

VIE Estate parking controls
Summary for Local Highways Improvements Panel 2014-2015

Cllr Ian Manning

Table of Contents

1. Introduction, Background and consultation.....	1
1.1 Introduction.....	1
1.2 Background.....	1
2. Consultation approach, results.....	3
2.1 Consultation approach.....	3
2.4 Iterations 1-6.....	4
2.5 Iteration 7 – final compromise.....	6
Appendix A – timeline.....	7

1. Introduction, Background and consultation

1.1 Introduction

This paper describes the parking restrictions drawn up by Cllr Ian Manning, in conjunction with residents of the VIE estate.

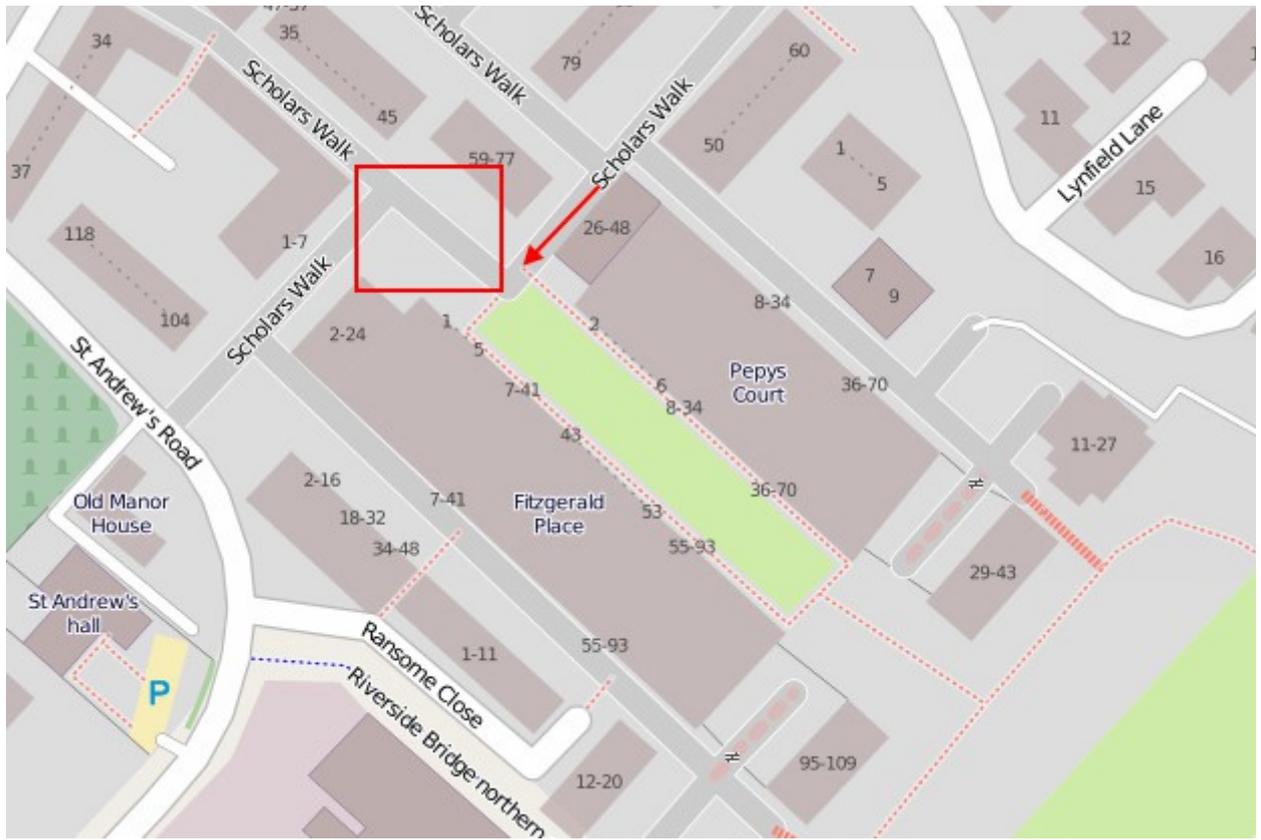
1.2 Background

The VIE estate was fully occupied around end 2010, and the majority of roads were adopted at the end of 2012. Prior to the adoption, private clamping, and then private ticketing, was in force, arranged by the private management company. Now the land is adopted this became illegal.

Planning permission bans residents' parking, however some of the properties which are let have agents telling tenants there is ample parking.

Problem parking exists throughout the estate (and did before the previous regime of clamping/ticketing), the most serious safety issue being in the central area, which is directly next to a grassed area which will have a child's play element. Excessive parking in this area has resulted in danger for both cars & cyclists being unsighted and the danger of children running out from between the cars.

The diagram below shows the central area in question which a typical early morning scene shown in the photograph. The red arrow indicates the location and direction the photograph was taken from.



Example of dangerous excessive parking in the VIE Central Area

2. Consultation approach, results

2.1 Consultation approach

I (Cllr Ian Manning) started consultation in September 2012 with letters hand delivered to the entire estate inviting people to a public meeting on the 8th October 2012.

The vie residents' association forum was then used to iterate versions of ideas presented there a total of 7 major versions as well as two more public meetings (full details in appendix).

Through these responses I attempted to balance the different opinions, biasing towards the majority whilst accommodating the minority.

Note all residents have free access to the RA forum; any new residents have access on request; finally all letters delivered (see appendix) highlighted the RA forum.

2.2 Overall summary

The initial plan put out had very harsh restrictions through the estate, a situation which essentially mimics the planning consent.

Some residents felt some extra parking could be provided, so some limited waiting bays were added, which were eventually whittled down over successive iterations. There were other residents who wanted to be able to park anywhere, but these were in a minority.

There is also a clear need for delivery vehicles to be able to drop off/pick up.

2.3 Response statistics

There were a total of 245 contributions to the various versions of the plans on the residents' association forum.

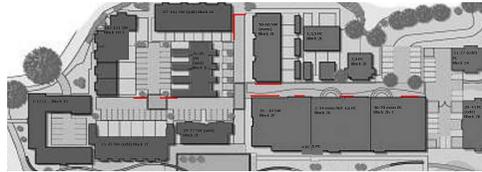
Across the 3 public meetings there were approximately 28 attendees – 'approximately' as not all of these attended all of each meeting.

From the initial letter on 2012-09-15 to iteration 7 2013-10-05 the consultation covers a period of over a year.

One specific example: when polled whether there should be no parking outside of marked bays via the forum, the vote was 6 for, 4 against and 1 abstenstion.

2.4 Iterations 1-6

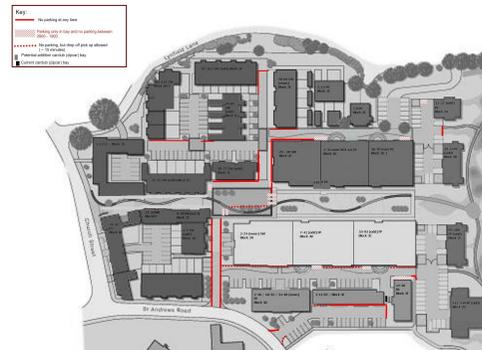
Iteration 1



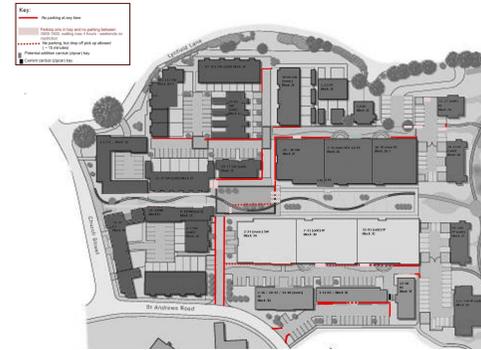
Iteration 2



Iteration 3



Iteration 4



Iteration 5

Key:

- Single car space: 0900-1800 maximum 4 hour waiting; outside of these hours no restrictions; weekends no restrictions
- No parking at any time
- ⋯ Maximum 15 minutes waiting



Black box shows existing car club bay, hatched box is a new one

Iteration 6

Key:

- Single car space: 0900-2000 maximum 4 hour waiting; outside of these hours no restrictions
- No parking at any time
- ⋯ Maximum 15 minutes waiting
- Extra cycle parking racks

NOTE: the only markings proposed are those signalled in the key. Anything else should be considered artifacts of previous versions of this diagram



Black box shows existing car club bay, hatched box is a new one

2.5 Iteration 7 – final compromise

Key:

- Single car space: 0800-2000 maximum 3 hour waiting; outside of these hours no restrictions
- No parking at any time
- Maximum 15 minutes waiting
- Extra cycle parking racks

NOTE: the only markings proposed are those signalled in the key. Anything else should be considered artifacts of previous versions of this diagram



Black box shows existing car club bay, hatched box is a new one. This subject to it being possible to not obstruct pedestrian access at this point.

Appendix A – timeline

Date	Action
2012-09-15	Initial letter around whole estate, plans posted on residents' association forum ("RA forum" from this point on)
2012-10-08	Public meeting
2013-01-20	Updated version 2 of plans based upon feedback & public meeting posted on RA forum
2013-01-20	Update version 3 of plans posted on RA forum
2013-10-21	Public meeting and version 4 of plans posted on RA forum as a result
2013-04-07	Version 5 posted on RA forum
2013-07-05	Letter delivered highlighting funding situation & pointing to forum
2013-08-29	Letter delivered highlighting current plan & public meeting on 2013-09-05
2013-09-03	Version 6 posted on RA forum
2013-09-05	Public meeting
2013-09-24	Version 7 posted on RA forum