Site visits support the view that visibility looking up the hill, when exiting Cardigan Street onto Orford Street is limited. It is recommended that consideration be given to moving the bay in Orford Street to the opposite side of the road and the length of the existing bay be converted to a single yellow line. The plan below shows the existing location of bay.



**5.3.10 Bus Link** – Currently there are no direct bus services from this area to the rail station, however, there are bus services running from the town centre to the rail station and the No. 19 bus links the Orford St area with the town centre.

**5.3.11 Extension of the Zone –**

- 5.3.11.1 Request from No.17 Neale St to be included within the zone, this request is supported.
- 5.3.11.2 High Street – Request from one resident between the Museum and St Matthew’s St to be included in the scheme. This would result in the inclusion of an additional nine properties with no additional bays provided. Many of the properties in this area have off-street parking in front of their properties. This change cannot be accommodated within the current scheme. No response was received from this area during the original consultation.
- 5.3.11.3 Inclusion of properties on the southern side of Fonnereau Rd - this request came from one resident and related to the need for visitor parking. Limited waiting parking is available in the lower section of Fonnereau Rd.
- 5.3.11.4 Provision of resident parking bays at the southern end of Fonnereau Rd, towards St Margaret’s Plain. Experience has shown that where there are adjacent parking bays with different restrictions, there is often confusion and an increase in parking contraventions. Therefore to provide resident bays at the southern end there would need to be a physical break between this and the limited waiting bays, this would result in a loss of overall parking. The importance of limited waiting close to the town centre was also a factor in the decision not to introduce pay and display to this area. The existing scheme

provides improved parking for residents in Fonnereau Road, the maximum distance to walk to the bays at the top of the road is 390m; this is within 5 minutes walk. No change is recommended.

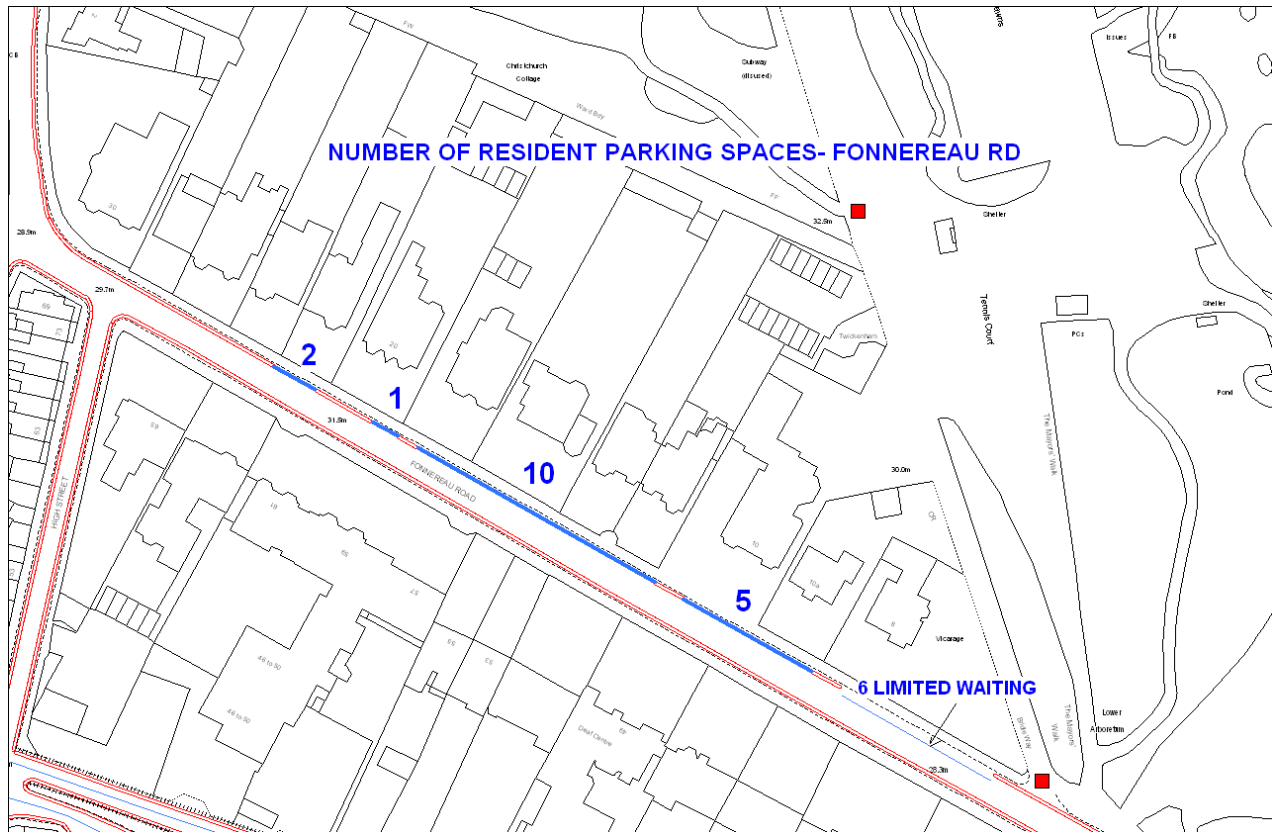
5.4 In response to the requests made by the Orford St area Residents Representatives, summarised in section 4.10, site visits were undertaken by two independent teams. The conclusions regarding requests for additional spaces are shown in the table below.

STREET	LOCATION	ADD SPACE	REASONS
NEWSON ST	5 & 7	0	CURRENT LIMITED WAITING - CHANGE WOULD HAVE TO BE ADVERTISED TO ASSESS VIEW OF OTHER RESIDENTS/ BUSINESSES IN THE AREA
NEWSON ST	9	0	THIS LINE IS REQUIRED TO ENSURE ACCESS INTO GYMNASIUM ST AND FOR SAFETY
GYMNASIUM ST	36 TO 50	4	AGREEMENT HAS BEEN OBTAINED FOR ERECTING SIGNAGE ON BUILDINGS CHANGE NEEDS TO BE ADVERTISED TO ENSURE THAT VIEWS OF RESIDENTS IN ORFORD ST WHO BACK ONTO GYMNASIUM ST ARE CONSIDERED
ORFORD ST	31	0	POOR VISIBILITY - NO CHANGE ON SAFETY GROUNDS
ORFORD ST	37	1	EXTEND BAY BY 5M, 1 SPACE, CHANGE REMAINING SINGLE YELLOW LINE TO DOUBLE
ORFORD ST	41/47	1	AT SOUTHERN END EXTEND BY ONE SPACE TOWARDS ANN STREET
ANN ST		0	REQUIRED TO ENSURE SAFE ACCESS. REMOVAL WOULD POSITION VEHICLES IN CENTRE OF ROAD - CONSISTENT WITH ADJACENT ROADS
ALPE ST		0	EXTENSION REQUESTED IS NOT A FULL CAR LENGTH. IMPLEMENT AND MONITOR
CUMBERLAND ST		1	SINGLE YELLOW LINE TO BE REMOVED AND RESIDENT BAY EXTENDED
CARDIGAN ST	32	0	TOO CLOSE TO BLIND BEND, CARS IN MIDDLE OF ROAD AROUND BEND, SAFETY
CARDIGAN ST	19	0	SAFETY WRT JUNCTION WITH OBAN ST- NO CHANGE
CARDIGAN ST	13	0	VISIBILITY & PASSING POINT FOLLOWING SAFETY REPORT SINGLE YELLOW LINE TO BE CHANGED TO DOUBLE YELLOW LINE.
OBAN ST	2	0	DOUBLE YELLOW LINE, 14M BOTH SIDES, IS REQUIRED FOR SAFETY AND ACCESS INTO OBAN ST.
OBAN ST	OPP 3	0	BAY ALREADY DESIGNATED A RESIDENT BAY - DIFFICULTY LINING IN AREA NOW COMPLETE
OBAN ST	8	0	SAFETY AND ACCESS ALONG OBAN ST - NO CHANGE
REDAN ST	POSS	1	REPOSITION BAY & EXTEND BY 1 SPACE. A MIN OF 1.5M TO BE PROVIDED FROM ACCESS. MONITOR
<b>INCREASE IN BAYS</b>		<b>8</b>	

The survey identifies eight additional spaces. All changes are subject to the legal process and advertising, however, the four spaces made up from locations in Orford St, Cumberland St and Redan St are unlikely to be contentious. The four spaces in Gymnasium Street and the conversion of the limited waiting bay in Newson St to a resident bay may receive objections, these would be considered as part of the normal traffic regulation order process. Following further representations by the representatives, a safety report was prepared on their requests for further parking at the junction of Orford St and Alpe St; this supported the original recommendations made by officers.

## 5.5 Gilmour Piper, Osteopathy & Integrated Healthcare, Petition – (Ref 4.11)

5.5.4 Parking availability - There are 18 resident parking bays at the top section of Fonnereau Rd, 20 resident permits have been issued in this road and Gilmour Piper have purchased 2 business permits. There are 6 one hour limited waiting bays north of the bridleway and a further 26 spaces south of the bridleway. There is also parking available at William St car park.



5.5.5 Bay usage - Overnight the spaces can be used by all road users and any observed usage before 8am is not relevant to the resident parking scheme. During the day, the parking survey showed that the number of available spaces in these resident parking bays was 5 to 8 on Wednesdays and 5 to 12 on Saturdays with the highest level of parking in the mornings.

	No. SPACES AVAILABLE	WEDNESDAY				SATURDAY			
		8 - 8.30	11 - 11.30	2.30 - 3.30	5 - 5.30	8 - 8.30	11 - 11.30	2.30 - 3.30	5 - 5.30
Fonnereau Road	18	12	13	10	11	13	12	6	9

5.5.6 Parking by BBH –“The Blue Badge Scheme: Rights and Responsibilities in England” (Department for Transport) states that Blue Badge Holders cannot park in permit parking bays. There are 6 one hour limited waiting bays a maximum distance of 75m from the Gilmour Piper site. BBH’s are able to park on yellow lines providing they do not cause an obstruction. It is acknowledged that visitors to Gilmour Piper have health issues although not all of these are of a permanent nature eligible for Blue Badges, there are a limited number of spaces on their site and they have purchased 2 business permits enabling parking in the resident bays.

5.5.7 Removing the resident bays and replacing with limited waiting bays would not guarantee parking for visitors to Gilmour Piper, as all road users would be able to park. The implementation of residents parking to this road addressed a long-term need for parking by local residents. However, these bays are available to all residents in the zone, not just those in Fonnereau Rd. There are two options available to address the concerns of Gilmour Piper; the first would be to change a resident bay to a limited waiting bay; the second option would be to permit Gilmour Piper to purchase an additional business permit to enable Gilmour Piper to provide parking in the resident bays for less able visitors; this is the recommended option.

- 5.6 With reference to section 2.3.1, it is recommended that No. 36 Berners Street is removed from the scheme and the zone boundary adjusted accordingly. The special circumstances put forward in the January Executive Report for inclusion have not materialised.
- 5.7 The following table summarises the proposed changes in Zone 2.

<b>REF.</b>	<b>PROPOSED CHANGES</b>
<b>1</b>	Do not introduce second permits into Zone 2.
<b>2</b>	South St car park – Allow permit holders to park free of charge between 8am and 9am, when displaying valid time clocks. Monitor
<b>3</b>	There are to be no changes to the location or enforcement of single and double yellow lines unless separately identified in this report.
<b>4</b>	Remove resident parking bays from Ivry Street, between Paget Rd and Warrington Rd. Remove road from the zone but retain properties either side of the road in the scheme.
<b>5</b>	Retain disable bay in Dyke St to accommodate residential and visitor needs.
<b>6</b>	Remove resident parking bay opposite No.15 Broughton Rd, to improve residential access.
<b>7</b>	Advertise moving the resident bay in Orford Street, between Cardigan St and Redan St, to the opposite side of the road to improve visibility.
<b>8</b>	Include No.17 Neale St within scheme
<b>9</b>	Do not include additional addresses in High Street or Fonnereau Rd within scheme.
<b>10</b>	Do not provide additional resident parking bays at the southern end of Fonnereau Rd.
<b>11</b>	Advertise lining changes in Newson St, Gymnasium St, Orford St, Cumberland St, Cardigan St, Alpe St and Redan St, as detailed in the table in section 5.4. These changes are to be considered in line with the normal Traffic Regulation Order procedure and all objections will be considered
<b>12</b>	In response to the petition, allow Gilmour Piper to purchase up to three business permits, for visitors to park in resident bays.
<b>13</b>	Remove 36 Berners St from the scheme and adjust Zone boundary accordingly

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## 6. Performance Monitoring

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- 6.1 It is proposed that all residents within the zone are informed of the decision of the Executive and made aware that changes to restrictions will be advertised in the paper, on street and on the Ipswich Borough Council website in due course.
- 6.2 The lining and signing work is carried out by the end of March 2010. Improved cooperation by residents is required to ensure lining works can be completed.

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## 7. Risk Management

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<b>Risk</b>	<b>Impact of risk, if it occurred* (Scale of 1-4) 1 – Catastrophic 4 - Negligible</b>	<b>Probability of risk occurring* (Scale A-F) A- Very likely F - almost impossible</b>	<b>What is the council doing (or what has it done) to avoid the risk or reduce its effect?</b>
Late implementation of lining and signing work leading to resident dissatisfaction.	4	C	Work on alterations to the restrictions to start following a decision by Executive. Improved cooperation by residents is required to ensure lining works can be completed.
The scheme has already exceeded the SCC Order Value of £50,000. There will also be costs associated with work relating to the Zone 4 review.	2	C	All ongoing costs to be allocated to the Resident Parking account and offset by resident parking income surplus.

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## 8.Environmental Impact Assessment

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- 8.1 Posts in Conservation Areas to be black. If new signs are required enquiries to be made to see if they can be erected on adjacent properties.

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## 9. Equalities and Diversity Implications

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- 9.1 The changes to the New Model Residents Parking Scheme have been decided from the majority view expressed through consultation of all residents, permit holders and non-permit holders.
- 9.2 The Disabled Bay in Dykes Street is to be retained to accommodate the needs of residents and visitors to the area.
- 9.3 In advertising the removal of the limited waiting bay in Newson Street, consideration will be given to the ability of Blue Badge Holders to park in limited waiting bays but not resident parking bays.
- 9.4 Providing Gilmour Piper with the opportunity to buy an additional business permit to enable less able visitors to park in resident bays.

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## **10. Financial Considerations**

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- 10.1 A financial allocation of £50,00 was provided by Suffolk County Council, through the On-Street Parking Account, to meet the cost of introducing the new model residents parking scheme into Zones 2 and 4
- 10.2 A considerable amount of unplanned additional work has needed to be done in respect of the resident concerns and complaints that have emerged in part of Zone 2. This has included the second detailed consultation exercise described in this report, the need for additional parking surveys, the suggested redesign of parking restrictions in certain streets with associated changes to TRO's, meetings with residents etc.
- 10.3 To date, scheme costs of £68,399.86 have been invoiced, with an estimated final scheme cost of £90,500 for both zones. SCC has confirmed that no further costs will be covered by the original order for this work. Future scheme income for Zone 2 will be slightly reduced because of the removal of second, premium priced permits from the scheme.
- 10.4 The three fundamental objectives that underpinned the Council's desire in 2005 to modernise and refresh its longstanding residents parking scheme by introducing a new model scheme were:-
- 10.4.1 To improve provision for residents by addressing many of the previous concerns that had been expressed over many years, ie dealing with second cars, visitors, access by tradesmen, carers, businesses located within the zones etc.
- 10.4.2 To improve the administration and operational difficulties experienced by the Council in running these schemes.
- 10.4.3 To improve the financial performance of residents parking such that the annual deficit that was incurred each and every year could be reduced and the scheme moved towards break even.
- 10.5 Considerable progress has been made with the financial performance of residents parking arrangements since the model scheme was rolled out. It is estimated that a surplus in the order of £20,000 could be achieved in the current financial year.
- 10.6 In accordance with the terms of the Civil Parking Enforcement (CPE) Agency Agreement with Suffolk County Council, it will be necessary for the financial shortfall from introducing the new model scheme to Zones 2 and 4, to be allocated to the Residents Parking Account. This account is separate to the main CPE account.
- 10.7 There are no proposed changes to current income associated with the recommendations of this report.
- 10.8 If residents are permitted to park on South Street Car Park there could be a negative impact on the income generated from that car park. It is not possible to estimate that impact at this time.

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## 11. Conclusions

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- 11.1 The existing scheme should be retained in Zone 2. This is as the new model scheme but without second permits.
- 11.2 Minor changes to on street details have been identified and covered within the main body of the report. The table in section 5.7 details proposed changes. Where required, relevant advertising and consultation will need to be carried out before implementation.
- 11.3 In response to the Gilmour Piper petition, no changes will be made to the location of resident parking bays in Fonnereau Rd. Gilmour Piper will be able to apply for an additional business permit to enable less able visitors to park in the resident bays.

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## 12. Recommendations:-

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- 12.1 That the existing Zone 2 residents parking scheme is unchanged; this deviates from the model scheme by excluding second permits**

Reason: Taking into account the views of residents within the zone.

- 12.2 That minor changes detailed in section 5.7 are implemented following appropriate consultation.**

Reason: Taking into account the views of residents within the zone.

- 12.3 That there are no changes to the resident parking bays in Fonnereau Rd relating to the Gilmour Piper petition and that Gilmour Piper is able to apply for up to three business permits, an increase of one permit.**

Reason: To provide additional flexibility for parking by Gilmour Piper for less able visitors.

- 12.4 That the Transport Policy Manager is authorised to take all necessary steps to implement the above recommendations.**

Reason: So that the decisions of Executive can be carried out.

**APPENDIX A**

**CONSULTATION QUESTIONNAIRE**

ZONE 2 – RESIDENTS’ PARKING SIX MONTH REVIEW



7<sup>th</sup> September 2009

Dear Sir/Madam,

The new Residents’ Parking scheme was introduced on 1<sup>st</sup> March 2009. As part of introducing the new scheme a review is carried out after six months to address any concerns or queries residents may have about the scheme or locations of restrictions. A short questionnaire has therefore been prepared to address key issues relating to the scheme. A section is also available for other comments you may have.

Together with the comments already received, the responses to this survey will help Ipswich Borough Council to effectively review the current Resident Parking scheme.

Please take a few minutes to complete the survey below and return it to us by refolding the form where indicated so that the return address is to view and moisten the edge to seal. Comments can also be sent by email to [suzanne.buck@ipswich.gov.uk](mailto:suzanne.buck@ipswich.gov.uk). Return date for all comments is 30<sup>th</sup> September 2009.

Yours faithfully,

Suzanne Buck (Team Leader – Transport Strategy)  
 Planning, Transport & Regeneration

**ZONE 2 – RESIDENTS’ PARKING SIX MONTH REVIEW QUESTIONNAIRE**

(Please tick appropriate box)

<b>1</b>	Has the Time Clock helped your parking needs?	<u>Yes</u>		<u>No</u>	
<b>2</b>	Have the Visitor Permits helped your parking needs?	<u>Yes</u>		<u>No</u>	
<b>3</b>	Are you aware that South St car park is available free of charge, Monday to Saturday in the evenings 6pm to 8am and all day Sunday	<u>Yes</u>		<u>No</u>	
<b>4</b>	Do you/ or will you, use South St car park for parking.	<u>Yes</u>		<u>No</u>	
<b>5</b>	Would you like 2 <sup>nd</sup> Permits to be introduced?	<u>Yes</u>		<u>No</u>	
<b>6</b>	What is the maximum time you would walk to use a Resident Parking Bay?	<b>2 minutes or less</b>			
		<b>2 to 5 minutes</b>			
		<b>5 to 10 minutes</b>			

<b>Name:</b>	
<b>Address:</b>	

**Further comments:**

Thank you for your time in completing this questionnaire.

**APPENDIX B**

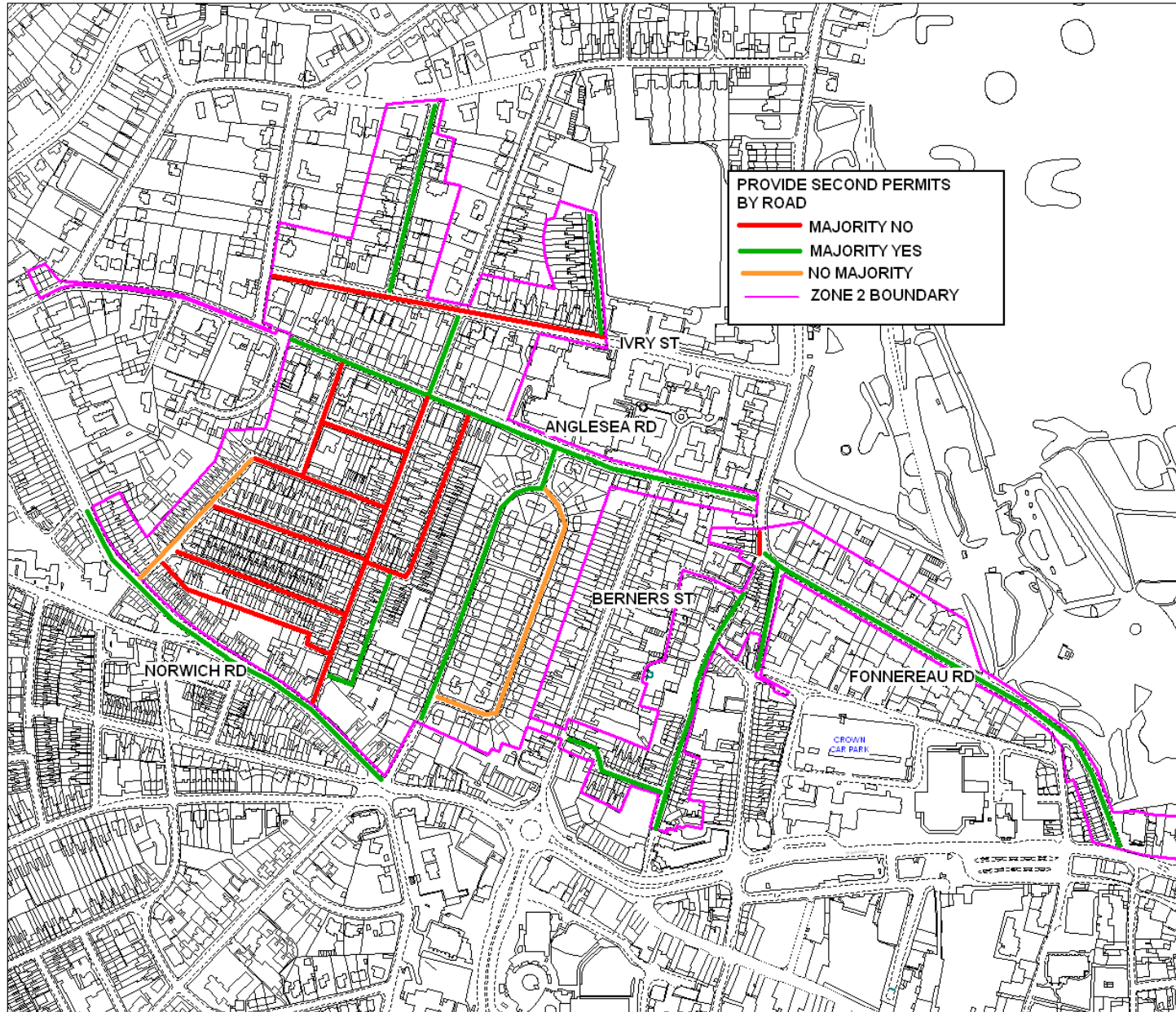
**QUESTIONNAIRE RESULTS BY STREET**

**ZONE 2 RESIDENTS PARKING - REVIEW QUESTIONNAIRE SUMMARY BY STREET**

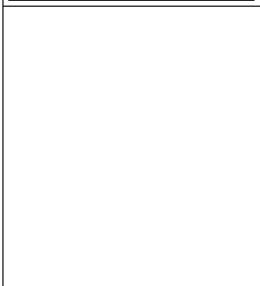
ROAD	Q1 TIME CLOCK		Q2 VISITOR PERMITS		Q3 AWARE SOUTH ST		Q4 USE SOUTH ST		Q5 2ND PERMITS		Q6 WALKING DISTANCE			No. RESPONSES	No. PERMITS
	Y	N	Y	N	Y	N	Y	N	Y	N	0-2 MIN	2-5 MIN	5-10 MIN		
Alpe St	10	5	9	5	6	9	5	9	3	11	3	9	2	15	30
Anglesea Rd	9	3	5	5	3	9	2	8	6	5	4	6	1	13	23
Ann St	11	2	9	2	5	8	2	11	3	10	3	7	3	13	28
Bedford St	1	0	1	0	0	1	0	1	1	0	0	1	0	1	6
Broughton Rd	4	5	5	5	1	9	3	6	6	4	6	2	1	10	11
Cardigan St	8	3	7	4	3	8	3	7	4	7	3	7	1	11	30
Cecil Rd	4	0	3	1	3	1	2	2	2	2	2	1	1	5	13
Cumberland St	3	1	3	1	1	3	2	2	2	2	1	3	0	5	16
Fonnereau Rd	6	4	7	3	2	9	3	9	7	6	5	6	0	13	20
Geneva Rd	3	2	1	3	0	5	1	4	4	1	1	3	1	5	16
Gymnasium St	1	0	1	0	0	1	1	0	1	0	0	0	1	2	3
Henley Rd	2	0	2	0	0	2	0	2	0	2	1	1	0	2	2
High St	2	1	1	2	1	3	1	3	3	1	1	1	2	4	4
Holly Rd	5	3	5	3	2	6	1	7	6	2	3	1	1	8	10
Ivry St	9	5	8	4	3	12	4	11	1	12	7	7	1	15	19
Newson St	5	0	5	0	2	3	2	3	1	4	2	2	0	5	18
Norwich Rd	0	3	1	2	2	2	3	1	2	1	2	2	0	4	8
Oban St	2	3	0	4	3	2	2	3	1	4	3	1	1	5	7
Orford St	12	6	8	8	11	8	7	11	4	13	11	5	1	19	37
Redan St	8	0	5	3	0	8	1	5	2	6	1	7	1	8	13
South St	0	0	1	0	1	0	1	0	0	1	0	0	1	1	1
St George's St	3	2	2	2	1	5	0	5	2	1	2	5	0	8	22
Warrington Rd	1	0	1	0	0	1	1	0	1	0	0	1	0	1	3
<b>TOTALS</b>	<b>109</b>	<b>48</b>	<b>90</b>	<b>57</b>	<b>50</b>	<b>115</b>	<b>47</b>	<b>110</b>	<b>62</b>	<b>95</b>	<b>61</b>	<b>78</b>	<b>19</b>	<b>173</b>	<b>340</b>

**APPENDIX C**

**PLANS SHOWING RESULTS BY STREET**



**ZONE 2  
RESPONSE TO  
PROVIDING  
SECOND PERMITS**



IPSWICH BOROUGH COUNCIL  
 Mike Tee  
 Head of  
 Planning Transport & Regulation  
 Gratton House, 16-17, Goswell Rd  
 Ipswich, IP1 2DE

DRAWING TITLE

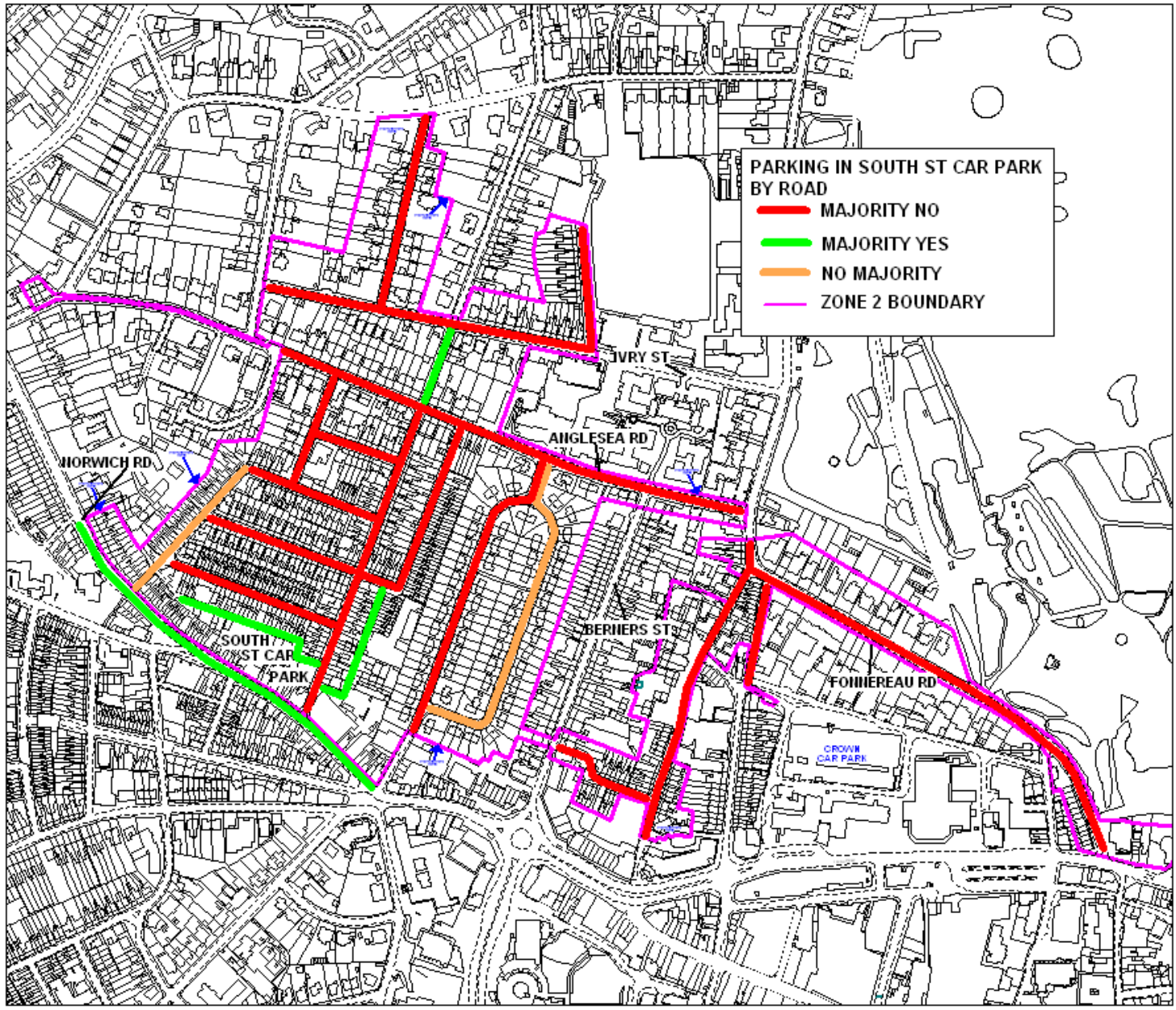
SCALE **1 : 3500**

DATE **04/11/2009**

DRAWING NO.

DRAWN BY





**ZONE 2  
PARKING III  
SOUTH ST CAR PARK  
BY ROAD**



IPSWICH BOROUGH COUNCIL  
 The Town Hall  
 Planning and Transportation Generation  
 Grafton House, 25 South Hill Rd  
 Ipswich, IP1 2DB

SCALE	1 : 3500
DATE	19/10/2009
DRAWING NO.	
DRAWN BY	



**APPENDIX D**

**TABLE SUMMARY OF PARKING SURVEY**

**ZONE 2 PARKING SUMMARY**

	Wednesd ay 16/09/09 8 - 8.30	% Parked	Wednesd ay 16/09/09 11 - 11.30	% Parked	Wednesday 16/09/09 2.30 - 3.30	% Parked	Wednesday 16/09/09 5 - 5.30	% Parked	Saturday 19/09/2009 8 - 8.30	% Parked	Saturday 19/09/09 11 - 11.30	% Parked	Saturday 19/09/09 2.30 - 3.30	% Parked	Saturday 19/09/09 5 - 5.30	% Parked
Ann Street	18	90	9	45	14	70	18	90	21	105	18	90	18	90	21	105
Orford Street	18	90	12	60	15	75	17	85	19	95	17	85	18	90	16	80
Cumberland Street	14	100	16	114	12	86	17	121	17	121	15	107	17	121	17	121
Alpe Street	21	111	18	95	17	89	21	111	22	116	21	111	20	105	21	111
Cardigan Street	14	100	14	100	15	107	14	100	14	100	14	100	12	86	11	79
Oban Street	7	70	5	50	8	80	8	80	9	90	9	90	7	70	8	80
Redan Street	7	100	6	86	8	114	9	129	9	129	8	114	9	129	9	129
Newson Street	17	81	15	71	17	81	16	76	22	105	17	81	15	71	21	100
<b>TOTAL PARKED</b>	<b>116</b>		<b>95</b>		<b>106</b>		<b>120</b>		<b>133</b>		<b>119</b>		<b>116</b>		<b>124</b>	
<b>SPACES AVAIL</b>	<b>9</b>		<b>30</b>		<b>19</b>		<b>5</b>		<b>-8</b>		<b>6</b>		<b>9</b>		<b>1</b>	
<b>Max Spaces Avail</b>	<b>21</b>		<b>42</b>		<b>31</b>		<b>17</b>		<b>4</b>		<b>18</b>		<b>21</b>		<b>13</b>	
Warrington Road	2	50	2	50	1	25	3	75	5	125	5	125	4	100	3	75
Ivry Street	14	50	14	50	12	43	11	39	9	32	13	46	12	43	12	43
Broughton Road	5	38	4	31	3	23	6	46	5	38	4	31	6	46	6	46
Holly Road	10	63	9	56	4	25	8	50	12	75	16	100	8	50	7	44
<b>TOTAL PARKED</b>	<b>31</b>		<b>29</b>		<b>20</b>		<b>28</b>		<b>31</b>		<b>38</b>		<b>30</b>		<b>28</b>	
<b>SPACES AVAIL</b>	<b>30</b>		<b>32</b>		<b>41</b>		<b>33</b>		<b>30</b>		<b>23</b>		<b>31</b>		<b>33</b>	
<b>Max Spaces Avail</b>	<b>32</b>		<b>34</b>		<b>43</b>		<b>35</b>		<b>32</b>		<b>25</b>		<b>33</b>		<b>35</b>	
Geneva Road	5	29	5	29	5	29	3	18	5	29	5	29	7	41	4	24
Cecil Road	7	33	6	29	3	14	4	19	8	38	8	38	9	43	10	48
<b>TOTAL PARKED</b>	<b>12</b>		<b>11</b>		<b>8</b>		<b>7</b>		<b>13</b>		<b>13</b>		<b>16</b>		<b>14</b>	
<b>SPACES AVAIL</b>	<b>26</b>		<b>27</b>		<b>30</b>		<b>31</b>		<b>25</b>		<b>25</b>		<b>22</b>		<b>24</b>	
<b>Max Spaces Avail</b>	<b>26</b>		<b>27</b>		<b>30</b>		<b>31</b>		<b>25</b>		<b>25</b>		<b>22</b>		<b>24</b>	
Bedford Street	9	100	6	67	7	78	7	78	7	78	7	78	5	56	7	78
St Georges Street	9	60	9	60	12	80	13	87	15	100	12	80	9	60	11	73
Dykes Street	3	75	2	50	3	75	3	75	3	75	2	50	2	50	2	50
Fonnereau Road	12	67	13	72	10	56	11	61	13	72	12	67	6	33	9	50
Henley Road	1	50	1	50	2	100	1	50	1	50	2	100	2	100	2	100
Claude Street	2	100	2	100	1		1	50	0	0	2	100	0	0	1	50
<b>TOTAL PARKED</b>	<b>36</b>		<b>33</b>		<b>35</b>		<b>36</b>		<b>39</b>		<b>37</b>		<b>24</b>		<b>32</b>	
<b>SPACES AVAIL</b>	<b>14</b>		<b>17</b>		<b>15</b>		<b>14</b>		<b>11</b>		<b>13</b>		<b>26</b>		<b>18</b>	
<b>Max Spaces Avail</b>	<b>14</b>		<b>17</b>		<b>15</b>		<b>14</b>		<b>11</b>		<b>13</b>		<b>26</b>		<b>18</b>	
<b>Total</b>	<b>195</b>		<b>168</b>		<b>169</b>		<b>191</b>		<b>216</b>		<b>207</b>		<b>186</b>		<b>198</b>	

Spaces Available reflect the number of spaces using standard parking dimensions

Maximum Spaces Available reflects the maximum number of cars surveyed as parking in a bay.

**APPENDIX E**

**PETITION COVERING LETTER**

Planning Transport  
& Regeneration

04 JUN 2009  
To



6. practice@gilmourpiper.co.uk  
www.gilmourpiper.co.uk

AJG/

2 June 2009

Mr M Tee  
Head of Transport  
Planning & Regulation  
Ipswich Borough Council  
Grafton House  
Russell Road  
IPSWICH IP1 2DE  
Suffolk

Dear Mr Tee

**Regarding recent changes to parking restrictions in Fonnereau Road**

I should be very grateful if you could give consideration to reviewing the situation regarding the way in which the recent parking restrictions are functioning in Fonnereau Road. I base this request on the strength of feeling shown in the enclosed petition from our patients, and my own observations of the way the new arrangements work and indeed even the Traffic Wardens themselves confess that the situation is not ideal.

Prior to the implementation of these changes my understanding was that there was to be metered parking outside these premises and at the top of Fonnereau Road and that there would be residents parking at the bottom of the Road and a request for residents parking was generated by the residents at the lower end of Fonnereau Road who have flats without parking and I fully understand the need for this.

I gather that the implementation of the changes was not exactly as planned with a reversal of the areas for metered parking and residents parking. In the event I understand the plan for metered parking at the bottom of Fonnereau Road has now been withdrawn.

There are a number of observations that I would make.

1. That for much of the time there are very few residents using the residents parking zone and as a result there are large areas of parking unused and these become a huge temptation not only for our patients but for others heading into town who have in many cases for some years been used to being able to park close to town without charge. Traffic Wardens are dropped outside these premises as many as 3 times a day issuing large numbers of parking fines to those who have inadvertently transgressed. In spite of the passage of time, this continues.
2. Disabled people with blue badges who are able to park on double yellow lines but not in the residents parking zone are unable to park on the same side of the road as our premises as there is no place for them. As a result they have to park opposite our premises on the double yellow line creating a "bottle neck" in Fonnereau Road but more importantly as by definition they are disabled they have difficulty crossing the road and with Fonnereau Road being busy this looks like an accident waiting to happen and I have personally observed some "near misses".

Cont/d.

10 Fonnereau Road, Ipswich IP1 3JP  
Tel: 01473 217592  
Fax: 01473 286646

Constable Country Medical Practice  
Tel: 01473 217592  
Fax: 01473 286646

Needham Market Country Practice  
Tel: 01473 217592  
Fax: 01473 286646



3. When I arrive to my office at 7.30 in the morning the residents parking zone is almost completely unused suggesting that the residents are not using it overnight as one would expect. Houses on the south side of Fonnereau Road have plenty of front drive parking and on the north side of Fonnereau Road have parking to the rear via the Bridleway so perhaps this is not surprising.

Overall it is my strong feeling that the new system is not working and this seems clear to many people who have observed it. For this reason I would be extremely grateful if you could give some consideration to a review of the situation as it now is.

I look forward to your comments in due course.

With kind regards,

Yours sincerely

A handwritten signature in black ink, appearing to read "Andrew Gilmour".

Andrew Gilmour DO BSc(Hons) Ost

Planning Transport  
& Regeneration

04 JUN 2009  
To

Enc