

Norfolk County Council

Record of Individual Cabinet Member Decision

Responsible Cabinet Member: Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure & Transport)

Background and Purpose:

Cringleford Parish Council, supported by the local member and South Norfolk District Council, requested proposals to deter long-stay duration commuter parking associated with the Hospital/Research Park, Cringleford Business Centre and the UEA along Colney Lane and its associated side roads, whilst still catering for the need to park by providing cashless Pay and Display.

The introduction of parking prohibitions on Intwood Road would improve highway safety for all highways users on the approach to the Newmarket Road junction with Intwood Road, and other junctions within this area.

Decision: To implement the parking restrictions as detailed by Traffic Regulation Order in Appendix B and in accordance with the plans in Appendix A.

Is it a key decision? No

Is it subject to call-in? Yes

If Yes – the deadline for call-in is: *4pm, Friday 10 December 2021*

Impact of the Decision:

As detailed in the attached report

Evidence and reason for the decision:

As detailed in the attached report

Alternative options considered and rejected:

As detailed in the attached report

Financial, Resource or other implications considered:

As detailed in the attached report

Record of any conflict of interest:

None

Background documents:

- Appendix A – Consultation Plan

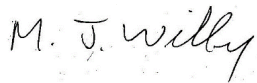
- Appendix B – Copy of Advertised Traffic Regulation Orders
- Appendix C – Summarised Objections
- Appendix D – Objections in full

Date of Decision: 3 December 2021

Publication Date of Decision: 3 December 2021

Signed by Cabinet Member:

I confirm that I have made the decision set out above, for the reasons also set out.

A handwritten signature in black ink that reads "M. J. Wilby". The signature is written in a cursive style with a large 'M' and 'W'.

Print name: Cllr Martin Wilby

Date: 3/12/2021

Accompanying documents:

- Report to Cabinet Member - Cringleford - Intwood Road & Colney Lane Area Waiting Restrictions and Pay & Display

Once you have completed your internal department clearance process and obtained agreement of the Cabinet Member, send your completed decision notice together with the report and green form to committees@norfolk.gov.uk

Individual Cabinet Member Decision Report

Item No:

**Report Title: Cringleford - Intwood Road & Colney Lane Area
Waiting Restrictions and Pay & Display**

Date of Meeting: N/A

**Responsible Cabinet Member: Councillor Martin Wilby (Cabinet
Member for Highways, Transport and Infrastructure)**

**Responsible Director: Tom McCabe – (Executive Director,
Community and Environmental Services)**

Is this a Key Decision? No

**If this is a Key Decision, date added to the Forward Plan of Key
Decisions: NA**

Executive Summary

The proposal aims to balance the location and duration of on-street parking in Cringleford, deterring long-stay commuter parking whilst still catering for the need to park to visit residents and the nearby Colney Woods.

The scheme also aims to improve highway safety on approach to the Newmarket Road junction with Intwood Road by removing vehicles parked on a bend and to protect visibility splays at junctions within the area.

Recommendation:

To implement the parking restrictions as detailed by Traffic Regulation Order in Appendix B and in accordance with the plans in Appendix A

1. Background and Purpose

- 1.1 Cringleford Parish Council, supported by the Local County Councillor and South Norfolk District Council requested proposals to deter long-stay duration commuter parking associated with the Hospital/Research Park, Cringleford Business Centre and the UEA along Colney Lane and its associated side

roads, whilst still catering for the need to park by providing cashless Pay and Display.

- 1.2 The introduction of parking prohibitions on Intwood Road would improve highway safety for all highways users on the approach to the Newmarket Road junction with Intwood Road, and other junctions within this area.

2. Proposal

- 2.1 The proposal seeks to implement the waiting restrictions and pay and display bays as shown in Appendix A
- 2.2 Following feedback from the public consultation the following changes have been made to the advertised proposals –
 - The free stay period for the pay and display bays has been extended from 1 to 2 hours
 - Standardising time of operation for restrictions to Monday to Friday instead of a mixture of Monday to Friday and Monday to Saturday.
 - Additional parking bays to be added to Intwood Road, these are to be advertised separately from this scheme. The existing bay on Intwood Road and the new ones that will be advertised will have the waiting limit extended from 1hour 30mins to 2 hours.

3. Impact of the Proposal

- 3.1 The introduction of the waiting restrictions and pay and display bays to Intwood Road and Colney Lane will assist with safe vehicle manoeuvres through junctions, improve the wellbeing of residents who currently suffer from inappropriate long-term commuter parking and guard other adjacent roads against potential future parking displacement.
- 3.2 Parking will be controlled for all road users during the day but will be unrestricted overnight and at weekends.

4. Evidence and Reasons for Decision

- 4.1 Prior to formally advertising the Traffic Regulation Order (TRO), statutory consultees were consulted on the proposals. Support was received from the County Councillor, South Norfolk Council, Konectbus, and Norfolk Constabulary Traffic Management
- 4.2 The formal consultation received 228 responses. 35% were objections, revised to 33% when rescinded objections were taken into consideration.
- 4.3 The proposal advertised received 228 responses in favour, 79 objections.

Details are summarised in Appendix C

5. Alternative Options

- 5.1 Other options were explored and discounted through stakeholder engagement, they included –
- Resident permit zone – discounted as the majority of residents have off road parking for several vehicles so would not require permits. A low uptake of permits makes a scheme unviable.
 - Short duration time limited parking – discounted as this type of parking control is more suited for commercial areas where a high turnover of vehicles is required.
 - Long duration time limited parking – discounted as it does not discourage commuter parking, it becomes an enforcement burden due to the observational requirements and generates no income to offset these costs.

6. Financial Implications

- 6.1 This Traffic Regulation Order and associated works are being funded externally by the Parish Council and South Norfolk Council jointly. Any income generated by the pay and display or any surplus generated through penalty charge notice issuance will be used to offset the cost of enforcement.
- 6.2 Ongoing maintenance will be minimal as the scheme relies on signs and road markings. No payment devices need to be installed as payment is electronic.

7. Resource Implications

7.1 Staff:

Work will be delivered using the available existing staff resources. Ongoing enforcement is resourced by District Councils as part of the Norfolk Parking Partnership agreement.

7.2 Property:

N/A

7.3 IT:

The pay and display location can be added to the existing back office system managed through the Norfolk Parking Partnership.

8. Other Implications

8.1 Legal Implications:

Nplaw have advised on the making of this Order and confirmed that actions taken to date have been compliant with the legislative requirements.

8.2 Human Rights Implications:

N/A

8.3 Equality Impact Assessment (EqIA) (this must be included):

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In making this TRO, we have considered the potential impact on local people, particularly disabled and older people and parents and carers of children, and others who may have particular needs when using the highways and to enhance the needs and safety of all road users.

Public consultation on the TRO has taken place, to enable people to highlight any issues of importance for NCC to be aware of before a decision is made.

Blue badge holders will largely be exempt from the restrictions being imposed, namely being permitted to park on double and single yellow lines for 3 hours and for an unlimited duration in pay and display bays being introduced through this scheme.

8.4 Data Protection Impact Assessments (DPIA):

As part of the consultation and implementation process, all personal data has been removed from reports being put into the public domain. Personal data has been stored as per NCC standards in the event that we may need to correspond with affected parties as part of this process.

8.5 Health and Safety implications (where appropriate):

The proposed scheme should improve road safety for all highway users.

8.6 Sustainability implications (where appropriate):

The scheme may also encourage more walking and cycling, instead of driving, and thereby contribute towards sustainability.

8.7 Any Other Implications:

Officers have considered all the implications which members should be aware of. Apart from those listed in the report (above), there are no other known implications.

9. Risk Implications / Assessment

- 9.1 The proposals would legally allow the Council to implement the waiting restrictions and pay and display bays and therefore successfully deliver the scheme as proposed with support from the Local Member and Parish Council, therefore improve the use and safety of the highway for all transport modes and pedestrians.

10. Select Committee Comments

11. Recommendations

To implement the parking restrictions as detailed by Traffic Regulation Order in Appendix B and in accordance with the plans in Appendix A

12. Background Papers

- 12.1 Appendix A – Consultation Plan
 Appendix B – Copy of Advertised Traffic Regulation Orders
 Appendix C – Summarised Objections
 Appendix D – Objections in full

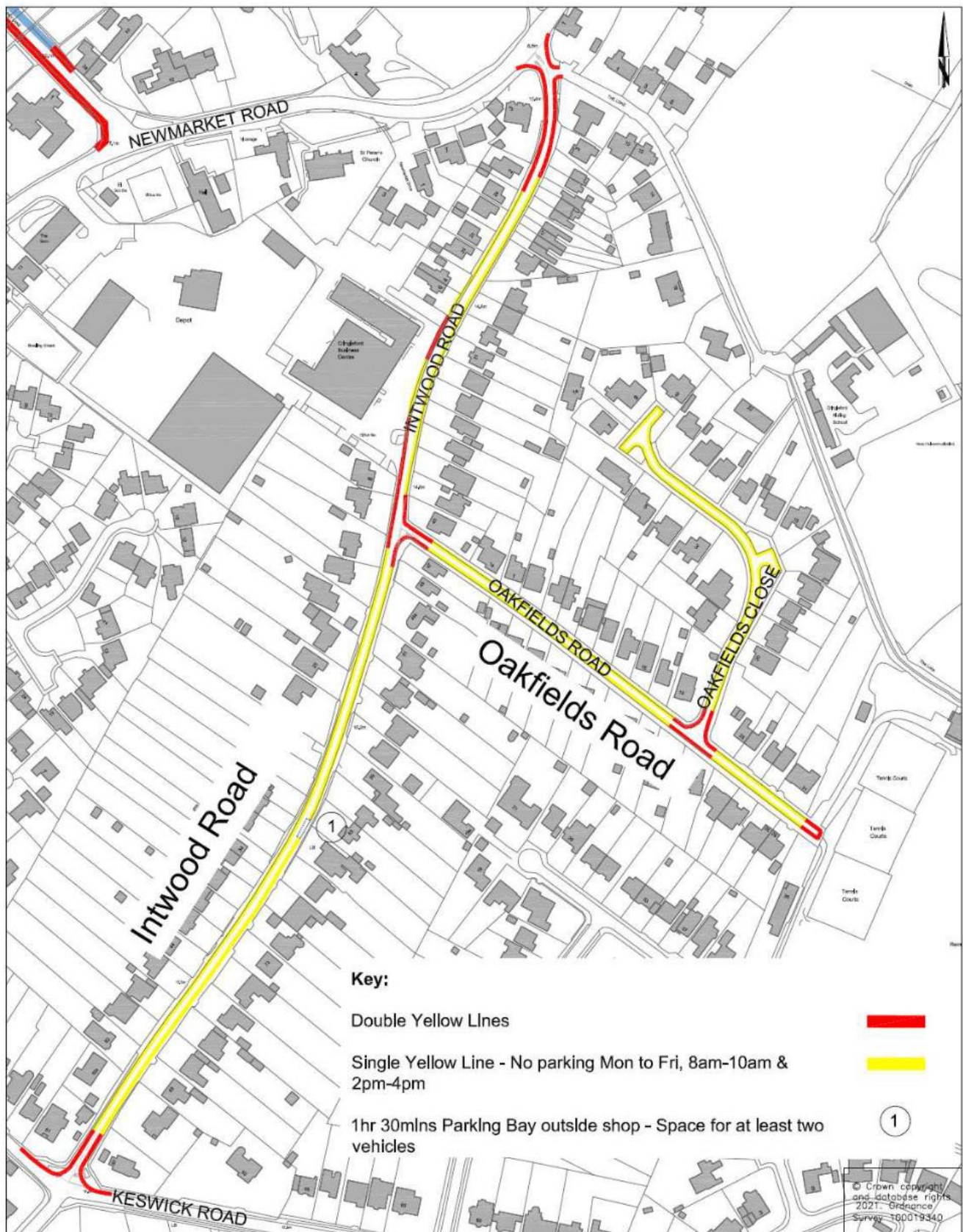
Officer Contact

If you have any questions about matters contained within this paper, please get in touch with:

Officer name: Zoe Schofield
Telephone no.: 01603 222 497
Email: zoe.schofield@norfolk.gov.uk



If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.



DRAWING TITLE
Cringleford - Intwood Road, Oakfields Road, Oakfields Close
Proposed Parking Restrictions - Public Consultation

Tom McCabe
Executive Director of
Community and Environmental Services
Norfolk County Council
County Hall
Martineau Lane
Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

SURVEYED BY	OS	DATE	INITIAL	DRAWING No.
DESIGNED BY	ZS	01/21		PJA063-HP2-017
DRAWN BY	ZS	01/21		PROJECT TITLE
CHECKED BY	TY	01/21		Cringleford Parking Restrictions
				Public Consultation
				SCALE
				FILE No.
				PJA063

**THE NORFOLK COUNTY COUNCIL
(CRINGLEFORD AND COLNEY, VARIOUS ROADS) –
PROPOSED TRAFFIC ORDERS 2021**

The Norfolk County Council propose to make the following two Orders under the Road Traffic Regulation Act 1984, the effects of which on vehicles will be as follows:-

THE NORFOLK COUNTY COUNCIL (PROHIBITION OF WAITING, LOADING AND UNLOADING AND SCHOOL KEEP CLEAR) ORDER 2021

- (i) prohibit waiting at any time along the lengths of road specified in Schedule 1 below; and
- (ii) prohibit waiting on Monday to Friday from 0800 hrs and 1800 hrs and Monday to Sunday between 1400 hrs and 1600 hrs along the lengths of road specified in Schedule 2 below.

**THE NORFOLK COUNTY COUNCIL (CRINGLEFORD, VARIOUS ROADS)
(ON STREET CHARGES AND PARKING PLACES) ORDER 2021**

This Order would introduce limited time waiting restrictions with the requirement to pay for parking by way of mobile technology on the lengths of road specified in Schedule 3 below. These restrictions would operate Monday to Saturday between 0800 hrs to 1800 hrs; waiting limited to 4 hours no return within 2 hours and the charges would be:-

First hour free (a driver still needs to register this stay) then; £3.00 for up to 2 hours £4.00 for up to 3 hours, £6.00 for up to 4 hours.

The following Orders would be revoked on the date of commencement of both the above Orders:-

The Norfolk County Council (Cringleford and Colney, Various Roads) (Prohibition of Waiting) Order 2011;
The Norfolk County Council (Cringleford and Colney, Colney Lane) (Prohibition of Waiting, Loading and Unloading) (No 2) Order 2011;
The Norfolk County Council (Cringleford, Dragonfly Lane, School Keep Clear and Various Roads, Prohibition of Waiting) Amendment Order 2017;
The Norfolk County Council (Cringleford, Colney Lane, Newmarket Road) (Prohibition of Waiting) Amendment Order 2018;
The Norfolk County Council (Cringleford, Colney Lane) (Street Parking Places) Order 2011; and
The Norfolk County Council (Cringleford, Colney Lane) (Street Parking Places) Amendment Order 2018.

ALL RESTRICTIONS IN LOCATIONS IN THOSE ORDERS NOT LISTED IN THESE SCHEDULES WILL NOT BE CHANGED.

SCHEDULE 1

Proposed Prohibition of Waiting – At Any Time

Road name & number	-	Location description	Extent of change
C183 Colney Lane East side	-	From a point 152 metres east of its junction with C645 Round	Existing Prohibition of waiting (mon-sun 9-5) removed and

		House Way south eastwards for 246 metres	replaced by prohibition at all time An increase in Prohibition at all time by 246m
	-	From a point 476 metres south east of its junction with C645 Round House Way south eastwards for 407 metres.	Total length of Prohibition of Waiting at any time increased by 121m
		From a point 1015 metres south east of its junction with C645 Round House Way south eastwards for 113 metres	An extension of 80m
C183 Colney Lane West side	-	From a point 151 metres east of its junction with C645 Round House Way south eastwards for 359 metres.	An extension of 359m (Existing Prohibition of waiting (Mon-Sun 9-5) removed and replaced by prohibition at all time)
	-	From a point 526 metres east of its junction with C645 Round House Way south eastwards for 91 metres.	An extension of 43m
	-	From a point 659 metres east of its junction with C645 Round House Way south eastwards for 48 metres.	An extension of 7m
	-	From a point 740 metres east of its junction with C645 Round House Way south eastwards for 34 metres.	An extension of 19m
	-	From a point 799 metres east of its junction with C645 Round House Way south eastwards to its junction with C821 Newmarket Road.	Total length of Prohibition of Waiting at any time increased by 189m
U78443 Gurney Lane North Side	-	From its junction with C183 Colney Lane eastwards for 216 metres	Being extended by 201m
U78443 Gurney Lane South Side	-	From a point 144 metres east of its junction with C183 Colney Lane eastwards for 30 metres	New restriction
South Side	-	From a point 187 metres east of its junction with C183 Colney Lane eastwards for 30 metres	New restriction
C178 Intwood Road East Side	-	From its junction with C821 Newmarket Road southwards for a distance of 66 metres	New restriction
	-	From a point 241 metres south of its junction with C821 Newmarket Road southwards for a distance of 37 metres	New restriction

	-	From a point 599 metres south of its junction with C821 Newmarket Road to its junction with C184 Keswick Road	New restriction
C178 Intwood Road West Side	-	From its junction with C821 Newmarket Road southwards for a distance of 75 metres	New restriction
	-	From a point 148 metres south of its junction with C821 Newmarket Road southwards for a distance of 23 metres	New restriction
	-	From a point 201 metres south of its junction with C821 Newmarket Road southwards for a distance of 68 metres	New restriction
	-	From a point 599 metres south of its junction with C821 Newmarket Road southwards to its junction with C184 Keswick Road	New restriction
U78356 Oakfields Close Both Sides	-	From its junction with U78250 Oakfields Road northwards for a distance of 15 metres	New restriction
U78250 Oakfields Road Both Sides	-	From its junction with C178 Intwood Road eastwards for a distance of 16 metres.	New restriction
	-	From a point 167 metres east of its junction with C178 Intwood Road eastwards for a distance of 27 metres.	New restriction
	-	From a point 249 metres east of its junction with C178 Intwood Road eastwards for a distance of 11 metres.	New restriction
U78454 Softley Drive Both Sides	-	From its junction with U78443 Gurney Lane for 15 metres	New restriction
U71173 Yare Valley Drive Both Sides	-	From its junction with U78443 Gurney Lane for 15 metres	New restriction

SCHEDULE 2

Prohibition of Waiting – Monday to Friday – 0800 hrs to 1000 hrs and Monday to Friday – 1400 hrs to 1600hrs

U71204 Cringleford Chase Both Sides	-	From a point 15m west of its junction with C183 Colney Lane westwards for the remainder of its length including turning heads
U71147 Gilbert Way Both Sides	-	From a point 21m east of its junction with C183 Colney Lane eastwards for the remainder of its length including turning heads.
U78443 Gurney Lane North Side	-	From a point 216 metres east of its junction with C183 Colney Lane eastwards for the remainder of its length.

	-	
U78443 Gurney Lane South Side	-	From a point 15 metres east of its junction with C183 Colney Lane eastwards for 129 metres.
	-	From a point 174 metres east of its junction with C183 Colney Lane eastwards for 11 metres.
	-	From a point 217 metres east of its junction with C183 Colney Lane eastwards for the remainder of its length.
C178 Intwood Road West Side	-	From a point 75 metres south of its junction with C821 Newmarket Road southwards for a distance of 73 metres.
	-	From a point 171 metres south of its junction with C821 Newmarket Road southwards for a distance of 30 metres.
	-	From a point 271 metres south of its junction with C821 Newmarket Road southwards for a distance of 330 metres.
C178 Intwood Road East Side	-	From a point 66 metres south of its junction with C821 Newmarket Road southwards for a distance of 175 metres
	-	From a point 277 metres south of its junction with C821 Newmarket Road southwards for a distance of 131 metres.
	-	From a point 418 metres south of its junction with C821 Newmarket Road southwards for a distance of 180 metres.
U78348 Newfound Drive Both Sides	-	From a point 18m west of its junction with C183 Colney Lane westwards for the remainder of its length including turning head.
U78356 Oakfields Close Both Sides	-	From a point 15 metres north of its junction with U78250 Oakfields Road northwards and westwards for the remainder of its length.
U78259 Oaklands Drive Both Sides	-	From a point 16m east of its junction with C183 Colney Lane eastwards for the remainder of its length including turning heads.
U78250 Oakfields Road Both Sides	-	From a point 16 metres east of its junction with C178 Intwood Road eastwards for a distance of 151 metres.
	-	From a point 196 metres east of its junction with C178 Intwood Road eastwards for a distance of 57 metres.

U78454 Softley Drive Both Sides	-	From a point 15m south of its junction with U78443 Gurney Lane southwards for the remainder of its length including turning heads.
U71173 Yare Valley Drive Both Sides	-	From a point 15m north of its junction with U78443 Gurney Lane northwards for the remainder of its length including turning heads.

SCHEDULE 3

Proposed On-Street Parking Places with Charges

C183 Colney Lane - East Side

From a point 39 metres south of its junction with the C645 Roundhouse way southwards for 83 metres (30 parking places).

From a point 398 metres south of its junction with C645 Round House Way southwards for 17 metres.

From a point 424 metres south of its junction with C645 Round House Way southwards for 31 metres.

From a point 463 metres south of its junction with C645 Round House Way southwards for 13 metres.

From a point 883 metres south of its junction with C645 Round House Way southwards for 18 metres.

From a point 913 metres south of its junction with C645 Round House Way southwards for 26 metres.

From a point 947 metres south of its junction with C645 Round House Way southwards for 35 metres.

From a point 989 metres south of its junction with C645 Round House Way southwards for 24 metres.

From a point 1128 metres south of its junction with C645 Round House Way southwards for 32 metres.

C183 Colney Lane - West Side

From a point 510 metres south of its junction with C645 Round House Way southwards for 15 metres.

From a point 617 metres south of its junction with C645 Round House Way southwards for 10 metres.

From a point 632 metres south of its junction with C645 Round House Way southwards for 25 metres.

From a point 707 metres south of its junction with C645 Round House Way southwards for 35 metres.

From a point 777 metres south of its junction with C645 Round House Way southwards for 27 metres.

C178 Intwood Road - East Side

From a point 408 metres south of its junction with C821 Newmarket Road southwards for 10 metres. This location is introduced with the limited time waiting restriction but the charges will not be applicable.

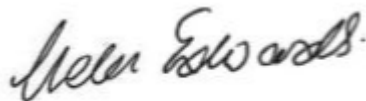
A copy of the Orders and a plan may be viewed online at <https://norfolk.citizenspace.com/>. Copies may also be available for inspection at Norfolk County Council, County Hall, Norwich and at the offices of South Norfolk

District Council, South Norfolk House, Cygnet Court, Long Stratton, Norfolk, NR15 2XE, during normal office hours. However, during the current epidemic staffing levels have been reduced and viewing online would be recommended in keeping with the government guidelines.

Any objections and representations relating to the Order must be made in writing and must specify the grounds on which they are made. All correspondence for these proposals must be received at the office of nplaw, Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2DH, marked for the attention of Mrs Simmons by 16th March 2021. They may also be emailed to trafficorders@norfolk.gov.uk.

The Officer dealing with the public enquiries concerning these proposals is Miss Zoe Schofield, telephone 01603 222497 or 0344 800 8020.

DATED this 19th day of February 2021



Helen Edwards
Chief Legal Officer

County Hall
Martineau Lane
Norwich
NR1 2DH

Note: Information you send to the Council will be used for any purpose connected with the making or confirming of this Order and will be held as long as reasonably necessary for those purposes. It may also be released to others in response to freedom of information requests.

HKS/70554(CringlefordPJA063PoWLULSKC&SPP-Notice1)21

**THE NORFOLK COUNTY COUNCIL (CRINGLEFORD, VARIOUS ROADS)
(ON STREET CHARGES AND PARKING PLACES) ORDER 2021 – AMENDMENT**

The proposals for the above Order were advertised on Friday 19th February 2021 but since then it has been noticed that the entry for the East side of Intwood Road in Schedule 3 incorrectly indicated a 4 hour waiting period. The correct details for that location are:-

C178 Intwood Road - East Side : From a point 408 metres south of its junction with C821 Newmarket Road southwards for 10 metres.

Days of operation of parking place	Hours of operation of parking place	Maximum period for which vehicles may wait	Parking Charges
Monday to Saturday	0800 hrs to 1800 hrs	Waiting limited to 1 hour and 30 minutes no return within 2 hours	Not applicable

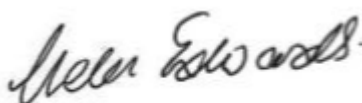
All the other proposals remain the same.

A copy of the Orders and a plan may be viewed online at <https://norfolk.citizenspace.com/>. Copies may also be available for inspection at Norfolk County Council, County Hall, Norwich and at the offices of South Norfolk District Council, South Norfolk House, Cygnet Court, Long Stratton, Norfolk, NR15 2XE, during normal office hours. However, during the current epidemic staffing levels have been reduced and viewing online would be recommended in keeping with the government guidelines.

Any objections and representations relating to the Order must be made in writing and must specify the grounds on which they are made. All correspondence for these proposals must be received at the office of nplaw, Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2DH, marked for the attention of Mrs Simmons by 23rd March 2021. They may also be emailed to trafficorders@norfolk.gov.uk.

The Officer dealing with the public enquiries concerning these proposals is Miss Zoe Schofield, telephone 01603 222497 or 0344 800 8020.

DATED this 26th day of February 2021



Helen Edwards
Chief Legal Officer

County Hall
Martineau Lane
Norwich
NR1 2DH

Note: Information you send to the Council will be used for any purpose connected with the making or confirming of this Order and will be held as long as reasonably necessary for those purposes. It may also be released to others in response to freedom of information requests.

Appendix C – Summarised Objections

Comment Received	Support Y/N	Officer Comment
Will give inner city feel to area rather than residential area	N	Only signs and lines associated with the proposed restrictions will be installed. Using a cashless electronic payment system will mean that no additional equipment is needed.
Pandemic has diminished problems – put on hold to see if still issue	N	The feedback is there is still an issue
Would prefer permits	N	Earlier consultations about parking permits for the area informed us that the take up for parking permits would be low as the majority of residents have enough off-road parking for all their needs.
No issues – so unnecessary	N	Issues have been raised by residents of Colney Lane about issues with gaining access to their own driveway due to inconsiderate parking. The same is true of Intwood Road. The reason for including other Roads in the scheme is that the existing problems would just be displaced to these Roads if there were not restrictions on this Road also.
Parents of local school children and hospital visitors/workers don't deserve to pay	N	The scheme aims to balance the needs of short duration visitors (parents/dog walkers etc.) against discouraging long term commuter parking which has impacted local residents.
Parking would be allowed too close to my drive and getting in/out of my drive is too difficult/poor visibility	N	Parking would be allowed at an appropriate distance from driveways
Where would existing parking be displaced to/those remaining in the area will need to pay/ There will not be enough places to park	N	Parking will be unrestricted on single yellow lines and pay and display bays overnight and at the weekend. Parking will also be available on single yellow lines outside the restricted hours.

Double yellows should be extended along Intwood Road / Colney Lane /Newmarket Road/ Oakfields Road	N	Restrictions are designed to balance the safety of road users and the needs of residents.
More bays need to be allowed to accommodate the store and hairdresser	N	An additional 2 spaces will be advertised. The time limit of these bays will also be increased from 90mins to 2hours.
I do not want or need any restrictions on Newfound Drive as it will affect any visitor I have	N	The restrictions are required to control parking in the area. Any unrestricted area would quickly become inundated with parking.
Cars will be pushed to Private Roads to avoid charges	N	Residents of private roads can implement their own measures to control parking on their roads.
The on street charges will be difficult to monitor.	N	Civil Enforcement Officers will patrol the area. There is no reason why the restrictions will not be enforced.
Restrictions will be detrimental to the village stores and hairdressing business. Requests 6 spaces.	N	An additional 2 spaces will be advertised. The time limit of these bays will also be increased from 90mins to 2 hours.
Feels the 2-4pm restriction will not solve the evening rush hour congestion on bus route.	Y	One of the scheme objectives is to deter long term commuter related parking, but also have to be mindful of the needs of local residents who need to have some parking.
The money would be better spent on other services/issues.	N	Parking issues would not be resolved and has been allocated to this scheme by external partners.
1 hour is not long enough to walk dog or take a walk	N	The time limit of the free parking has been increased from 1 hour to 2 hours.
Registering car is a chore and an incentive to park in Colney Lane (West)	N	Whilst we accept that this can be an additional task to do prior to parking once set up on the system it can be accomplished relatively quickly. Colney Lane from Roundhouse Way to Watton Road is a rural clearway that prevents parking on the road/verge.

£3 fee for an extra 1 hour is far too expensive	N	The first 2 hours will be free and the tariff is structured to encourage drivers to use more appropriate off-street car parks.
People shouldn't have to decide in advance how long you will be	N	The system used to control parking is flexible in that a driver can extend their stay remotely without having to return to the vehicle to physically pay for a ticket.
Would put people off having to find the right change will put people off	N	Payment will be electronic, via phone, text message or app.
Access to green spaces should be encouraged	N	Parking will still be allowed
Registering online possible for everyone as not everyone has the internet	N	The internet is not required. Parking can be authorised by text or by phonecall also.
Parking will be moved to near the junction of Keswick Road and Intwood Road as it is the nearest point with no restrictions and this will be a dangerous place to park	N	This is the nature of the introduction of any parking restrictions and we can not increase the scope of the scheme indefinitely.
Allowing people to park between 10:00 and 14:00 will encourage people to overstay.	N	Civil Enforcement Officers will patrol the area. There is no reason why the restrictions will not be enforced.
The speed limit on Intwood Road should be limited to 20mph	N	This is outside the scope of the scheme.
The scheme would mean we would have no where for visitors to park.	N	If you live along Intwood Road, Oakfields Road, Oakfields Close, Yare Valley Drive, Softley Drive, Gurney Lane, Oaklands Drive, Newfound Drive, Cringleford Chase, Gilbert Way, or nearby to these Roads you will be able to have visitors at the weekend, between 4pm and 8am overnight, and between 10am and 2pm on week days. If you live on Colney Lane or nearby the parking bays can be used up to 2 hours for free, up to 4 hours for a charge and overnight and at the weekend for free.

Introducing too many restrictions along Intwood Road would increase the problem of speeding along the Road by removing obstacles/ will impede traffic flow in areas of restrictions	N	There will still be cars parked along Intwood Road overnight, at the weekends and between the hours of 10am and 2pm.
We do not have enough space to park our vehicles	N	If you live along Intwood Road, Oakfields Road, Oakfields Close, Yare Valley Drive, Softley Drive, Gurney Lane, Oaklands Drive, Newfound Drive, Cringleford Chase, Gilbert Way, or nearby to these Roads you will be able to park at the weekend, between 4pm and 8am overnight, and between 10am and 2pm on week days. If you live on Colney Lane or nearby the parking bays can be used up to 2 hours for free, up to 4 hours for a charge and overnight and at the weekend for free.
It will disadvantage users of the Church Hall and the Patteson Rooms	N	
It will not do anything to prevent the peak hour problems of traffic coming off the A11 and turning into Colney Lane.	N	This is not within the scope of the scheme
Increased short term parking will bring a higher turnover of cars to the area	N	We do not know if this will be the case.
The scheme will not raise enough from charging for parking to cover the cost of the scheme	N	Income from pay and display or penalty charge notices will go towards offsetting the cost of enforcement. Overall the Norfolk Parking Partnership aims to break even.
Parking for charges is most commonly associated with urban areas with high parking demand for residents and access to other facilities and none of these apply to Colney Lane	N	The scheme aims to be a hybrid by providing free of charge short duration parking for residents and visitors whilst still discouraging inappropriate long term commuter type parking.

No point restricting on a Saturday as there are hardly any vehicles parked	N	There will not be restrictions on a Saturday
We occupy a space at Cringleford business centre and feel this proposal could have significant impact on our service and delivery.	N	Parking along Intwood Road will only be prohibited 8am-10am, and 2pm-4pm. Long term parking on Intwood road is causing congestion a peak times and forces drivers into conflict with opposing traffic. On-street parking is also impeding forward visibility toward a junction.
These proposals would not alter inconsiderate parking by people taking their children to football.	N	The scheme is a best effort to balance the residents need to park and the need to stop inconsiderate parking and there is a point that a compromise will need to be made so unfortunately we can't meet everyone's request.
I need to be able to park outside my house	N	If you live along Intwood Road, Oakfields Road, Oakfields Close, Yare Valley Drive, Softley Drive, Gurney Lane, Oaklands Drive, Newfound Drive, Cringleford Chase, Gilbert Way, or nearby to these Roads you will be able to have visitors at the weekend, between 4pm and 8am overnight, and between 10am and 2pm on week days. If you live on Colney Lane or nearby the parking bays can be used up to 2 hours for free, up to 4 hours for a charge and overnight and at the weekend for free.
The approach to parking at the business park needs to be changed	N	Unfortunately, we are not in control of the parking at the business centre and so we are unable to influence it as part of this proposal.
We are in favour of the proposals Mon-Fri and not Sat-Sun.	N	The single yellow lines or pay and display parking bays will not restrict parking at the weekends.
Residents should not be charged to park outside their house	N	Drivers do not have any inherent right to park on the highway, the highway authority tolerates parking

		where it does not impact the right to pass or repass along a road.
Requires parking spaces for visitors to business	N	You will be able to have visitors to your business at the weekend, between 10am and 2pm and after 4pm on week days.
There should be single lines along Newmarket Road as well	N	This unfortunately is beyond the scope of the scheme.
Would prefer the scheme to apply at the weekends because of football parking	N	Restrictions need to balance the scheme objectives with the needs of residents. Weekend restrictions were felt to be unnecessary by the project stakeholders.
Concern about parking for shop being allowed in front of our house	N	These bays will only be in operation between 8am and 6pm on weekdays.

Appendix D – Full Objections List

1.	<p>We have considered the proposals in letter dated 19th February.</p> <p>We OBJECT to the proposals for the following reasons.</p> <p>1) seems quite excessive and will give the area the feeling of being an inner city area rather than the suburb/ residential area.</p> <p>2) I appreciate this is being introduced because of excessive parking on business park on Intwood Road. Since the beginning of pandemic this problem has diminished and I think it's reasonable to believe that, even once lockdown is lifted, the issue may not be as significant, as most businesses are reconsidering their approach with more people working from home. Therefore this proposal should at least be put on hold until we understand what the new 'normal' will look like.</p> <p>3) permits would be a more preferable option than yellow lines as this would give more control to residents. It would also help address issue of parking on days when football is on, which can be a pain for residents on Oakfields Road.</p> <p>4) at the moment, with the exception of football days, we have no issues with parking and therefore these proposals seem unnecessary.</p>
2.	<p>As far as we are aware the only people parking are parents of local school children and those who work/visit the hospital and they don't deserve to pay. There is no need and the scheme is wholly unnecessary.</p>
3.	<p>The exit from No. [REDACTED] Colney Lane onto Colney Lane is already difficult because there is no line of sight until the front of the car is on the pavement. We have managed unless cars park too close to our driveway. To have no parking for a car length either side would be much safer.</p>
4.	<p>I have no opinion on the Intwood Rd. suggestions. I feel strongly that the present restrictions on Colney Lane are correct and convenient. Please don't change them.</p>
5.	<p>My only objection is that I live at the end of Colney Lane and if I have workmen or longer term visitors they will have to pay to park there. Would it not be possible for residents to buy a permit?</p>
6.	<p>I do not want any more single yellow lines, parking places with on street charges or double yellow lines along Colney Lane. Please leave it as it is today.</p>
7.	<p>Why when I hardly see any cars parked on Intwood Road. It is not a road cars park and stay all day. Intwood Road is not back to back with cars. Money making scheme.</p>
8.	<p>I do not want and need restrictions on Newfound Drive as it would affect every visitor I might have.</p>

9.	See plan drawing and letter. Quite clearly the red line needs to be extended to cover area from red line near bridge to bus stop on corner of Colney Lane. Please find copy of the plan for road parking titled Cringleford Colney Lane. If you allow parking on this part of the road it will obstruct the bus stop and zebra crossing. I believe there is still a law on the "statute book" which do not allow parking 20 yards from a road junction.
10.	We would want the double yellow on the opposite side of the road to our house to be extended so that it goes right across the business center. It is very unsafe and impossible to get out of our driveway because it is on the bend when cars are parked there. The time restrictions would not stop people who attend the fitness space and stables pirate studio from parking there.
11.	I'm not happy to jeopardise the ability for visitors and guests to be able to park outside the property (post-lockdown regulations). Oakfields Road does not require parking restrictions as it's a residential area. They are completely unnecessary.
12.	I'm concerned cars will attempt to park in private roads to avoid charges
13.	We object to on street charges which would be difficult to monitor. But we are in favour of the double yellow line proposals which are very necessary opposite Water Lane where the 2 parking places should be double yellow lines.
14.	I object to the parking restriction proposal. I feel this will be detrimental to the village stores and hairdressing salons businesses. Also, since the NHS children services have vacated the business center there is no issue with parking on Intwood Road.
15.	I am writing to oppose the suggested parking restrictions for Intwood road, Cringleford. I am the proprietor of the cutting post, a hairdressing salon that operates within the village store. I have operated this business for 11 years and provision for a salon was initially made to compensate for the adverse impact, loss of footfall, the closure of the post office would have on the village store. In normal times there are two stylists working within the salon which means that at any time there could be four clients also in the salon. We have no availability for onsite parking and a large proportion of our clients travel from outside the area so a lack of parking would badly impact our business. Times have been hard enough as it is, to recover the business without the worry of parking restrictions and payment for parking, deterring potential clients. I would suggest that the salon and village store combined need 6 spaces, (with unlimited time, as some of our available treatments require clients to be with us for at least 3 hours) specifically nominated for use of both businesses. Whilst I appreciate the need for restricted parking on Intwood Road, that the parking restrictions on Colney Lane will bring, I hope that these provisions for our businesses can be met, and equally hope that the lack of provision for our operation in this original proposal has been an oversight. If this original proposal is carried out it will surely mean the closure and end of our business.
16.	When the lights change at Cringleford bridge, traffic entering Intwood Road often approaches at speed into a sharp bend which is blind on the right side up to at

	<p>least the point shown by my black dots. Double yellow lines should be extended accordingly, but preferably in a continuous line up to Oakfield Junction. Also, although the business center has a very large private site at its disposal for provision of parking, its free roadside parking, which is often subject to blocked mainswater flooding, seems to be simply moved down the road on single yellow lines, to the continuing inconvenience and hazard to bona fide householders. Ideally these should be double yellow lines on this side of the road from Newmarket Road Junction A to Oakfields Road junction B which is the section of Intwood Road that gives so much trouble and dissatisfaction to residents and other road users in recent years.</p>
17.	<p>It is almost impossible to see oncoming traffic when emerging from our driveway when there are cars parked outside our house (as they almost constantly are). Therefore, I would much prefer it if the stretch outside [REDACTED] Colney Lane was all double yellow.</p>
18.	<p>We would have no objection provided the section circled on the attachment was also double yellow lines (single yellow line circled outside of Cringleford business center. The reason for this is because we cannot see oncoming traffic coming from 'The Loke/Newmarket Road direction until we are part way out of our drive due to the bend in the road. We have had many near accidents when trying to pull out of our driveway when cars are parked opposite as moving traffic from our right has no escape route due to the parked cars. Joining the two sections of double lines would reduce this hazard.</p>
19.	<p>It is evident that these proposals are an overreaction, are outdated and redundant. Irrespective of this, why should our freedom and ability to receive visitors who can park outside our property be seriously hampered because of the selfish and lazy attitude of others? Additionally, if there were parking issues (which is not the case) the proposals for the Intwood Road area would inevitably move the issues elsewhere e.g. Keswick Road / Keswick Close / Tungate Crescent. We have lived here for over 31 years. We did not move here to have such restrictions placed on us. Maybe Norfolk County Council could take a critical look at how it is spending everybody's money and, using the money this proposal would have cost, provide / improve services in areas which are in serious need.</p>
20.	<p>I'm writing about the planned parking restrictions for Colney Lane... I live at number [REDACTED] Colney Lane, on the corner with [REDACTED]</p> <p>I was alarmed when I saw the plans and I want to say that I think it's a horrible idea and please, please could it be reconsidered.</p> <p>Colney Lane is a wonderful place to live with an easy atmosphere. There is no problem with traffic and any further parking restrictions are completely unnecessary. At the moment friends can come and go (well, before lockdown they could!) and there is always somewhere to park free of charge and without worry. Parking meters and creeping traffic wardens would change the feel of the place and I'd be surprised if anyone living around here wants them.</p> <p>I could understand if this was somewhere like the Golden Triangle where there might be clogged roads but traffic moves very well along Colney lane and we</p>

	<p>really don't need the proposed restrictions here.</p> <p>Something else that may support my point of view is that in the winter when it's icy, I and people who live on side roads like Harmer lane which have steep inclines, have to park on Colney Lane or be stranded until the ice melts... We don't want to have to keep feeding parking meters to be free to drive away in the morning.</p> <p>So, as you can sense, I really think this a bad idea.... please, if there's anything you can do to get people to forget about it... I'd be so grateful. I think this is a horrible idea and completely unnecessary - I'll write an email because theres not enough room here for what I want to say. Please dont do this!</p>
21.	<p>I support the petition to NOT put double lines on colney Lane and roads off there. It will prevent lots of elderly people on their own from having visitors which is not good for their mental health. Resident parking only with free visitor parking at any time for first hour with permits available at reduced cost for over 65's. This would be fairer to all.</p>
22.	<p>I have been looking at the proposals for the above scheme. Clearly something needs to be done about the current parking problems resulting from insufficient parking space for the number of cars using the Cringleford Business Centre, but I fear that the proposals do not address the problem, they simply move it elsewhere.</p> <p>As a resident of Keswick Road I am concerned that the proposed restrictions in Intwood Road & Oakfields Road & Close will mean that visitors to the Centre will now park along Keswick Road, which is already seeing an ever increasing volume of traffic from the new housing estates in Cringleford using the road to access the City and the selection of supermarkets and other retail outlets in the Harford area. The recent introduction of speed humps either side of Intwood Road at the junction with Keswick Road became necessary following a series of accidents, and parking in this vicinity would not be safe either for drivers or for pedestrians trying to cross the road without clear and unimpaired sight of oncoming traffic.</p> <p>I do not unfortunately claim to have any solution to the problem, other than to suggest that the Business Centre either restricts users to the number of parking spaces available on their premises, provides additional spaces within their own grounds or strikes a rental arrangement with one of the nearby retail outlets with parking spaces to spare.</p>
23.	<p>1) we are in favour of colney lane area as hospital parking has a big impact on residents. 2) During this last year the Intwood Road area has not been a problem and I think this should be delayed to see if people at the business park on Intwood Rd return to the site after the epidemic. There are so many free spaces in the business park and the owners should be made/asked to make the spaces available to all. The other thing to consider is that the parked cars on Intwood, Although make it difficult for buses and cars, They do slow.</p>
24.	<p>I would like to object to the plans to charge parking fees at car parks near the UEA wildlife trail and Earlham Park after one hour.</p>

	<p>Research shows that walking in green spaces is good for people's mental and physical health and charging people to park in order to enjoy this space is surely going to negatively affect local people's wellbeing by discouraging them due to the excessive cost. If this is a government moneymaking scheme it appears entirely counter-productive given the cost of health issues that would be aided by people making use of this space would likely bigger. That is, why are you trying to discourage people from using the space to aid their health by charging for parking?</p> <p>The parking should remain free for the first two hours, allowing people to walk their dogs and exercise without the stress or anxiety of needing to get back to their car within the hour.</p>
25.	<p>I am writing to object to the plans to charge for parking on Colney Lane I have walked here most days for the last 5 years and really enjoy it. However I regularly stop and watch the wildlife and regularly spend more than an hour. This is the only walk of this kind in the area. I can not find a place nearer to my house where I am not walking around muddy farm fields and there is a river that is still accessible after heavy rains.</p> <p>I believe that if this change is made people will park in the new housing area. I can see no reason to have to put my car registration in and only have one hour free, except that the council is trying to make money from people's health and well-being. Parking has been trouble free here for years and has only recently been busy at times due to people waiting for hospital patients. This is caused by the hospital charging extortionate amounts to park and maybe this should be addressed before charging for something that helps keep people out of the hospital</p>
26.	<p>I have parked for free at the UEA Wildlife Trail Car Park on Colney Lane (East) for the last 25 years.</p> <p>I am dismayed that changes are being proposed to change this arrangement especially when we are following Government advice to take exercise.</p> <p>I object on the following grounds:</p> <ul style="list-style-type: none"> 1} I hour free is not enough time to walk your dogs or even yourself 2} Registering your car reg each time is a chore and an incentive to park in Colney Lane (west) 3} A £3 fee for an extra 1 hour is far too expensive
27.	<p>I wish to object to plans of making this car park into a pay and display car park. I can't believe in the current situation we are all in, this is being considered. Myself with many others use this car park to enjoy meeting up with friends when we are able to enjoy the walks around the UEA. A lot of people spend longer than an hour to walk their dogs. Even ambulance crew have been seen there to have their breaks. I feel what you are considering is far too expensive. So many families on low income use this car park to take families out to enjoy the UEA and the river. I hope you reconsider your plans.</p>

28.	<p>I am writing to object to the plans regarding parking time and charges for this site.</p> <p>In the first place it is ridiculous to limit the time to one hour, which is not enough time to exercise a dog or children. Having to log the car registration each time is also an unnecessary chore and, in my experience, never an easy matter. I do not have smart phone and enjoy this walk because I feel safe even alone, however, with the time limit and registration I will be disenfranchised.</p> <p>Also £3 for an additional hour is a very high price to pay. It would make more sense to charge an additional £1.50 for the second hour and £3 for an additional 2 hours. Thus allowing people to enjoy a leisurely walk.</p>
29.	<p>I am writing as part of the consultation process relating to the parking restrictions proposed for the area around Conley Lane in Cringleford.</p> <p>I can well understand residents concerns about the nuisance caused by unrestricted parking in this residential area and I do not object to the measures proposed.</p> <p>However I must point out to the Council that once implemented the restrictions will simply have sent the problem further away, not solved it. During lockdown and also as a result of the rapidly growing housing in the Roundhouse Way and Cringleford Heights the wooded area and fields belonging to the UEA have become a favourite place for walkers and people taking recreation. The increase in the number of parked cars has grown rapidly and is certain to get even bigger as the weather improves. Where will these cars go? Will they park on the newly planted grass verges lining the road.</p> <p>I urge committee members to address this problem and take a long view when making their decision.</p>
30.	<p>I understand it is proposed to charge £3 for staying more than an hour at this car park. As a walker and sometime dog walker, I object on the following grounds:-</p> <p>This seems an unduly short period – I doubt you could walk round the lake and back in that time.</p> <p>It is also likely to hit the café trade as it would have to be a very short walk if you also wanted to have a cup of tea let alone a snack.</p> <p>Unless you pay on exit, it means people have to decide in advance how long they are going to be, which takes away from the enjoyment.</p> <p>Fewer people use cash these days so if payment is by cash, getting the right change would put people off.</p> <p>If the aim is to raise revenue, I doubt many people would pay £3 – would make sure they left after 1 hour. Much more likely to pay £1 which is also more convenient. If to stop people parking there to go to the hospital, perhaps £3 after 2 hours. As I recall, parking is currently limited to 2 hours on threat of a penalty anyway!</p>
31.	<p>Interested to read you are going to charge to park at the wildlife trail. During lockdowns colney (uea wildlife trail) has been a sanctuary for many including myself. Those of us who are 'getting on a bit 'and don't live on the doorstep</p>

	<p>choose to drive and park here so we can enjoy a lengthy walk to earlham park or around the uea lake, often meeting neighbours, colleagues on our way. Allowing only an hour to do this is really ageist. Please consider all age groups as when we are allowed to take our grandchildren for a walk out, an hour is nowhere long enough to wander the trail. How about allowing us 2 hours before charging. How about allowing people from old Cringleford being able to park for free. I think we are being penalized for others using this small car park for the hospital and university because their costs are expensive (hospital) and shrunk in size (university.) Please consider us locals when you make your decision. Should you wish to talk to me you I can be contacted on [REDACTED]</p>
32.	<p>It has come to my attention that there is a plan to restrict parking at UEA, the woods and wildlife trail end of the site to 1 hour . This has been a favourite walking spot to me and then my family since the 1970s when it was first planted up. Every year the bluebells are a delight and it is a joy to walk around UEA broad at all times of the year. However as the years go by speed of walking declines, sometimes a spot of sitting in the sun en route or a delay to watch the grebe with their chicks all add up to an hour being too short. I am not against ensuring the parking slots are not used for people going to work and leaving their cars all day but surely most walkers are not there an unreasonable length of time but probably few are only there for an hour.</p> <p>Please reconsider and leave these few spaces alone to enable the enjoyment of a beautiful and much appreciated asset arising from the building of the University.</p>
33.	<p>I am emailing as a Cringleford resident since 1986, and now retired, who lives in Keswick Road and enjoys regular walking exercise on the land owned by UEA which is accessed from Colney Lane. In common with many Cringleford residents I use a car to access the Colney Lane parking spaces so I spend my walk in the woods and along the Yare as well as around the lake, avoiding the walk along Colney Lane past all the houses.</p> <p>Throughout the pandemic the message about the importance of daily exercise in the fresh air in green spaces such as UEA grounds has been stressed with respect to tackling obesity and mental well being. I therefore find the plan to restrict parking at the few available Colney Lane parking spaces to one hour free followed by a £3 charge for the next two hours a terrible idea. Families with small children cannot walk to or around the lake area and back to their car in one hour, which would also have to include loading and unloading from car seats. I also see many elderly walkers enjoying regular exercise in the grounds and who would also be unable to rush back to their car within the allotted hour without worrying about attracting a fine. Restriction to one hour parking would prevent walkers enjoying a conversation with other people they happen to meet while outside, restricting important social contacts when loneliness has been such an important issue during the past year. As lockdown slowly eases we will soon be allowed to meet one friend and have a flask of tea and a chat outdoors, hardly possible in one hour!</p> <p>I believe that the present system of restriction of parking to 2 hours (free) works well and serves the purpose intended of preventing people who work at UEA or the hospital using the parking spaces while they go to work, and in common with many people I know will welcome a rethink of the intention to charge after one</p>

	<p>hour. This scheme cannot be justified on the basis of nuisance to residents as the spaces are off road and not outside any houses presently built.</p> <p>I sincerely hope you will reconsider the proposed scheme for these parking spaces and not use them as a money making scheme. The cost of £3 every day will deter genuine walkers from accessing a beautiful area and the designated wildlife trails which UEA has provided for all of us.</p>
34.	<p>I am writing this to object to the proposed plans for the change in parking conditions to the current lay-by on Conley lane. I have used this area to park and walk my dogs at the uea and earlham park for nearly 10 years and am very upset that you are going to remove the 2 hours free parking.</p> <p>Since the recent lockdowns this area has become very popular and 1 hour is not sufficient to be able to walk to earlham park and back and to expect people to pay £3 for 1 hour of parking is frankly disgusting. I suggest that if this area will no longer be suitable for parking due to the housing that is being built then another area is located to allow for 2 hours free parking. Maybe earlham car park can be extended if another area can not be located.</p> <p>We have a lovely community of dog walkers that frequent this area and you will be breaking that up which certainly for me as a single person is a lifeline. I hope you will take this into consideration before making a decision.</p>
35.	<p>I am writing to express my objection to the planned car parking restrictions on Colney Lane, as well as the access to Cringleford Wood from Yare Valley Drive. The reasons are as follows:</p> <ol style="list-style-type: none"> 1. As never before, the current pandemic has shown the enormous value, in terms of both physical and mental health, of access to open spaces and to Nature. Cringleford Wood and the UEA campus, with its UEA Nature Trail, are enormously important public amenities, enjoyed daily by hundreds of visitors from within about a 5 – 10 mile radius. Given the current needs, Norfolk County Council should be encouraging access. The introduction of inner-city like parking restrictions and charges is exactly the opposite of what the present situation requires. Support your citizens, don't penalize them! 2. The 1-hour limit on free parking is insufficient for the purpose. While local runners can complete their course within that time, elderly people will not, and how would children be encouraged to follow the UEA Nature Trail if parents want to get back to their cars quickly? 3. The request for submitting the car registration for every visit is impractical. Not everyone has a smartphone or access to a computer. Furthermore, there is the likelihood (more than mere "risk"!) that people will get fined, not for exceeding the allotted parking time or misusing the car park, but simply for forgetting to register. 4. The proposed charges of £3-6 are socially discriminatory. While members of the NCC Traffic Committee (and indeed many residents) will no doubt be able to afford such charges, many pensioners and families with small children will struggle.

	<p>5. The proposed measures run counter to strengthening awareness of the natural environment. In line with the increased political appreciation of the importance of the environment, young families use the area to allow their children to be introduced to natural surroundings. This should happen as early as possible. Suitable open spaces are rapidly dwindling. The UEA site and associated lands fulfil a particularly important function in this respect. The Colney Lane car park needs enlarging, and site access should not be cash-limited.</p> <p>I sincerely hope that the NCC Traffic Division will revise their plans in light of these comments and be more in-tune with the needs of the residents of this area.</p>
36.	<p>I am writing to you in order to object to the proposed parking restrictions at the top end of Colney Lane. In particular the car park which is currently available to dog walkers and other people who want to visit the UEA Wildlife Trail. From the map I have looked at I am not sure whether the whole car park is going to be taken away or whether parking charges will be introduced.</p> <p>I have been walking my 2 dogs and parking here for the past 8 years. At present I am allowed to park for 2 hours which is about the time it takes to walk two boisterous dogs around the UEA and Earlham Park. One hour is not enough time to walk and a charge of £3 for the next hour is extortionate – that would be £21 per week which I do not have. Many other people walk from this car park and bring their children or their dogs or just themselves. The UEA Wildlife Trail was opened in 2012 for the benefit of the community and the UEA received money and presumably still does to keep the trail safe for people to visit. The only other free parking for the UEA is in Earlham Park and there are never enough spaces for the people who want to walk there.</p> <p>During this lockdown it has been great to walk/exercise in the open air with my dogs. To see other dog walkers, there is a real feeling of community within the dog walking community. We are not all lucky enough to live within walking distance of such a great resource.</p> <p>Is there any proposal for another free car park to be built. Has the UEA been consulted about the loss of parking for the Wildlife Trail – perhaps they could give up another small area of their land for a car park.</p> <p>I do not understand the proposed registering of cars. Is this a machine like the one currently in use in Earlham Park? If that is the case and I was allowed to park for 2 hours as at present then that would not be a problem. If it meant registering online for parking I would have to disagree with it as not everyone has access to the internet.</p> <p>We have all been told by the Government that we need to exercise more. One hour of exercise is not enough. Is Norfolk County Council saying that only rich people who can afford to park are allowed to exercise for more than an hour.</p> <p>I hope you will take my objections into account before making your decision.</p>
37.	<p>Many thanks for the close-up map, which was very helpful. My husband and I would like to make the following comments:</p>

	<p>We would like to object to the traffic order, as numbered in the subject line of this email. We are very concerned that the access to our drive will be flanked by parking bays to the left and right of one of our entrances, indeed the one which leads from our garage. Currently cars are able to park outside our home in the area where parking bays are indicated for the future. However, as parking is currently available along most of Colney Lane, parked cars are spread around a wider area. As the proposals will limit parking to very few areas, this is likely to concentrate parking and result in a bigger problem for a small number of people, ourselves included. We consider this would result in a dangerous situation.</p> <p>Our first major concern is that when leaving our driveway, our visibility along the road in both directions will be severely limited if vehicles are indeed parked in the bays on either side of our driveway. This would not only affect our visibility but also vehicles travelling along the road would have restricted visibility of our vehicle leaving the drive. This would be unsafe for us and other road users.</p> <p>Our second major concern is that the driveway space left between the parking spaces (7.3m in your email below) may not be wide enough to allow us to exit or enter our drive when we are towing our caravan. We feel the road is too narrow at this point to allow safe exit of an articulated combination of car/caravan between two parked cars.</p> <p>We remember the exhibition at the Willow Centre a couple of years ago, and we made comments then that we were concerned at the prospect of double yellow lines and the knock-on impact where these restrictions stop. For the record, we have not petitioned for parking restrictions, as we do not object to the way parking has been handled on Colney Lane since we moved here in 2015. However, in case other options are being considered, we would not object if there was instead a single yellow line restriction along the entire length of Colney Lane (as is currently proposed for Newfound Drive, Cringleford Chase etc) with blocks of midweek time restrictions. If this applied throughout the area, it would not lead to a concentration of parking in areas which are not covered by the restrictions. We feel this may be a solution to address the concerns we know have been expressed by other residents.</p> <p>Thank you for the opportunity to give you our views.</p>
38.	<p>I am writing to object to the proposed implementation of parking charges at the UEA car park on Colney Lane. As a regular, daily, user of the park I feel that 1 hour of free parking does not give people enough time to walk their dogs or themselves and a £3 charge for an extra hour of parking is quite unreasonable. I also feel that having to register one's vehicle online each time you park will lead to problems for elderly users of the park and those without smartphones.</p> <p>During this pandemic it has become clear that people need free access to local green spaces more than ever so introducing charges in this park and others around Norwich surely will not help to achieve this.</p> <p>I would also like to raise the issue that many people who currently use that car park are not using the park itself and are in fact avoiding paying for short term parking at the hospital or are taxi drivers on their lunch breaks so a free hour of parking will not deter these users and will only affect people who want to enjoy</p>

	<p>the park.</p> <p>Thank you for considering my objections and I hope to receive an update when a decision is made.</p>
39.	<p>I object to the proposed changes to the parking restrictions at Colney Lane on the following grounds :</p> <p>Access to parks and open spaces should be free to everyone, not only those who live within walking distance. The benefits to mental and physical health are well documented.</p> <p>The proposed 1 hour free parking does not allow enough time for a decent walk.</p> <p>The charge of £3 for a further 2 hours is disproportionate when most walks can be completed in 2 hours, and will cost regular walkers around £90 per month, which is unacceptable.</p> <p>The proposed method of online payment discriminates against those who do not own a smartphone, or indeed any type of mobile phone.</p> <p>Increasing the hours for which the proposed restrictions apply from 9.00 - 17.00 to 8.00 - 18.00 is unnecessary, and puts further pressure on those wishing to walk the UEA Wildlife Trail.</p>
40.	<p>I am writing to advise you of my disappointment and frustration about the new proposed parking arrangements surrounding the UEA and Earlham Park grounds. These new arrangements will severely restrict future access for many people to these open spaces and discriminate against those less able to afford the fees. For many years I lived in Cringleford and was lucky enough to be able to walk to the UEA grounds for exercise. Now semi-retired I live in Hethersett about 2 miles away and have continued to walk there after a short drive to park in the designated parking spaces at the far end of Colney Lane. It is too far to walk there from my home address.</p> <p>During lockdown we homed a rescue dog who is very nervous of traffic. For my own mental health and the needs of the dog it has been so important to be able to walk in the parkland and along the river in the green space at UEA. As a pensioner I would not be able to afford the fees proposed after one hours walk yet one hour is simply not enough time. To allow enough time to secure a space, register your car, unload a dog/child/less mobile person and reload after a walk, any exercise would be reduced to 50 minutes. This is not enough time to walk round the lake or across to Earlham park and back. To pay £3 to go a short time over the hour is unreasonable.</p> <p>I understand that it is necessary to restrict parking as it is abused by some people who have parked there for many hours, not to use the green space, but to work at or visit the hospital. The present time limit therefore of 2 hours free would be reasonable. There is now a new multi-storey carpark at the hospital so those users have sufficient parking and should not be parking at UEA. For dog walkers, mums with young children, families, visitors to the parkland for exercise, there is no alternative but to park close-by.</p> <p>Parking in the surrounding areas is already difficult. The Earlham park car park is frequently full, even when not being used as a Covid testing station. I understand</p>

	<p>the UEA main car park is also to be reduced to about half capacity in the near future. Many Sportspark staff use this car park for parking all day. Once reduced, if staff can't park in the main car park they will be parking in the Sportspark car park. This will put increased pressure on the Sportspark car park which again is already over-flowing at busy times with some users having to park in Earlham park. Where are people supposed to park?</p> <p>The 8am – 10am and 2pm – 4pm road restrictions proposed in the surrounding areas, offer no alternative to parking and there will simply not be enough parking available for people to park who genuinely want to walk for just 1 – 2 hours in the open space. Most dog walkers want to walk their dogs between 8 – 10 am every morning. It seems that they have been unfairly targeted by the new arrangements.</p> <p>With all of the new housing being built around Cringleford/Roundhouse/Hethersett there will be significantly increased pressure on parking in the area. I feel strongly that the less well-off and regular users such as dog walkers will be extremely disadvantaged by these changes yet these green spaces should be available for all. The University grounds and Earlham park have always been made available to the public to enjoy with many community groups being involved over the years with establishing walking trails and conservation projects. Before yet more land is swallowed up to developers, we should be providing better access to these areas for health benefits, not making it more restrictive.</p> <p>I would sincerely ask that you reconsider the proposed parking restrictions and keep the free parking to 2 hours as at present, which could be monitored, but would allow people a reasonable time to exercise. Many elderly people, often with mobility issues, also use the grounds to walk on a daily basis but are not able to visit the area without a short drive there to park. I know many have commented that they would not be able to afford the proposed fees.</p> <p>The new changes would severely restrict future access for many users and discriminate against those least able to afford the parking charges. Keeping the 2 hours of free parking in the designated spaces would make a considerable difference and take the pressure off parking in other areas. Let us all be able to enjoy the green spaces remaining for many years to come.</p>
41.	<p>We are writing to you to voice our objection to implementing yellow lines along colney lane.</p>
42.	<p>My husband and I have had a good look through the proposed changes to Intwood Road and Colney Lane wrt single and double lines.</p> <p>Although we are broadly happy with the proposed lines on most of the road, we have concerns about the amount of parking allocated for the shop. We live at number [REDACTED] Inwood Road which is [REDACTED]. Over the past year this village shop has become a lifeline for the many people that live in Cringleford. Many of them are older people, are unable to walk far and like to drive to the shop. I think that 2 car spaces will not be enough - especially if they were filled by people visiting the hair salon. They may fill the spaces for the hour and a half allowed and this would result in other people not wanting to pull up for a quick visit to the shop.</p> <p>The shop owners have worked SO hard for the people of Cringleford over the last year and we would hate to see their business tail off just because people are worrying about getting a parking space.</p>

	<p>Thus we would like to suggest the provision of at least 5 car spaces provided for the shop use. The houses neighbouring the shop are all very supportive of it and have been more than happy for people to park outside their/our houses for many years.</p> <p>I do hope that you are able to take our views into consideration.</p>
43.	<p>I live on Keswick Road close to the junction with Intwood Road and haven't been formally consulted, but wish to express a view nevertheless, as I think I may be effected by the parking proposals. I'm in agreement that parking restrictions are needed on Intwood Road, largely because of all day parking at the Newmarket Road end. This has eased recently, presumably because lockdown has meant that people normally working at the office block there have been working from home instead. If this is the reason, then without action, previous difficulties are likely to reoccur soon.</p> <p>My concern is that people will park at the closest point where there are no restrictions have been applied and this will mean cars being parked all day on Keswick Road near the Keswick Road / Intwood Road crossroad. This is known locally as an accident blackspot, as visibility coming from Intwood Road onto or across Keswick Road is poor. Keswick Road has become quite a busy thoroughfare as vehicles use it as a shortcut to the A11 and soon, traffic is likely to be heavier still with an estate of new houses being built nearby on Cantley Lane. In recognition of this, and following advocacy from the parish council, speed bumps were installed on Keswick Road about 18 months ago. Currently there is hardly any parking near the junction and even then, only for short periods. Assuming that the proposals are agreed, unless parking restrictions are applied close to the junction, the knock-on impact of parked cars on Intwood Road is likely to be transferred to a place already acknowledged as experiencing traffic difficulties.</p>
44.	<p>We give qualified approval to the scheme, Please see attached notes. Thank you for the update regarding the parking restrictions along intwood road, we are pleased to find the council has published a proposal. Although the proposal would be most welcomed to relieve the congestion along Intwood Road, we give qualified approval of the scheme as we do not feel the plan is sufficient and offer the following comments: 1) Allowing parking between 10:00 and 14:00 will encourage people to overstay their limit, unless the area is policed and we doubt that will happen due to council resource constraints. 2)The area outside the business centre where parking will be allowed is the worst place which is on the bend therefore the main cause of congestion. Drivers cannot see oncoming traffic, resulting in cars frequently reversing. This causes a buildup of queuing cars, pollution and sometimes arguments between drivers causing even more stationary vehicles. The area of double-yellow lines needs to be extended across the entire length outside the business center to obviate the issue. 3) The speed limit should be reduced to 20MPH, as leaving the driveway can be problematic as you cannot see on-coming traffic due to the bends. This issue is exacerbated when cars are parked on one side as it is difficult to drive sufficiently forward from the driveway to look for on-coming traffic because the road and pavements are so narrow.</p>

45.	<p>I would like to object to the new parking restrictions.</p> <p>1. Please could the free parking be 2 hours- it is difficult to do a good dog walk in less than 2 hours and that is what the parking is now. Please don't do 1 hour.</p> <p>I understand why the restrictions need to come in Why are you changing them for Conley lane/ gurney lane, There are no problems here?</p>
46.	<p>We are one of the two houses in the road that do not have a driveway big enough to allow parking for visitors. Would be happy to pay for guest parking when necessary but at the moment there is no where available.</p>
47.	<p>As Oaksfield Road residents we primarily comment on that road. When traffic restrictions were first proposed Oaksfield Road faced two problems: 1) Dangerous parking adjacent to the junction of Oaksfield Roads with Intwood Road, principally by users of the business center. 2) Dangerous speeding- Between 8am-10am, and between 3pm and 6pm, on weekdays(principally by the parents of children at the nursery). And all day on Saturdays and Sundays (Principally by parents taking children to and from the sports club). With the arrival of the covid pandemic, and the move to home working. the problem of parking has substantially disappeared. current indications are that partial home working will be the norm in the future. The problem of speeding traffic remains-though it has temporarily reduced on Saturdays and Sundays with the closure of the sports clubs making use of the recreation ground. Regardless of whether the current trend for home working continues, the risk of dangerous parking adjacent to the junction between Oakfields Road and Intwood Road remains. This could be alleviated by the introduction of yellow lines to enforce the highways codes existing prohibition against parking within 10m at a junction. We oppose any other parking restrictions on Oaksfield road. Restrictions would increase the problem of speeding by removing obstacles in the road(parked cars) which currently reduce the speed of traffic. Many families use the recreation ground and walk there down Oaksfield Road. Restricting parking, particularly when children are being driven to and from the nursery, would directly facilitate speeding and so increase the risk of a serious/fatal accident involving pedestrians. Money available for parking restrictions on Oaksfield Road (other than the double yellow lines described above) would be better spent on the introduction of a 15/20MPH limit. We recommend that any decision on other parking measures should be deferred for between 18 months and two years to see what permanent social/work changes flow from covid. To the extent that you seek our opinions regarding Intwood Road we support restrictions on parking where there are dangers caused by poor sight lines. However, we are very concerned regarding the introduction of measures which completely eliminated on-street parking on Intwood Road. The complete removal of parked cars- which currently slow traffic- would inevitably exacerbate the existing problem of speeding vehicles. the introduction of parking restrictions otherwise than in combination with speed restrictions would greatly increase the risk of injury or death involving pedestrians. Children use the narrow footpaths of Intwood Road to catch buses and to walk to local schools. Speeding puts them at risk of injury or death. There must be no restrictions which would threaten the village shop. The shop needs at least 4 or 5 parking spaces. There is current discussion within the country as a whole regarding the introduction of a blanket 20mph speed limit on all residential roads. Much of the scheme currently proposed- which risks exacerbating the problem of speeding in Cringleford- flies in the face of that discussion and is alarming, to say the least. We have no desire to</p>

	find ourselves saying, in the future, in the aftermath of a speed related accident, "i told you so!". The facilitation of speeding will be culpable.
48.	<p>I would like to object most strongly to the proposal to implement parking spaces on Colney Lane, specifically outside number [REDACTED]</p> <p>I am not sure if you have visited the site but immediately opposite our driveway, the houses opposite have a brick wall. If you permit parking either side of our driveway, we will not be able to leave our driveway safely and get the angle to drive down the road. .</p> <p>According to the plans you have submitted the parking would come right up to our driveway - at that point the road is only just wide enough for 2 cars to pass safely, if you allow parking and with the brick wall immediately by the road there is no room for cars to avoid each other. Already large lorries and the bin lorry struggle to get past and there are not very often cars parked there</p> <p>I would like to request that you visit the property, we will then park where you propose to put the parking spaces and see if you can safely leave our driveway.</p> <p>I strongly believe that for safety and visibility you need a gap of at least 3 to 4 meters with double yellow lines, either side of every driveway before a parking space. I do not believe you then have enough space until the next driveway or the bend so I cannot see how you could safely have any car parking spaces at all?</p> <p>There are lots of cyclists who use Colney Lane and loads of parked cars near corners and driveways makes it very unsafe for them.</p> <p>I have also looked at the proposals on Intwood Road. The road there is a similar width to Colney Lane and yet you have put single yellow lines all down there - I am not sure what the difference is ?</p> <p>Finally, we allow friends who work at the hospital to park on our driveway (for free!) as the don't feel they can safely park on Colney Lane. Most of the people who park on Colney Lane work at the hospital and given all their hard work over the last year, I think it is just a money making exercise to impose charges anywhere on Colney Lane. If you must have parking spaces please just allow them to be free.</p> <p>I really would appreciate the opportunity to discuss the concerns in person at the site and look forward to hearing from you.</p>
49.	<p>I am writing to object to the proposed parking changes within Cringleford, as referred to above.</p> <p>My family have been active members of the local community for the last 40 years. My children went to the local first and middle school and then studied at the UEA. They have also been members of the 1st Cringleford scout group. I currently volunteer with the luncheon club and toddler group.</p>

	<p>I have since retired from my job as the senior immunisation nurse.</p> <p>Since my retirement, I have taken to walking my dog most mornings around the UEA broad and through the woodlands. I currently park in the space provided on the hospital side of the bollards. This typically takes me around 1.5 - 2 hours. I feel that this daily exercise is an important part of my physical and mental wellbeing. I consider it unacceptable to now be charged to park in this way, especially as no facilities are being provided.</p> <p>While I understand the issue with people parking for 4+ hours (to work elsewhere), I feel that the current restrictions (maximum stay of 2 hours) are sufficient to curtail this behaviour. I am also disappointed not to have been contacted directly, despite living in the village and being directly affected by the proposed changes.</p>
50.	<p>We have considered the proposals detailed in your mailing and confirm that we OBJECT to this proposal.</p> <p>Comments:</p> <p>"We have limited parking in our driveway and are a family living in a quiet close where parking hasn't previously been an issue with the exception of some weekends with football parking. The football parking isn't an issue for us as we appreciate the demand to use the park for sport is an important part of our community and the well-being of local children.</p> <p>We are a family of four with two cars and the restricted parking will mean that we won't have anywhere to park a second vehicle. We also have friends and family who visit and will not be able to park at our house. Where are we expected to park our family cars and where will visitors park when visiting during the restricted times?</p> <p>Like all Cringleford residents, we have paid a premium to live in this quiet village and had we wanted to buy a house with restricted parking, we would have bought somewhere closer to Norwich City Centre.</p> <p>We appreciate that there are parking issues surrounding the Business Centre but would hope that with the increase in home working, this is now less of an issue. We really hope that these plans will be opposed and free up time to get the work completed on Oakfields Park. The parking issues could easily be resolved with some permit parking from use of a portion of the parking on Oakfields Park for rental by the Business Centre residents on weekdays which would also provide revenue for</p>
51.	<p>1. I would would like to register an objection to your proposed unnecessary and idiotic scheme to introduce parking restrictions and charges in Cringleford.</p> <p>2. My relative lives in Newfound Drive. There are no parking problems in Colney lane nor the streets adjoining.</p>

	<p>3. If the Council considers further implementing this daft proposal then I put Norfolk County Council on strict proof to let myself and all other residents know the reasons, so that it could be open to a legal challenge?</p> <p>4. Yellow lines do not work. If there was a problem they just push the problem further out.</p> <p>5. This leads to Councils extending the yellow lines until a whole village/town/city is ruined for the residents.</p> <p>6. Colney Lane has numerous private roads off it. The Council cannot implement any scheme on private land, there. So even if there was a problem then the cars would just park there.</p> <p>7. Most of the houses there have been there since the 1960s they have never had parking restrictions outside them.</p> <p>8. Since the existing yellow lines were installed in Colney lane there has no problem with parking.</p> <p>9. Is this a money making exercise to extort money from residents, their carers and their visitors?</p> <p>10 I have been informed of another area if Norwich has asked for yellow lines at a black spot and was told the Council don't have the money? Where has the Council found money for this daft proposal.</p> <p>11. I will try and attach a photo of Colney Lane, there is no parking problem there or in the streets surrounding. When did the Council last visit!</p> <p>12. Please email and updates on this scheme to [REDACTED]</p>
52.	<p>In favour of changes to Intwood Road. Concerned about charges and changes to Colney Lane near the roundabout where people park to go for a walk towards UEA wildlife trail. I object to changes there.</p>
53.	<p>Yesterday we received a letter from you with a proposal to impose parking controls along Colney Lane and some adjoining roads. This is the first correspondence on the topic we have received from the Council.</p> <p>We object to your plan, and have the following comments.</p> <p>1. You have not stated what problem the proposal is trying to address, nor any success criteria in implementing it, how it will be policed and what the business case is. At the least, that is something that should be included in any proposal. Although there are already double yellows in Colney Lane by the roundabout with Roundhouse Way, they are ignored all the time.</p> <p>2. Prohibiting parking along Colney Lane, apart from several small bays, would prevent visitors and working tradespeople from parking at their place of work. It</p>

	<p>would also prevent residents wishing to hold a domestic function from hosting multiple visitors.</p> <p>3. Your proposal will particularly disadvantage mothers and children visiting the church hall at the end of Colney Lane for playgroups or other functions, together with anyone wishing to visit the Patteson Rooms. In addition, people attending church functions will have very limited parking. Newmarket Road passing the church and Patteson Rooms can be very busy and encouraging people to park on it by preventing parking on Colney Lane, apart from several paid-for bays, will increase danger to children especially. It will also impede traffic along Newmarket Road.</p> <p>4. Prohibiting parking on Colney Lane whilst taking no measures for the adjoining private roads will very likely force anyone wishing to park onto those roads, giving others a problem that they will be powerless to prevent. This is extremely unfair.</p> <p>5. People already park on Colney Lane at the bottom of Harts Lane, sometimes to deliver children to school. Parking there restricts vision for anyone exiting Cringleford Chase and is a problem for residents. Your proposal encourages people to park at the bottom of Harts Lane, institutionalising a hazard that you should be addressing in any proposal.</p> <p>6. Having a paid parking area on the bridge over the A11 will do nothing to prevent the peak hour problems of traffic coming off the A11 and turning into Colney Lane. It will continue to act as a choke point to impede traffic flow.</p>
54.	<p>In general, I am all in favour of proposals EXCEPT for pay and display parking at Colney Lane cul-de-sac.</p> <p>1. Registration and paying via phone and online is usually tiresome and some people may not have a mobile phone or signal 2. £3 for two hours is too expensive and one hour is not sufficient time to have a proper walk</p>
55.	<p>I understand that Norwich County Council are proposing the introduction of parking restrictions in Colney Lane area and the Intwood Road area of Cringleford. Mon to Sat 8am to 6pm, 1 hour free, 2 hours £3, 3 hours £4, 4 hours £6. Given that there is not a parking problem in this area, I strongly object to this proposal. It seems to me to be an excuse for the council to make more money and this is not acceptable.</p> <p>Please register my objection to this proposal.</p>
56.	<p>Colney Lane Introduction of Parking Restrictions PJA063/PC/1</p> <p>Thank you for the opportunity to respond to the consultation on the proposed introduction of new parking restrictions in Colney Lane.</p> <p>We wish to object to the proposals in the strongest terms. Whilst the consultation documents themselves do not set out the reasons for the proposed changes we understand that it is in response to concerns raised by residents of Colney Lane, and the roads off it, about ease of access from drive ways and road safety issues. We also understand that paid for parking is at the insistence of the County Council to go some way to cover the costs of policing the changes and to further restrict parking. The proposals will, in our view, do little to address these concerns and are likely to exacerbate problems of road safety and bring major inconvenience to</p>

many residents. This is partly because the proposals do not take into account how road users are likely to respond to the changes and we have seen no evidence that this has been considered.

Road Safety

We fully understand the need to reduce “inappropriate” parking too near to, or opposite, road junctions on Colney Lane and support the introduction of double yellow lines at these points. However, we do not believe that parking needs to be restricted in respect of drive ways any more than any other road in a suburban area of Norfolk. In our view the major road safety issue on Colney Lane is inappropriate and excessive speed of vehicles driven either by residents of Colney Lane and its side roads and vans/cars delivering to them. At present, people who park on Colney Lane tend to arrive early morning, park their cars (usually safely, neatly and without restricting drive ways), walk or cycle to work and depart late afternoon/early evening. As has been pointed out by council officers in the past such parking tends to act as a suppressant of inappropriate speed by other vehicles. The introduction of the proposed changes is likely to deter such all day parking along Colney Lane. However, this is likely to have two effects on Colney Lane itself

- With the lack of cars parked along the lane we are likely to see an increase in the speed of vehicles and/or
- With spaces being available to park for under an hour free (in the paid for bays) and between the hours of 10.00 to 14.00 (on the single yellow lines) we are likely to see an increase in vehicles coming to Colney Lane for short term parking most probably for people to walk their dogs. This increase in, and churn of, traffic will in itself generate potential road safety issues

We understand that no Road Safety Audit or impact assessment has been undertaken to address these concerns, which we find surprising.

Displacement of present long term parking

People who presently park on Colney Lane to go to work are likely to continue driving as close as they can to their place of employment. Present planning arrangements deter businesses from providing parking for their staff and many businesses now charge their staff to park in what space is available. What is most likely is that those who park on the lane will park somewhere else – probably the Round House Estate which already has it’s own parking issues, roads which are narrower than Colney Lane, many more children on them and through which a bus route goes.

Again, we have seen no evidence that consideration has been given to this taking place nor how any consequences might be addressed.

Impact of payment for short term parking

People who park in Colney Lane and its side roads under the proposed new restrictions are unlikely to want to pay for it and will have little need to do so unless visiting a friend and relative living in the lane whose house doesn’t have a sufficiently large drive. Most who do park in it (such as parents dropping off or picking up their children at the bottom of Harts Lane) are likely to park for less than an hour and so avoid any charges. However, it will necessitate such people (often in a hurry and in charge of small children) to register with the organisation policing the parking.

At present many dog walkers park in the bays (and on the grass verges) at the roundabout end of Colney Lane to make use of the woodland there. This produces considerable churn of traffic. If the proposed parking restrictions are introduced the question as to what will happen needs to be considered. Again it seems to us

less than likely that those presently parking there will wish to pay for it but likely that they will still wish to make use of the woods as a dog walking area. Parking there will of course be more restricted if and when the planned housing development, opposite the parking bays, goes ahead. Both eventualities are likely to have two effects – a failure to raise any income projected and a displacement of that parking to other areas, in particular Colney Lane and during the hours of 10.00 and 14.00 Yare Valley Drive, Gurney Lane and Softley Drive (which provide good access for dog walkers to the woodlands and would have unrestricted parking during those hours). Should this take place traffic flow along Colney Lane would increase and residents of these side roads would be subject to similar issues to those that exist at present.

Again we have seen no evidence that these possible eventualities have been considered and the likely impact assessed.

Income generation and paid for parking

It is not clear from the consultation documents what level of income the council assesses that the parking restrictions will raise and what assumptions have been made to arrive at this figure. Whilst we have requested this information to date we have not received it (we believe because of the pressure of work on officers, which is understandable at the present time). Consequently it is a little difficult to judge whether the Council's assessment and assumptions are likely to prove correct. However, our own view (as indicated above) is that any income raised is likely to be minimal and must bring into question the need for any paid for parking on Colney Lane.

Paid for parking is most commonly associated with urban areas with high parking demand for residents, access to shops and social facilities. None of these conditions applies to Colney Lane. The result of the proposed parking restrictions would be to turn Colney Lane into a road on which no resident (family, friend or guest) would be able to leave their car for more than 4 hours (except Sunday) even if they were prepared to pay for it. This will generate major inconvenience to residents who do not have drives large enough to accommodate all their visitors. Whilst, through including paid for parking in the proposals, the council may be seeking to convince other members of the Norfolk Parking Partnership that it is willing to increase income generation in this manner and to have the Partnership police the overall restrictions, it is unlikely, in actuality, to deliver any substantial income.

Paid for parking on a Saturday

Moreover, the introduction of paid for parking on a Saturday makes no sense whatsoever and will raise no income. At present there are hardly any vehicles parked on Colney Lane on a Saturday – most long term parking relates to people working Monday to Friday. At the same time, if we are wrong and there are people who wish to park on or near the lane they will no doubt park on side roads with single yellow lines, will pay no fee and will possibly inconvenience the residents of those roads.

Whilst paid for parking on Colney Lane is, we believe, unjustified on any day of the week, paid for parking on a Saturday is likely to cause residents the biggest unnecessary inconvenience without delivering any benefits. To give ourselves as an example: if we hold a family BBQ involving more than 2 cars our guests would either have to pay up to £6.00 each and stay no more than 4 hours and/or park in Gurney Lane (assuming a parking spot could be found) or Oaklands Drive (where no one parks at present anyway as it is too narrow to safely park) whilst right outside our house would be an empty road.

The Consultation

Whilst we would not wish to unduly criticise those who have organised this consultation particularly during working restrictions resulting from the pandemic (and perhaps we have misunderstood the nature of the consultation itself) the documentation has not provided us, as residents of Colney Lane, with

- the reasons why the changes to parking restrictions are being proposed and what the objectives are
- the alternatives that have been considered, why they have not been pursued and why the proposals are considered by the council to be the best option
- the steps that would be taken to mitigate potential unintended consequences to road safety on Colney Lane and elsewhere
- the income raising assessment and assumptions
- how the scheme would be policed
- an understanding of whether the proposal, in full, is the only option that will be considered or whether the council is open to changes to aspects of it

It has been necessary for us to contact officers of the council to seek answers to these questions. Whilst officers have been extremely helpful and responsive, without this information and clarity it is difficult to see this as a meaningful consultation that allows all residents to judge the proposals on their merits and make informed responses.

Our Preference

1. We support the double yellow line restrictions at junctions on Colney Lane but, for the reasons stated above, do not support the other proposals. Double yellow lines have recently been painted on the Round House Estate at junctions without the introduction of any further parking restrictions or paid for parking. We also believe that people parking on Colney Lane would adhere to such new parking restrictions without the need for increased policing – during the time we have lived here (since 2014) we have seen no evidence of people parking on the existing double or single yellow lines.

2. If, however, the Council decides that further parking restrictions are required this could be best achieved through single yellow lines throughout. We see no reason to have paid for parking either as a means to restrict parking further (single yellow lines would achieve this) nor to raise income. It will, for the reasons set out above, do neither and will likely exacerbate the issues raised by residents and increase road safety problems.

3. If the Council decides that having paid for parking is the only way to ensure that people can drop children off for school, attend church, walk their dogs in the woodland etc. between the hours of 8.00 to 10.00 and 14.00 to 16.00 for an hour free (which would not be possible if all areas were single yellow lines) and to control the length of stay, then such paid for parking should be restricted to both ends of Colney Lane where such a need arises. The proposed bays between Gurney Lane and Oaklands Drive should have single yellow lines. Unlike either end of Colney Lane, there is no need for free short term parking in this area and little if any income would be raised by any parking bays. All that paid for parking in this area would do is inconvenience residents (their family, friends and guests) by preventing them parking their own vehicles on the lane when they need to. At the same time having single yellow lines in this area might go some way to ensuring that the side roads would not be used so extensively by dog walkers seeking to avoid potential parking charges between the hours of 10.00 and 14.00.

4. If the Council insists that paid for parking must be introduced between Gurney Lane and Oaklands Drive then, as with the single yellow lines, the restrictions should not apply on a Saturday.

Further discussion prior to decision making

We understand from discussions with officers that as objectors to these proposals we will be contacted to discuss how our concerns might be mitigated before a decision is made. We look forward to such discussions but request that, if such discussions with us are not to be undertaken, we are informed about this before a decision is made about the proposals.

Thank you once again for giving us this opportunity to comment on the proposals. On reflection we would like to add a further comment to our objection to the proposal. The more we think about it, the more absurd it is to us that the proposal, as it stands, will now allow us to park a car outside our own home on a road which has no major road safety issues which demonstrate this to be necessary. This is, we believe, extremely unfair to residents like ourselves with small drives.

Whilst all the preferences we have already submitted stand we would also like to propose that, whatever else is decided, at least the section of Colney Lane between Oakland's Drive and our driveway remains with no parking restrictions whatsoever i.e. as at present. This would ensure that we and our guests can park there without payment or being restricted to limited times of the day. Given that this is a short section of road which can accommodate only 2 cars it would not impact on any income projections underpinning the proposal nor result in any road safety, driveway access or convenience issues for anyone else.

We look forward to being able to discuss with you how our objections in full, can best be addressed by the council. We have been assured by a colleague of yours that such a discussion will take place before any decision is made. Please let me know if I am incorrect in this assumption.

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As you are aware we responded to the consultation on 16 March and added a subsequent objection on 19 March 2021. Whilst we had requested a copy of the cost and income assessment underpinning the proposals by phone and reconfirmed that we wanted these in an email dated 5 March we had not received these by the end of the consultation period. Having now received them (1 April) and having had an opportunity to properly consider them we wish to make further objections to the proposals. We expect that whilst these further objections are made outside the consultation period they will be considered, given that we had not received the relevant information from the county council until after we were obliged to send our response to you. Please confirm that this further objection will be taken into account.

The documents we have received (attached) estimate that the proposals will produce a surplus of income (through charges and fines) over enforcement costs of £52,277.96. Leaving aside the calculation of enforcement costs about which we have no comment, the projected income of £64,724.86 is absurdly inflated. It appears to be based on about 55 instances of cars being parked for over one hour every day apart from Sundays which, as we have tried to explain in our previous

	<p>submissions, will not happen. However, what we did not know at the time was the grossly inflated income assessments being made by the county council to justify introducing the scheme and convincing members that it offers good value for money. All we can conclude is that a formula has been used that is based on parking behaviour in urban areas where people both need to park and are prepared to pay for it. Anyone who knows Colney Lane will understand that it is inappropriate to use such a formula here.</p> <p>We would be grateful if these additional objections are taken into account when officers and members decide whether to approve the proposals, adapt them or reject them. Once more we can only reiterate that in our view, whilst we do understand that some residents have concerns about parking on Colney Lane and its side roads, the proposals are poorly thought through – it surely cannot be the case that the only way to address the parking issues that do exist is, in effect, to stop residents themselves parking on it.</p>
57.	<p>We occupy space at Cringleford business center and we feel this proposal could have a significant impact on our staff and our service delivery.</p>
58.	<p>We object to the Introduction of Parking Restrictions on Intwood Road for the following reasons</p> <p>Parking for 2 cars is not sufficient to accommodate both the General Stores and Hairdressing Salon. We require at least 4 spaces and that is the minimum needed but preferably more. Would it not be possible to allocate spaces specifically for use by customers visiting the Shop and Hairdressers. You cannot count our forecourt because, as residents, we need access at all times to get in and out for our 2 vehicles. It almost seems as we are being treated as just a residence and not as this plus 2 businesses</p> <p>There has never been a problem with the parking at this end of Intwood Road and therefore feel it is an unnecessary expense. The issue occurred outside the Offices at the other end of the road but now seems that since one particular firm has moved the problem has resolved itself</p> <p>The Shop and Post Office, although the Post Office closed some 13 years ago, has been here for 50 plus years, long before any of the Offices in the Business Centre and we feel the introduction of this parking scheme would jeopardize the future of both the Shop and Hairdressers and to that end would be a devastating loss to the community. Mrs Foulger has continued to open the shop throughout the pandemic and it has been a life line to a lot of residents and the wider community</p>
59.	<p>I have been asked by my mother Mrs [REDACTED] of [REDACTED] Oaklands Drive, Cringleford, Norwich [REDACTED] to contact you with regards to proposed parking restrictions on Colney lane. My mother is disabled and unable to communicate with you herself and that is why I am contacting you today.</p> <p>My mother has asked me confirm that she OBJECTS strongly to the new proposed parking restrictions for Colney Lane and asked me to convey her thoughts regarding this for the committee to consider.</p> <p>1.) Lack of parking for my mum's carers. My mum is supported by live in carers,</p>

	<p>24 hours a day – spanning 2 12 hour shifts, with 2 – 1 hour lap overs at either end.</p> <p>Because my mother's house is down a steep drive around several bends, the winter can cause a lot of ice on the roads and the carers are forced to park on Colney Lane and walk to my mums – to avoid being trapped at the bottom of the hill. With your current parking proposal the careers would be unable to park on Colney road, this would lead to the care company finding it difficult to recruit for my mum's care.</p> <p>2.) My mum can have several visitors involved in my mum's care arrive at the same time, therefore it is essential that they can park on Colney Lane, i.e., County Matron, District Nurses, Continuing Care Assessors, NRS Medical Equipment Suppliers. Sometimes all of these people are required to visit and discuss my mum's care needs at the same appointment.</p> <p>3.) The proposed method of payment for meters, although very up to date tech wise – not all pensioners have such phones and would find it very difficult to facilitate payment.</p> <p>We can understand that parking is an issue on Colney Lane, we believe however that a street parking permit scheme would best achieve the desired result. People living on Colney Lane would be able to issue visitor parking permits to their visitors and there would be no any to use technolgy that not everyone has.</p> <p>If you have any questions regarding this email or have new additional proposals then please feel free to conact me.</p>
60.	<p>I object to the said proposals detailed on your plans.</p> <p>I live on Oakfields road. This would not alter the fact of inconsiderate parking by parents taking their children to football training at weekends my car has been hit 3 times by these. Also I would have nowhere to park during the day and I am a resident with Ill health.</p> <p>I would much rather permit parking which I am willing to purchase.</p>
61.	<p>We do not complete object to the proposals, it is just a shame that people park so badly that they are required!</p> <p>We do have a few comments and suggestions:</p> <ul style="list-style-type: none"> • The double yellow lines at the end of Oakfields Road, at the park end, should be extended. That end gets so congested, particularly on Saturdays when football is on. The end needs to be kept clearer to aid cars being able to turn into the lane to the carpark (we see so many people having to reverse back up as they can't get a clear view with all the cars parked either side of the road), but more importantly to give access to emergency services should they be needed in the park • The landlord at the Business Park needs to change the approach to parking there. We see so many empty parking spaces in the business park carpark but so many cars are parked along Intwood Road. Instead of giving each business a

	<p>certain number of spaces, they should use a booking system and fill up the carpark on a first come, first served basis</p>
62.	<p>would like to object to these proposals on the grounds that they are unnecessary. It seems to be just a way of revenue collection from parking fines. And would they even cover the cost of the traffic warden/cameras?</p>
63.	<p>Having considering the proposals we object because the double yellows will constrain parked cars to the NE side of the stretch of Colney Lane between Gilbert Way and Cringleford Chase, which while wider is already a blind bend for vehicles heading NW, with a main unmarked pedestrian crossing point half way between the third driveway from bottom (drawing PJA063-HP2-016) and Cringleford Chase junction having existing limited sight lines crossing NE to SW below tree canopy and poorly lit. Vehicles heading SE from there will be forced to change to lane 2, significantly increasing risk of head-on collision on the bend adjacent to the bottom-most 'DW' marking. Colney Lane for residents is a single route in and out since bollards were installed in 2009 so any accidents will result in delays to hundreds of people.</p>
64.	<p>I am writing to you in order to object to the proposed parking restrictions at the top end of Colney Lane. In particular the car park which is currently available to dog walkers and other people who want to visit the UEA Wildlife Trail. From the map I have looked at I am not sure whether the whole car park is going to be taken away or whether parking charges will be introduced.</p> <p>I have been walking my 2 dogs and parking here for the past 8 years. At present I am allowed to park for 2 hours which is about the time it takes to walk two boisterous dogs around the UEA and Earlham Park. One hour is not enough time to walk and a charge of £3 for the next hour is extortionate – that would be £21 per week which I do not have. Many other people walk from this car park and bring their children or their dogs or just themselves. The UEA Wildlife Trail was opened in 2012 for the benefit of the community and the UEA received money and presumably still does to keep the trail safe for people to visit. The only other free parking for the UEA is in Earlham Park and there are never enough spaces for the people who want to walk there.</p> <p>During this lockdown it has been great to walk/exercise in the open air with my dogs. To see other dog walkers, there is a real feeling of community within the dog walking community. We are not all lucky enough to live within walking distance of such a great resource.</p> <p>Is there any proposal for another free car park to be built. Has the UEA been consulted about the loss of parking for the Wildlife Trail – perhaps they could give up another small area of their land for a car park.</p> <p>I do not understand the proposed registering of cars. Is this a machine like the one currently in use in Earlham Park? If that is the case and I was allowed to park for 2 hours as at present then that would not be a problem. If it meant registering online for parking I would have to disagree with it as not everyone has access to the internet.</p>

	<p>We have all been told by the Government that we need to exercise more. One hour of exercise is not enough. Is Norfolk County Council saying that only rich people who can afford to park are allowed to exercise for more than an hour.</p> <p>I hope you will take my objections into account before making your decision.</p>
65.	<p>I am writing to object to the proposed parking changes within Cringleford, as referred to above.</p> <p>I have lived in the village for most my life, having attended the local first and middle school, apart from a short time spent at university.</p> <p>Once a week, I walk my dog around the UEA woods and broad. I currently park in the dedicated parking spaces provided. This typically takes me around 1.5 - 2 hours. Under the new charges, I understand this would incur a charge of £3 for 2 hours. I consider it unacceptable to now be charged to park in this way, especially as no facilities are being provided.</p> <p>I feel that the current restrictions (maximum stay of 2 hours) are sufficient to curtail parking for durations significantly longer than this. I request that you reconsider implementing these changes.</p>
66.	<p>Having received the 'Colney Lane area and Intwood Road area - Introduction of Parking Restrictions' notification, we would like to submit the following response please:</p> <p>For the past few years the access and exit from the drive to our house at [REDACTED] Colney Lane, has regularly been impeded by cars that have parked on the opposite side of the road to our house.</p> <p>The reason being that our drive connects directly on to the road and there is not enough width for us to turn our cars into our drive when a car is parked opposite us. To enter our drive we have to drive past our house and turn into Newfound Drive in order to do a U turn and then approach our drive from the other direction. This often causes problems with other traffic using the roads.</p> <p>Since the only way out of Colney Lane is the southerly direction, exiting our drive is also difficult when cars are parked opposite our house as we either have to reverse out of our drive in order to get onto Colney Lane or otherwise turn right and then use Newfound Drive to do a U-turn. Not only is this an inconvenience, but it increases the risk of an accident and also creates a hazard to other road users, which includes the many cyclists who use Colney Lane on their journey to the hospital and Norwich Research Park.</p> <p>Also, my wife, my son and myself have all had near accidents when we have been trying to exit our drive at the same time a car (or delivery lorry!) is overtaking the parked cars, sometimes at speed. We had one very unpleasant incident with an</p>

	<p>extremely angry driver who had clearly been speeding and very nearly hit the side of my car as I tried to exit my drive.</p> <p>For both the practicality and the safety of our family and the other road users, we strongly object to the proposed parking changes which indicate that paid parking would be allowed along the section of Colney Lane opposite our house.</p> <p>I'd be very happy to demonstrate the problems we have been experiencing if need be.</p> <p>Sorry, but I intended to include in my response that replacing the proposed 'paid parking zone' with double yellow lines, or at least a section that allows us safe entry and exit to our drive would address the problems that we have been experiencing.</p>
67.	<p>Dear Zoe,</p> <p>Thank you kindly for taking my call today in relation to the above matter.</p> <p>The reason for the call and the email is due to the fact that I currently reside at ■■■ Colney Lane Cringleford ■■■■</p> <p>When I took the tenancy there was clear proviso that there was parking available on the road to which I have parked my cars for the last three years in an unrestricted zone to the front of the property. As you can see from the attached picture there is no parking at this property for myself other than on the highway.</p> <p>I can't see why I should not have the continuation of parking at the existing residence, as it is imperative I have a vehicle to get to work and for everyday transport. If the restrictions are brought in to the front of this property can you please explain where I am supposed to park my vehicles as this is becoming a traumatic situation and I am not in a position to pay for parking charges.</p> <p>If you would please come back to me at your earliest convenience it would be appreciated as I am at a loss to what I am to do.</p>
68.	<p>In response to your Parking Restrictions Consultant.</p> <p>We at Number ■■■ Colney lane are NOT in favour of the proposed paid parking scheme outside of our property, and would like to OBJECT.</p> <p>The reasons being:</p> <ol style="list-style-type: none"> 1) We already have a safety issue of poor visibility emerging from our drive caused by cars parked Mon-Friday outside the property. We have a steep slope up onto the road for a drive way. Making it "paid" does not resolve the issue as proposed. 2) Colney only has an issue of parking Mon-Friday. The weekend/bank holidays No cars are parked on Colney Lane. For this reason It makes no sense to have a paid parking scheme on a Saturday. 3) As all cars parked Mon to Friday are from Hospital/University/Research centre staff (as shown by point 2), who, if paying for parking will want longer than 4 hours, if a paid scheme is introduced, they will not use the bays. That will mean

	<p>the only people paying will be trades and visitors to residents on the street. So you are asking residents to pay for parking outside their own home. This we object strongly too.</p> <p>4) Paid parking schemes would need to be enforced, which would involve cost/signage etc. As we feel no would use the paid parking zone, we would consider this a waste of taxpayers money. it would also force traffic to find other "free spaces" to park on the round house estate etc.</p> <p>5) We WOULD support a scheme that involved a similar single yellow line as proposed on the drive off Colney lane, which in reality is a cul-de-sac anyway. Yellow lines require little to no enforcement, as shown further to the bollard area of Colney Lane, where they already exist, and in the past 14yrs have never seen a parking violation on them. A single yellow line would be cost effective and then allow evening/weekend parking for those residents on Colney Lane that need it, while deterring those work-day people looking for free parking.</p> <p>Thank you for your attention, please can you confirm by replay that our objection to the proposed scheme has been recorded.</p>
69.	<p>With reference to the proposals - ref in subject line- we object.</p> <p>Our comments are that we have not had an issues with people parking on the road, the restrictions will cause problems for trades people, music teachers etc who visit, and family and friends who visit. In addition in a few years our children will be old enough to drive and if they own cars these will not fit always in our drive so would need to be parked in the road at times.</p>
70.	<p>Objection regarding the placement of double yellow lines. These do not take into account the bus stop opposite 14 intwood rd. double yellow lines should cover this area as well because cars park here all the time, blocking buses and flow of traffic. Also, double yellow lines should extend along the whole section. Cars weave past Intwood rd at the business center on one side of the road. this would help the flow of traffic and reduce accidents. it stands, cars can still park on both sides of the road causing cars to weave through parked cars at great speed and causing gridlock. I have marked on map where lines should extend to.</p>
71.	<p>Beaing a small business that has been closed for half a year under covid lockdown. This will make customers using our business a lot less likely and will lead to our closure and the loss of jobs and community asset.</p>
72.	<p>Following this post on Eaton Nextdoor: https://nextdoor.co.uk/p/jmqZK-mWQYdx?utm_content=a&utm_source=share&extras=MTc1OTIxOTE2NzEyMjY%3D&init_source=copy_link_share</p> <p>I would like to add my objection to the introduction of new yellow lines in an area (Conley Lane and Intwood) that residents do not consider it to be necessary. This is not a good use of council resources.</p>
73.	<p>I would like to object to this proposal. I do not believe they are required in this area and would be a waste of tax payer's money.</p>
74.	<p>I am not in favour of the proposed changes. They are cumbersome and irrevocable. The dilemas are at the hospital and they business center should be addressed there. There need to be more than two parking bays for the shop; at</p>

	<p>least four; maybe five. Some classes (fitness/yoga) begin before eight and at the business premises, so charges should begin at 7.30 am. 1) more than 2 vehicles for village store. 2) Double yellow ONLY at immediate entrance to Intwood Road from Cringleford bridge to Jewsons entrance to assist in bus access which at present is an obvious problem. 3) This will no doubt mean extra cars (a few) parked further along Intwood Road (towards Keswich Road). This option is more favourable when any lunch time guests visiting wouldn't have to say "oh dear its now 2pm and I have to go- otherwise I get a parking ticket!" and there will come a time when we are all sociable again!! (with possibly 3 or 4 cars visiting!) 4) a sledge hammer to crack a nut! 5) But I understand concern , especially from the bus drivers. And we don't want to lose their invaluable community support. Thank you.</p>
75.	<p>My life will not be improved by the presence of double yellow lines outside my house. There is no problem with parking at this location. If I need a visit for something such as boiler servicing parking is necessary. A restriction on the other side of the road may be justified.</p>
76.	<p>1) Concern about "2 parking spaces in front of shop" next to our house - we have not been contacted with details. 2) Double yellow lines on Colney Lane completely excessive and unnecessary. 3) Would prefer "resident permit"</p>
77.	<p>This is a quite residential area. Peace and tranquility will be disturbed by commercialising this area. We do not see the benefit of this plan outweighing safety, privacy of current residents.</p>
78.	<p>I support the petition to NOT put double lines on colney Lane and roads off there. It will prevent lots of elderly people on their own from having visitors which is not good for their mental health. Resident parking only with free visitor parking at any time for first hour with permits available at reduced cost for over 65's. This would be fairer to all.</p>
79.	<p>I object to the proposed changes to the parking restrictions at Colney Lane on the following grounds :</p> <p>Access to parks and open spaces should be free to everyone, not only those who live within walking distance. The benefits to mental and physical health are well documented.</p> <p>The proposed 1 hour free parking does not allow enough time for a decent walk.</p> <p>The charge of £3 for a further 2 hours is disproportionate when most walks can be completed in 2 hours, and will cost regular walkers around £90 per month, which is unacceptable.</p> <p>The proposed method of online payment discriminates against those who do not own a smartphone, or indeed any type of mobile phone.</p> <p>Increasing the hours for which the proposed restrictions apply from 9.00 - 17.00 to 8.00 - 18.00 is unnecessary, and puts further pressure on those wishing to walk the UEA Wildlife Trail.</p>

