



Norwich Highways Agency committee

Date: Thursday, 19 December 2019

Time: 10:00

Venue: Mancroft room, City Hall, St Peters Street, Norwich, NR2 1NH

Members:

County Councillors:

Adams (chair)*
Mackie*
Clipsham
Gurney
Ward

City Councillors:

Stonard (vice chair)*
Stutely *
Carlo
Maxwell
Neale

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Agenda

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1 Apologies

To receive apologies for absence

2 Public questions/petitions

To receive questions / petitions from the public

Please note that all questions must be received by the committee officer detailed on the front of the agenda by **10am on Monday 16 December 2019.**

Petitions must be received must be received by the committee officer detailed on the front of the agenda by **10am on Wednesday, 18 December 2019.**

For guidance on submitting public questions or petitions please see appendix 1 of the council's constitution.

3 Declarations of interest

(Please note that it is the responsibility of individual members to declare an interest prior to the item if they arrive late for the meeting)

4 Minutes

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To approve the accuracy of the minutes of the meeting held on 5 September 2019

5 St Matthews Road Traffic Regulation Order

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Purpose - To consider representations received in respect of a Traffic Regulation Order to enable on-street parking permit entitlement for a residential development at St Matthews Road and to recommend appropriate action arising.

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Purpose - To consider all responses from the consultation and approve installation of the proposed zebra crossing on a raised table as advertised

7 Transport for Norwich City Centre Access and Experimental Cycle Contraflow 47 - 56

Purpose - To note the success of the changes to cycle access in the city centre and to consider the responses to the experimental order for contraflow cycle facilities.

8 Car Club Expansion 57 - 72

Purpose - To consider representations received in respect of Traffic Regulation Order for car club parking bays and to recommend appropriate action in response to the outcome of the consultation,

Date of publication: **Tuesday, 10 December 2019**

Norwich Highways Agency committee

10:00 to 11:30

5 September 2019

Present: **County Councillors:** **City Councillors:**
 Adams (chair) (v)* Stonard (vice chair) (v)
 Mackie Stutely (v)
 Clipsham Carlo
 Ward Maxwell

Apologies: County Councillor Gurney and City Councillor Neale

*(v) voting member

1. Member question/statement

Councillor Stutely asked a question to the chair, about the Transport for Norwich – A140 Mile End Road and Colman Road Improvements to Relieve Congestion at the Daniels Road Roundabout scheme which had been approved at the last meeting, as follows:

“At the meeting on 21 March 2019 the committee approved the Transport for Norwich – A140 Mile End Road and Colman Road Improvements to Relieve Congestion at the Daniels Road Roundabout. Following discussion, I moved, seconded by the chair, that the committee noted that the proposed scheme would impact on the existing school crossing patrol operating at the Colman Road / South Park Avenue junction and resolved to ask the Transport for Norwich manager to explore the impact on the school crossing patrol and request additional resource are provided if needed (ie, an additional school crossing patrol officer.)

Following the meeting, I was advised that the request for an additional school crossing patrol officer had been denied. I also wrote to this committee’s former chair, Councillor John Fisher, in his new capacity as cabinet member for children’s services (Norfolk County Council) to seek his support for a new road crossing patrol officer at the school. Councillor Fisher replied stating several guidance notes and county council policy which he considered justified this refusal. None of this applies to this junction because of its unique and exceptional circumstances as alluded to in this extract from Councillor Fisher’s reply where he curiously makes the case for me:

“Road Safety GB guidance states:

SCPs (school crossing patrols) should not be located on light-controlled crossings unless there are exceptional circumstances such as poor driver behaviour (for example red light running), large groups of children crossing or concern about the children’s age and ability to use the facility correctly. Local road safety enforcement, education or pedestrian training at the school in question may help to address these concerns.”

There is certainly a risk from red light running, large groups of children and vulnerable children (both young and with disabilities) in this case. Astonishingly, in one statement Councillor Fisher wrote that “it is the responsibility of the parent/guardian to get their child(ren) to and from school safely, not NCC’s (Norfolk County Council). I have argued that there are many reasons why parents must ask their children to walk to school alone, and despite Councillor Fisher’s dismissal, it certainly happens. According to the Eastern Daily Press’s research in 2018, the Colman Road/South Park Avenue is the fourth most dangerous in the city. It is certainly one of the busiest for both traffic and pedestrians. If the scheme goes ahead without the provision of a new school crossing patrol there will be significant risk of serious collisions involving children. The county council is failing in its obligation to provide a second school crossing patrol to help ensure our children’s safety.

I am concerned that the scheme will be implemented without an additional school crossing patrol officer and that the full implications of this were not available to members when making their decision. I therefore intend to campaign to stop the implementation of this scheme.

Please can you confirm what the outcome of the Transport for Norwich manager’s exploration into the impact of the scheme on the operation of the school crossing patrol was and confirm that he agrees that it is impossible for one school crossing patrol officer to manage the staggered crossings throughout the traffic light cycle and therefore, what are the reasons for not providing additional resources to maintain the current level of service to the children and families crossing at both South Park Avenue and Colman Road.”

Councillor Tony Adams, chair, replied as follows:

“Thank you for your question. I can confirm that following the Norwich Highways Agency committee meeting in March, the Transport for Norwich manager spoke with colleagues at county council regarding the resourcing of the school crossing patrol at this location.

These discussions identified that the decision had been taken by the children’s services committee to not employ additional road crossing patrols and to remove sites that fail to meet the national guidance as the postholder resigns. The issue of road crossing patrols has been discussed at numerous childrens’ services committee meetings where members were advised that national guidance had made it clear that road crossing patrols were not to be provided at sites where a pelican (signal controlled) crossing was in place. This location does not meet the

national criteria as there is a signal controlled crossing already in place. It is not appropriate for the Transport for Norwich manager to comment on the ability of the current school crossing patrol arrangements to manage the proposed staggered crossings.

The Transport for Norwich manager responded directly to you outlining the outcome of those discussions and Councillor John Fisher has also responded to you on this issue. I am also aware that your concerns were raised and noted at a recent Transforming Cities joint committee meeting at County Hall.”

By way of a supplementary question, Councillor Stutely said that whilst he supported the scheme which would relieve congestion on the road network, he considered that without an additional school crossing patrol officer it was unsatisfactory. He asked the Transport for Norwich manager (Norfolk County Council) whether the modest sum of around £4,000 per annum to provide a crossing patrol was worth the risk of a child's life at this junction. The Transport for Norwich manager, Norfolk County Council, replied that this was a question for members and that he was not in a position to reply. He pointed out that the responsibility of crossing controls had recently been transferred from children's services to the fire service and that a review across all locations was being undertaken. Councillor Stutely emphasised that his concern was for the safety of children crossing at this junction and that he would be actively campaigning in support of an additional school crossing patrol officer.

2. Public Questions/Petitions

Public questions

The chair announced that three questions have been received which related to Item 5 (below), Welsh Streets' Area Permit Parking Re-consultation.

Question 1

Ms Sandi George asked the following question on behalf of Ms Rosalind Marriott, owner of a property in Caernarvon Road:

“As a responsible landlady of 47 Caernarvon Road, I am concerned at the proposal to introduce parking permits in Caernarvon Road. I need to visit the property on and off during July and August in order to maintain the property to an acceptable standard, in September I need to visit in order to carry out an inventory with the students and in January to interview prospective students for the following academic year. On each occasion I spend more than 4 hours at the property during the working day.

Please would you ask the committee to explain where I should park or what sort of permit I should apply for? I should add that I live 145 miles from Norwich.”

Councillor Tony Adams, chair, replied on behalf of the committee:

“Thank you for your question and I am sure you realise that a very significant proportion of the houses and flats in the permit parking areas in Norwich that are within permit parking areas are let out rather than owner occupied. Consequently, the need for landlords to access and maintain properties is well understood and a range of options are available to landlords and their contractors depending on the nature of the visit.

Details of these are available on Norwich City Council’s website, and as we have had very few issues with landlords over the many years that we have operated permit parking schemes I think it is unlikely that you will have any problems should the permit scheme go ahead.

Your tenants will also have access to the visitor permit scheme which provides not only the four hour permit, but all day visitor permits as well.”

At the chair’s discretion, Ms George asked a supplementary question on Ms Marriott’s behalf regarding the restriction of two cars per household in controlled parking zones and how this would affect houses in multiple- occupation (HMOs). The principal planner (transport), Norwich City Council, replied on behalf of the committee and confirmed that households in the permit parking zones outside the city centre could have two residents’ permits and a four hour visitors’ pass and up to 60 day scratch cards per annum. He pointed out that the average car was wider than the average terrace house in the city and therefore where a household had a second car, it meant that they had to park outside someone else’s house and that he hoped that residents would be considerate of their neighbours.

Question 2

Ms Sandi George, Caernarvon Road resident, asked the following question:

'As a long standing resident of Caernarvon Road for 41 years plus, I like others have seen the coming and going of traffic and parking in the area and heard the question that continually rears its head - 'Do we or don't we want parking permits? And here we are again.

Please remember that Caernarvon Road is the longest road within the group of roads in this second, this year, consultation.

We are also the road that is the most inconvenienced by non-resident traffic. How? Well, we accommodate anyone who has any association with both Avenue Junior School (where incidentally I used to teach full-time) and Peabody Nursery – e.g. parents, visitors and staff who choose to park on our road. Since the last consultation we have also had Cadent blocking off parts of the road with their equipment and digging up the road and adjoining roads for gasworks. Then there have been road closures because of work at the junction with Earlham Road and over all of these weeks, parking has not been an issue.

You would think that with all this extra traffic requiring parking, Caernarvon Road residents would without question and unanimously, vote for parking permits but you would be wrong.

Every time we have voted 'No' loud and clear, and we have done it this time around too. We trust those who park on our street and they appreciate the flexibility no parking permit gives. Take this away and all is lost. No-one likes their freedom taken away especially if there is nothing to be gained by it.

By imposing parking permits you will make those residents who share abodes and have more vehicles than the allotted number of permits per household, seek elsewhere to park hence perpetuation rather than solving, parking issues. And I put it to you that this is why we are here now - half of College Road etc., was permitted about two years back and cars moved to the other part of College Road and residents there objected. Before they lived in harmony knowing that if you chose to live with on road parking, you have to park where you can.

Absolutely nothing will be gained for Caernarvon Road by forcing parking permits upon us, except to hit our pockets.

Leave Caernarvon Road alone and let us see if we are impacted by what you are proposing to do around us. Let us be an experiment. If it doesn't work, you can say 'We told you so' but give us that chance.'

Where is the money coming from to implement what you propose? £46,000 for the first phase. £46,000 for this? Couldn't the pot holes be fixed instead?

Is this the intention of a sweeping permit city?"

Councillor Tony Adams, chair, replied on behalf of the committee:

"We are due to consider the proposals for permit parking in your area today, and I am confident that members of this committee will take account of the points that you have raised, which I note are confirmed by the information contained within the report.

I believe it is the case that local councillors have canvassed in the area about permit parking (as this is something that has been routinely raised by some residents of many of the streets in your area) but this recent consultation is the first time that residents in the area have been formally asked with the prospect of permit parking actually being funded and installed for very many years.

Permit parking schemes are self-financing and the income that we get from permits pays for their implementation, maintenance and enforcement. We do not aim to make any additional income from them to pay for other services such as filling potholes. If a surplus is made then this would be spent on transport improvement in the Norwich area; however, the permit parking scheme has not made any significant surplus in recent years."

Ms George by way of a supplementary question, referred to the re-consultation as a "second referendum" and said that the residents of Caernarvon Road were adamantly opposed to the proposals and that there were ample parking spaces during the day. The principal planner (transport) said that the reality was that if Caernarvon Road was not included in the controlled parking zone then it would have problems of displaced parking from the surrounding streets. The issue was not in the day but when people

returned from work and could not find spaces to park. Controlled parking zones removed cars of people who did not live in the area and ensured that spaces were available for residents.

Question 3

Mrs Mary Clark, Earlham Road, asked the following question:

“I am a resident of the section of Earlham Road in the postcode NR2 3RW. I would appreciate if the following information could be supplied to all the members of the highway committee ahead of the above meeting.

Although the report to the committee states that the overall threshold for implementing parking permits was reached on Earlham Road, this ignores the distinction between sections of Earlham Road. The council officers have decided that the boundary of the zone should be Christchurch Rd, which, whilst a junction, does not reflect the lived experience of residents, which is that the ‘natural break’ is at Earlham House/Batley Court and the entrance to the Earlham Cemetery on Earlham Road.

If one takes the row of 15 terraced houses between Earlham House and Christchurch Road as a community and as a postcode (NR2 3RW), this does not sit as a natural part of the ‘Welsh Roads’ community. Based on discussions with my neighbours over the last two days, I have ascertained that all but five of the fifteen households are opposed to the imposition of permits. Although I accept that there is a need to impose boundaries somewhere on a somewhat arbitrary basis, this particular boundary does not reflect the natural boundaries and disenfranchises a particular group of residents as they happen to be on Earlham Road.

I would therefore ask the council officers to break down the responses on Earlham Road further using the methodology in paragraphs 11 and 12 of the committee report, based on postcode, and provide this to committee members before they make a decision. I know that this will show that the vast majority of residents beyond Earlham House/Batley Court on the south side of Earlham Road are opposed to parking permits.

Given that the majority of parking on this stretch of Earlham is by residents (it is not widely used by commuters as it is too far out of the city centre and parking during the proposed hours of the permit is rarely an issue), the solution of imposing parking permits is in effect a solution to a problem that does not exist, and disadvantages the residents unnecessarily. If the breakdown shows that the residents of NR2 3RW are indeed mostly opposed to the permits, I would therefore propose that the boundary of the zone on the south side of Earlham Road would be Earlham House/Batley Court, not Christchurch Road.

If this were to be the case, the committee would also then need to consider the context of the north side of Earlham Road (NR2 3RQ), where the residents may have differing views. It would clearly be disadvantageous to end up with permit parking on one side of the road and not the other, so, if the target is reached for permits by taking both of these post code areas as a whole, so be it.”

Councillor Tony Adams, chair, replied on behalf of the committee as follows:

“Thank you for your question

I understand that officers did not break down the Earlham Road result into two sections, because there was an overall majority in favour on both sides of the divide at Bately Court.

On the city side of that point there were 26 households in favour of permits with 11 against (70 per cent in favour), whilst the stretch between Bately Court and Christchurch Road there were 12 households in favour and 9 against (57 per cent in favour).

It was made clear in the consultation letter that was sent to residents that we would consider the outer part of Earlham Road separately if that area did not favour permits whilst the inner area did. The result was not split in the report as that was not the case.”

In reply to Mrs Clark’s supplementary question, the principal planner (transport) confirmed that it was proposed to extend the controlled parking zone on Earlham Road to Christchurch Road and that the residents of Earlham House and Bately Court and businesses at Earlham House would be eligible for permits. He also agreed with Mrs Clark that to ensure access to the rear of properties (180 to 208 Earlham Road), he would ask members to consider the advertisement of double yellow lines at this location later on in the meeting.

Petition

The chair announced that notification of a petition had been received of a petition which related to Item 5 (below), Welsh Streets’ Area Permit Parking Re-consultation.

Mr Shan Barclay, Caernarvon Road resident, presented the following petition:

“Respected chair and members on the committee, I have lived in Norwich for 40 years and on Caernarvon Rd for 30, the parking situation on our street is no worse now than thirty years ago.

There have been three previous attempts to impose permits on our road and in every case the great majority felt we didn’t need them and this is still the case, maybe even more so now.

I am sorry that I have had to draw up a petition again because the recent consultation had to be re-run, even though previously our street, being so strongly against, was not initially included. This is because our previous petition had to be put aside to make way for the new hearing. With due respect to Bruce Bentley and all the hard work he and others have had to put into it, I believe that all of this was actually unnecessary. Also I regret that I was unaware that this hearing had been brought forward so the deadline for submission this hand petition was cut short so I was unable to get more signatures of which there could have been many, not only I stress from Caernarvon Road.

I stress also that none of these signatures was obtained under duress, quite the contrary. My first question to all was: "have you received the letter from Bruce Bentley about parking permits and if you have, have you responded online? If not, I recommend you do so straight away, however you wish and many as a result who would not otherwise have done so actually did this.

If they were against, I only then invited them to sign. There were also many who were out and some houses were empty when I called and even despite this, as you will have seen, the petition still has over 100 signatures.

The question on the petition read: "We the undersigned do not wish to have permit parking on our streets". Namely Caernarvon, Denbigh, Milford, Swansea and Wellington. (Some signed from neighbouring streets who were nevertheless affected and were against too).

The main reason I encountered for not signing was from those who feared that if they voted against and the decision went the other way, their street might be used by others from neighbouring streets and elsewhere which had permits as an alternative parking place. Had it not been for this many more would probably have signed.

To refute this fear, I cite among other things the fact that when recently Denbigh was largely unavailable for over two weeks owing to gas main works, there was still no great problem (Upwards of 15 car spaces at a time were lost).

Among reasons for not having permits were:

- No need
- Won't help us because only between 8-6.30pm when not needed anyway
- Costly,
- Inconvenient,
- An imposition,
- Will create ill-will because we will have to 'police' our streets,
- Don't want to have patrols,

Also, that supposed 'cost-neutral' claim doesn't include fines which could come to a lot; and others as well, including that permits do not guarantee as some mistakenly thought a space near or in front of their house: and that 'all or none vote' is an imposition as well.

To sum up, I respect democracy and the need to have it, but maintain that ruling out the firm opinion of many, as seen in this petition and no doubt online too, is also undemocratic and feel that this opinion should be heard and accommodated also

Personally, and I believe that I am not alone in this on Caernarvon Road at least, I would be willing to take the risk of remaining as we are without permits for the sake of the integrity of our street which is a very neighbourly one and which for example has had very successful street closure events among other things to

prove it. I therefore invite the chair and committee to consider this option in view of the very large opinion here that permits are unwanted and an imposition.

To this end I humbly submit this petition to you now.”

Councillor Tony Adams, chair, replied on behalf of the committee:

“Thank you for taking the trouble to organise this petition and for submitting it to this committee.

As this petition directly relates to the item on today’s agenda, I hope you will agree that it is right that the members of the committee should consider your representations while they debate the proposals.”

(The chair advised Mr Barclay that according to the city council’s constitution a supplementary question was not permitted when presenting a petition. However, in response to concerns raised by residents, it was noted that the rescheduled date of the September meeting of this committee had been advertised for several weeks on the city council’s website.)

3. Declarations of Interest

Councillor Carlo declared an other interest in item 5 (below) ‘Welsh Streets’ Area Permit Parking Consultation” in that she lived in the consultation area and was a Nelson ward councillor. She also said that she did not own a car and did not have a predetermined view.

4. Minutes

RESOLVED to approve the accuracy of the minutes of the meeting held on 21 March 2019.

5. ‘Welsh Streets’ Area Permit Parking Re-Consultation

(Councillor Carlo had declared an interest in this item.)

Councillor Carlo, Nelson ward councillor, said that controlled parking zones had been introduced because commuters outside the city were parking on residential streets and either walking or catching buses into the city. The introduction of this scheme was a conundrum with residents in College Road having waited for some time for the opportunity to be included in a scheme and residents in Caernarvon Road and Earlham Road being opposed to inclusion a controlled parking zone. The principal planner (transport) then responded to questions Councillor Carlo asked on behalf of residents. He confirmed that the scheme in College Road had been approved at the last meeting and demonstrated on a plan the position of the four hour short stay parking on College Road and that the yellow lines in front of the school would extend to the end of the current zig zag lines in front of the school. He was confident that there was sufficient parking for permit holders in College Road, as some of the houses in College Road

were large and had off street parking. He also explained that it was usual to provide short stay parking close to businesses. The Mitre had its own car park but parking spaces had been provided in the vicinity because St Thomas's church hall was nearby. During discussion, members considered the issues raised by the re-consultation and members expressed sympathy for the residents who were opposed to parking permits. Members noted the "edge effect", where people outside the city park in residential streets and catch the bus or walk into the city, with one member reporting that residents in Crome ward were experiencing this too. Members commented that HMOs exacerbated the pressure on parking in this area. The committee took into account that the majority of residents in Caernarvon Road had consistently opposed a residents' permit parking scheme and that once the scheme was fully implemented it would be subject to displacement parking from adjacent streets.

Discussion ensued in which the voting members considered that Caernarvon Road could be excluded from the proposed extension of the previously approved scheme with provision to review the implementation of the scheme within a short period. Members sought the opinion of the local member, Councillor Carlo as to whether the remaining section of Denbigh Road and top end of Milford Road should also be excluded. Councillor Carlo said that she could support the trial on Caernarvon Road given the intensity of feelings that residents had expressed. She said that she took a neutral stance on the controlled parking zone as she was not a car owner and did not want to impose permit parking on other people. However she commented that the remaining section of Denbigh Road was particularly narrow and there was a problem of cars being parked on the pavement and that she was concerned about its proximity to The Garden House. Members indicated that because of the experience of knock on effect of controlled parking zones on neighbouring streets and that Caernarvon Road would be surrounded by streets with parking permits; then in the residents' interests the trial should be reviewed by the committee at its March meeting and this would also fit in with the statutory process which needed to be completed within in a two year period.

The principal planner (transport) with the aid of a plans suggested that extra double yellow lines on the south side of Earlham Road should extend from the existing zebra crossing near Bately Court west to the houses on Earlham Road to prevent parking across the access to the rear of these properties.

The chair and vice chair moved the recommendations as set out in the report and as amended above in relation to excluding Caernarvon Road from the controlled parking zone and reviewing it at the March meeting of this committee, and commencing the statutory process in relation to the proposed double yellow lines on the south side of Earlham Road.

RESOLVED, with all 4 voting members voting in favour (Councillors Adams, Mackie, Stonard and Stutely) to:

- (1) note the responses to the permit parking consultation;
- (2) to trial the exclusion of Caernarvon Road from the controlled parking zone and to review the outcome of this trial at the meeting of this committee on 19 March 2020;

- (3) approve the extension of the previously approved scheme - Monday-Saturday, 8:00am to 6:30pm (8:00 to 18:30) controlled parking zone (CPZ) (as shown on the plans (nos. PL/TR/3584/440/A) and as set out in Appendix 1 to include the following streets that were previously excluded from the scheme:
 - (a) Denbigh Road (remaining section);
 - (b) Earlham Road (part) to its junction with Christchurch Road;
 - (c) Milford Road;
 - (d) Swansea Road;
- (4) ask the head of city development services to complete the statutory processes to implement these proposals;
- (5) ask the head of city development services to commence the statutory process to implement:
 - (a) short stay parking spaces as shown on the plan in Appendix 2 on Havelock Road, Milford Road and Swansea Road; and ,
 - (b) double yellow lines on the south side of Earlham Road, between the pedestrian crossing at Bately Court and nos 180 and 182 Earlham Road to provide access to the access road to the rear of nos 180 to 208 Earlham Road;
- (6) delegate the consideration of any representations to the short stay parking spaces to the head of development services in consultation with the chair and vice chair of this committee.

6. Proposed waiting restrictions in Catton Grove and University wards – consultation results

Councillor Stonard, Catton Grove ward councillor spoke in support of the proposals to install the waiting restrictions as advertised and said that he understood the reasons for the additional installation of cycle stands, directional arrows as road markings and a white “H” bar at the car park of the flats at Lilburne Avenue, as set out in the report.

RESOLVED, with all 4 voting members voting in favour (Councillors Adams, Mackie, Stonard and Stutely) to:

- (1) approve the implementation of waiting restrictions and minor works in the following locations:
 - (a) Catton Grove Road / Lilburne Avenue / Woodgrove Parade as shown on plan No. PL/TR/3329/786;
 - (b) Heyford Road and Stirling Road as shown on plan No. PL/TR/3329/786;

- (c) Earlham Road – layby outside St Marys Church as shown on plan No. PL/TR/3329/795;
 - (d) North Park Avenue as shown on plan Nos. PL/TR/3329/796 and 79;.
- (2) ask the head of city development services to complete the statutory processes to implement these proposals.

CHAIR

Report to Norwich Highways Agency committee
19 December 2019
Report of Head of city development services
Subject St Matthews Road Traffic Regulation Order

Item
5

Purpose

To consider representations received in respect of a Traffic Regulation Order to enable on-street parking permit entitlement for a residential development at St Matthews Road and to recommend appropriate action arising.

Recommendations

To:

- (1) approve the permit entitlement for 1a, 1b, 1c, 1d, 1e & 1f St Matthews Road as set out in the report;
- (2) ask the head of city development to implement the following restrictions as advertised the restricted parking permit entitlement for 1a, 1b, 1c, 1d, 1e, 1f St Matthews Road;
- (3) ask the head of city development services to advertise for consultation a proposal to convert a former limited waiting bay on St Matthews Road adjacent to the site at 66 Rosary Road for permit parking at any time; Appendix 2 plan number PLTR3329802-001
- (3) agree that any objections arising from this amendment TRO are determined by the head of city development services, in discussion with the chair and vice chair of this committee

Corporate and service priorities

Corporate priority Great neighbourhoods, housing and environment is supported

Financial implications

Costs arising have been met in full by the developer.

Ward/s: Thorpe Hamlet

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Kieran Yates, Transport planner

01603 212471

Bruce Bentley, Principal transport planner

01603 212445

Background documents

None

Report

Background

1. The site at the junction of St Matthews Road and Rosary Road, known as 66 Rosary Road is currently undergoing redevelopment for a residential scheme.
2. The development was granted planning permission in 2007 reference: 07/00117/F Demolition of former Gem Printing Works and adjoining commercial units fronting St Matthews Road to allow redevelopment to create 4 No. two bedroom flats and 2 No. one bedroom flats with associated bin/cycle storage and external amenity area. 66 Rosary Road Norwich Norfolk NR1 1TQ
3. This planning application discussed the parking provision for the scheme as follows:

It is recognised that there is existing pressure on the availability of permit parking spaces within this area. The existing commercial units (currently empty) would have been entitled to 3 parking permits each (9 in total). Under the current parking permit scheme each of the six flats proposed would be entitled to residential parking permits (one for each car registered to the property and one additional for visitors). Given the likely level of occupation of these one and two bedroom flats, it is likely that this would result in a demand for around 12 permits (six for resident's cars, and six for visitors). The applicant is willing to accept a condition as part of any Planning approval which would require that a Traffic Regulation Order (TRO) be pursued to limit each flat to one parking permit only. However, any decision to grant this TRO is made by the Highways Authority and is beyond the control of the City Planning department. Subsequently the Highways Authority has the right to not agree the TRO which would leave the flats with the current entitlement.

It is likely that in the future, new housing developments will not be entitled to any parking permits. However, if this scheme is occupied prior to this policy being brought into place it is recognised that the scheme as proposed could increase demand on permit parking spaces within the area.

To include off street parking within the proposed scheme would result in a substantial reduction in density and the loss of the building fronting St Matthews Road (if there is to be sufficient space for some parking and external amenity space) which it is considered would have a detrimental impact on the character and appearance of the street scene and therefore the Conservation Area. The site is situated in a highly accessible location and cycle stores are to be provided for each unit. Subsequently, it is considered that the lack of off street parking provision is acceptable and appropriate for this location.

4. A planning condition required that a 'Traffic Regulation Order process to be completed prior to commencement of development'
5. The current policy of not allowing on-street parking permit entitlement for new build residential development had not come into force at the time this planning consent was granted and as the development commenced on site the planning consent is considered to have been implemented. Since 2007 the scheme stalled and the site was derelict for several years. Construction on site recommenced only recently due to the aftermath of the credit crunch and the subsequent financial difficulties of the

developer that has prevented the scheme from being completed in a timely manner.

6. It is important for the assessment of this development to be aware that in Planning terms the development's initial construction phase is considered to have commenced the planning consent within the standard three year time limit. Within this time period developments have to be commenced but do not have to be completed. In this case according to our records the development commenced within three years of the consent being granted and therefore we did not have any power to seek a further full planning application on the site. It is for this reason why the developer has not been required to reapply for planning consent for the completion of the building.
7. Now that the development is nearing completion it is necessary to ensure that the Traffic Regulation Order associated with the planning consent is enacted.
8. Consequently in September 2019 a Traffic Regulation Order was advertised for consultation that sought to establish restricted permit entitlement as follows:

Schedule 1A of the 1999 Order	Roads and Properties contained within the Controlled Parking Zone		
Properties for the Purposes of issuing parking permits Eligible for one resident Parking Permit and access to the visitor scheme			
Roads or lengths of roads within Controlled Parking Zone (alphabetical in sub- zone)	Properties for the purposes of issuing Parking Permits	Sub- Zone	Prescribed Hours
St Matthews Road	1a, 1b, 1c, 1d, 1e and 1f	B	At Any Time

9. The TRO wished to enable the new households to have entitlement to 1 resident parking permit each plus the visitor permit scheme (One 4 hr permit with clock and x60 one day permits; these may be used in any combination).
10. Representations were received from six residents and one local councillor and are summarised in Appendix 1.

Discussion

11. It is considered that the planning consent recommendation for the development to have restricted permit entitlement should be given significant weight. The development has been progressed by the local developers on the expectation that there was possibility of the new residents having access to permit parking.
12. The objections of residents concerning an increase upon parking pressures is noted. However the former use of the site by commercial premises would have also resulted in permit being issued (9 business permits compared to a potential of 6 resident permits and visitor scheme permits). However it is important to note that in

the 2011 census¹, 33% of households on St Matthews Road do not have any cars, which could reasonably be applied to the occupants of the new development. It is unlikely that all visitor permit entitlement would be used at the same time, and with the likelihood that not all residents would have a car, the total amount of permits used at any one time would be substantially less than the total permit entitlement.

13. Three site visits have been undertaken by a Transportation officer on weekday evenings around 9pm when most residents are likely to be at home and parking levels are likely to be at their highest. On all three occasions there were a number of free parking spaces on St Matthews Road and Chalk Hill Road that indicate that current parking demand is not exceeding the number of spaces available in the immediate vicinity of the site. It is also important to note that parking spaces may also be available to permit holders across the wider zone in other adjacent streets.
14. Recent analysis in June 2019 of the number of resident permits issued compared to the number of potential permit parking spaces available indicate that the zone has spare capacity; 557 resident permits for 575 parking spaces. The parking capacity of any Controlled Parking Zone will fluctuate given the ebb and flow of residents and their visitors as they come and go, how closely together vehicles park and the length of vehicles. However this data indicates that overall Zone B has sufficient capacity to operate adequately. This ratio of permits to spaces for this Zone is one of the better balanced Controlled Parking Zones in Norwich. It is important to remember that permit holders must seek out parking spaces anywhere in the zone, and cannot assume that spaces will be available on the street they live in, and that possession of a permit does not guarantee a parking space. If a guaranteed parking space is required it may be necessary to rent a council garage or private parking space where these are available.
15. Given that there was a former limited waiting bay (2hr maximum stay Mon to Sat 8am to 6.30pm unrestricted at other times; 15 metres in length / space for 3 cars) adjacent to the site, it is considered reasonable to convert this to permit parking for all local permit holders (permit parking at any time) to respond to residents' concerns about availability of parking space. See Appendix 2 plan number PLTR3329802-001.
16. As a complimentary measure there are three car club vehicles located nearby: Ella Road, Recorder Road, Riverside Road. The car club is a tried and tested method of offering access to a car on a pay as you go basis for its members, as a consequence members often choose not to purchase a car or defer buying a car. Research undertaken nationally by COMO² using Norwich research based on actual member's decisions indicates that for every single car club vehicle deployed in an area, this results in the removal of approximately 7 privately owned vehicles being parked nearby. Therefore this residential development is well sited to benefit from the provision of car club vehicles on adjacent streets.
17. There are several alternative limited waiting bays in adjacent streets at Chalk Hill Road, Rosary Road and Riverside Road, in addition visitor permits can be used in permit bay on all streets nearby.

1. ¹ <https://datashine.org.uk>

² <https://como.org.uk/shared-mobility/shared-cars/why/>

Recommendations

18. The TRO wished to enable the new households to have entitlement to 1 resident parking permit each plus the visitor permit scheme (One 4 hour permit with clock and 60 one day permits; these may be used in any combination).
19. It is recommended that the TRO is implemented as advertised to enable the planning consent to be carried out.
20. It is also recommended that the former 'limited waiting bay' adjacent to the site on St Matthews Road is converted to a permit parking bay for the benefit of all residents in this controlled parking zone. This will require a further Traffic Regulation Order to be advertised. This additional bay will minimize the impact of the additional permit entitlement. This TRO can be advertised for consultation and subject to consultation and delegated approval could be implemented within three months.

Timescales

21. The recommended permit entitlement can be implemented immediately. The new permit parking bay can be advertised and implemented within 3 months. Once the TRO has been sealed the developer can install new parking signs and road markings to the council's specification.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	19 December 2019
Director / Head of service	Andy Watt
Report subject:	St Matthews Road TRO
Date assessed:	30/10/2019

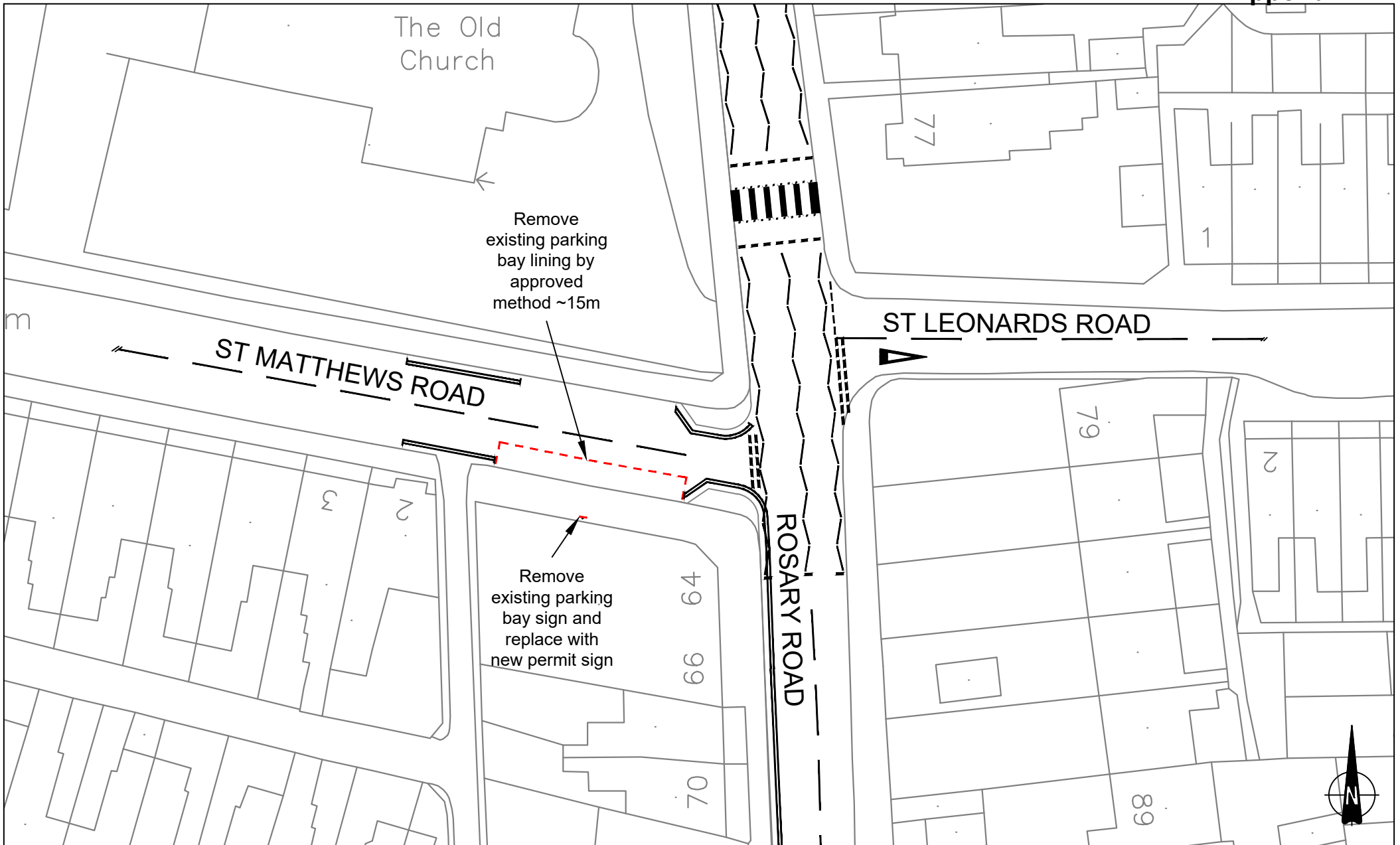
	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)				
	Neutral	Positive	Negative	Comments
Transportation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(Please add an 'x' as appropriate)				
	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment	
Positive	
Negative	
Neutral	
None	
Issues	

Representations	Officer comment
Councillor Ben Price	<p>Objection to allowing new development permit entitlement</p> <p>Considers that the development is a new build and that the policy of not allowing new build properties permit entitlement should apply.</p> <p>Considers that 'six into three doesn't go' with regard to allowing the properties to have restricted permit entitlement and converting the limited waiting bay into permit parking.</p> <p>Comments noted:</p> <p>See report that explains the exceptional planning history of the site.</p> <p>In terms of parking capacity of the adjacent bays, it is important to consider that a controlled parking zone aims to defend parking bays from external parking demand e.g. from commuters, and that permit holders need to look for any space available within the zone. However it does not guarantee the permit holder a parking space.</p> <p>Given that the census indicates that a third of households in this area do not own a car, that permit entitlement would be restricted to one resident permit per household (plus use of the visitor scheme permits) and that three new parking spaces would be provided, on balance it is considered a reasonable compromise.</p>
<p>Resident 1</p> <p>Objection to proposed permit entitlement for new dwellings.</p> <p>Parking issues in local area are severe.</p> <p>Don't understand why this development should have permit entitlement when other new developments do not.</p>	<p>Comments noted</p> <p>See report for rationale of allowing restricted parking entitlement associated with planning consent.</p>
<p>Resident 2</p> <p>Objection to proposed permit entitlement for new dwellings</p> <p>Suggest that the limited waiting bay is converted to permit parking</p>	<p>Comments noted</p> <p>See report for rationale of allowing restricted parking entitlement associated with planning consent.</p> <p>Agree with suggestion about converting the limited waiting bay.</p>

Representations	Officer comment
Resident 3 Objection to proposed permit entitlement for new dwellings	Comments noted See report for rationale of allowing restricted parking entitlement associated with planning consent. Agree with suggestion about converting the limited waiting bay.
Resident 4 Objection to proposed permit entitlement for new dwellings Believed that development would have good cycle parking and would promote car free lifestyle.	Comments noted See report for rationale of allowing restricted parking entitlement associated with planning consent. The development was approved with cycle parking provision.
Resident 5 Objection to proposed permit entitlement for new dwellings Concerned about an extra 12 permits being used	Comments noted See report for rationale of allowing restricted parking entitlement associated with planning consent. It is proposed that 1 resident permit per dwelling is provided plus the visitor scheme. However given census data indicating a third of households do not own a car in this area, actual issuance of parking permits is likely to be lower.
Resident 6 Objection to proposed permit entitlement for new dwellings	Comments noted See report for rationale of allowing restricted parking entitlement associated with planning consent.



NORWICH
City Council

Title
St Matthews Road 2019
Proposed removal of existing limit parking bay
Replacement with Parking Permit control

No.	Date	Notes	REVISIONS	Int.	Ckd.

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Date	27/11/19	Scale(s)	NTS
Drawn By	JG	Designed By	KY
Checked By	KY	NEG. No.	
DWG. No.	PL/TR/3329/802-001		

Andy Watt
Head of City Development Services
City Hall, Norwich, NR2 1NH
tel 0344 980 3333
highways@norwich.gov.uk

Report to Norwich Highways Agency committee
19 December 2019
Report of Head of city development services
Subject Proposed zebra crossing on Drayton Road – consultation results

Item

6

Purpose

To consider all responses from the consultation and approve installation of the proposed zebra crossing on a raised table as advertised.

Recommendation

To:

- (1) approve the proposed zebra crossing on Drayton Road and;
- (2) ask the head of city development services to:
 - (a) arrange the installation of the proposed zebra crossing on a raised table on Drayton Road by Stone Road as advertised:
and,
 - (b) carry out the statutory legal procedures to finalise the traffic regulation order to extend the double yellow lines by 4m on the north side of Drayton Road, west of its junction with Stone Road as shown on plan No. PLA433 HD2 01

Corporate and service priorities

The report helps to meet the corporate priority a safe, clean and low carbon city

Financial implications

These works will be funded from the £50,000 parish partnership fund, jointly funded by Norwich City Council and Norfolk County Council.

Ward/s: Mile Cross

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Linda Abel, senior transportation planner 01603 212190

Joanne Deverick, transportation and network manager 01603 212461

Background documents

A1067 Drayton Road, Pedestrian Crossing Assessment, April 2018

Report

Background

1. A budget of £6000 has been issued to county councillors in Norfolk for members to fund small highway improvements in their wards. In 2018 County Councillor Chrissie Rumsby who was aware of pedestrians having trouble crossing Drayton Road to access the retail units opposite Stone Road, funded a full pedestrian crossing assessment.
2. The pedestrian crossing assessment involved a site assessment, pedestrian and traffic surveys and recorded personal injury collisions in the area to establish the needs of pedestrians.
3. The recommendation from the assessment was that “a Zebra crossing would be the most suitable form of crossing to be installed at this location. There is a significant pedestrian trip generator located on the south side of the road and a formal crossing at this location would be well used”. The report also stated the “crossing should be placed on a hump, allowing pedestrians to cross at grade and suppressing speeds further at the point of crossing”.
4. In discussions with Mile Cross ward councillors, it was evident that local residents would be very concerned about any loss of parking space on Drayton Road. For this reason the location as recommended by the crossing assessment was adjusted to place the crossing point as near to Stone Road as possible to limit the necessary parking restrictions. In this position, pedestrians could use the new pedestrian link at the north east corner of the retail unit.

Consultation

5. The pedestrian crossing and road hump notice and first advert of the traffic regulation order were published in the Eastern Evening News on 11 October 2019. Road notices were displayed on site, information was posted on the city council web site, local residents and businesses were written to and stakeholders emailed to inform the public of the proposals. The consultation period ended on 5 November 2019. The proposed plan showing details of the zebra crossing is attached as appendix 1.
6. In total 8 businesses and residents responded to the consultation. Three agreed to the proposals, five objected. A summary of the responses can be seen attached as appendix 2.
7. The store operations area manager from Aldi responded to say there were no objections from Aldi regarding the proposal and requested information on the timing of the installation.
8. A response from First Bus was concerned with the raised table and commented “I am dismayed that yet more traffic calming is taking place in this way – not only will the construction cause significant disruption to bus services on Drayton Road (every 15 minutes), but it is yet another example of the city council slowing buses down - we need to minimise the impact on buses during construction”.

9. Local residents close to the proposed crossing were concerned with the loss of road side parking, environmental/pollution impact, noise generation and flashing lights into their front rooms. They suggested the crossing should be moved to the east of Stone Road where it is not directly outside houses and give better access to Wensum Park.
10. One resident gave their support for the proposals, adding that they have noted a marked increase of pedestrians crossing the road at this location to gain access to the stores. As Drayton Road is very busy and traffic does speed they thought it was sensible to install a crossing. Concerning residents parking, they pointed out that there are often spaces available for parking on Drayton Road and Stone Road. They stated "Local residents need to understand it is a privilege to park outside their homes and not an automatic right."
11. Councillor Chrissie Rumsby responded "I fully support the Zebra crossing as it will make it safer for residents to cross. Many residents over the years have asked for one, so hopefully this will get the go ahead."

Officer comments

12. There will be a loss of 4m of parking space. This is almost the length of one small car. However there are many areas of unrestricted parking close by and although it may stop residents from parking directly outside their property, they will be able to find space. The small reduction of parking space for residents needs to be considered against the benefit for the wider community.
13. The crossing assessment showed the main area where the public were crossing is to the west of Stone Road to access the retail units. If the crossing was moved to the east of Stone Road many pedestrians would not walk the extra distance to use the crossing. The crossing assessment did propose to locate the crossing closer to the vehicle access to the retail units which did involve reducing parking areas further. However, due to the understanding of the need for residents' parking, the proposed crossing location was moved further east, close to Stone Road where pedestrians will be able to use the new link through to the retail units.
14. The proposal of installing the crossing on a raised table will not have a negative impact on the environment. Traffic will need to slow down to pass the raised table which will improve the environment for all road users. Abrupt braking could produce more emissions and possible noise, but with good forward vision of pedestrians at the kerb edge, this should not be needed. The crossing beacons will be installed with cowls to stop the lights from shining into nearby properties.
15. There is a similar existing zebra crossing on a raised table further to the west on Drayton Road by Junction Road. This has been well used and we have received no concern from bus companies in the past about the raised table. The need to slow down or stop for the crossing will not delay the bus any more than the normal ebb and flow of traffic in Norwich.
16. It is important for the zebra crossing to be placed on a raised table. This will enhance drivers awareness, make it easier to cross for pedestrians (as it will be

at footpath level), help slow traffic and gives continuity with the existing zebra crossing near Junction Road.

17. Aldi stores and other businesses and residents will be given prior notice of the start date for the installation of the crossing. Access to properties will be maintained at all time.
18. Some residents were concerned that crossing assistance was needed to access Wensum Park. An initial survey of people crossing Drayton Road around the crossroads with St Martin's Road, near the main entrance to Wensum Park, has been conducted. The relatively low number of pedestrians crossing in this location and the general speed of finding a gap in the traffic to cross, indicates that this cannot be considered a priority for funding a pedestrian crossing at this time. If travel patterns change and funding becomes available in the future, a full assessment could be carried out.
19. The responses in support of the proposals are gratefully received.
20. A main road such as Drayton Road can be a barrier to people who wish to walk to local amenities, but find it difficult to cross. By providing a convenient and safe crossing for pedestrians to access the retail units or to travel further, more journeys will be taken on foot. This then helps to lower the amount of short journeys taken in motorised vehicles and subsequently helps to improve the environment and residents health. The value of the crossing to the wider community has to be considered against the concerns of the 4 objecting local residents.

Recommendation

21. In consideration of all the responses to the consultation, it is recommended to proceed with installing the proposed zebra crossing on a raised table as shown on plan No.PLA433 HD2 01, including the extra 4m of double yellow line.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	19 December 2019
Director / Head of service	Andy Watt
Report subject:	Proposed zebra crossing on Drayton Road – consultation results
Date assessed:	30/10/2019

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The relatively low cost of the proposed zebra crossing will allow easier crossing of Drayton Road, slow traffic and improve road safety for all road users.
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The crossing will allow easier access to retail units and therefore encourage local visitors.
Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Walking is a free form of transport. By encouraging pedestrians and making it easier and safer to cross the road this is a facility that can be used by all able to walk and also by people in wheelchairs or mobility scooters.
Social (please add an 'x' as appropriate)				
Safeguarding children and adults	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The zebra crossing on a raised table will improve road safety for all.
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The zebra crossing on a raised table will encourage more local pedestrians to visit the retail units and other facilities such as Wensum Park by walking. This will also improve road safety for all.
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposals will increase road safety for all users on the highway.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By encouraging more people to walk to local facilities this will lower the number of short journeys travelled by car which will improve the environment.
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By encouraging more people to walk and slowing traffic, this zebra crossing on a raised table will help to lower pollution from road traffic.

	Impact			
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By encouraging more people to walk and slowing traffic, this zebra crossing on a raised table will help to lower the use of fossil fuels and air pollution from road traffic.
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The design will be assessed by the full programme of road safety audits before and after construction.

Recommendations from impact assessment

Positive

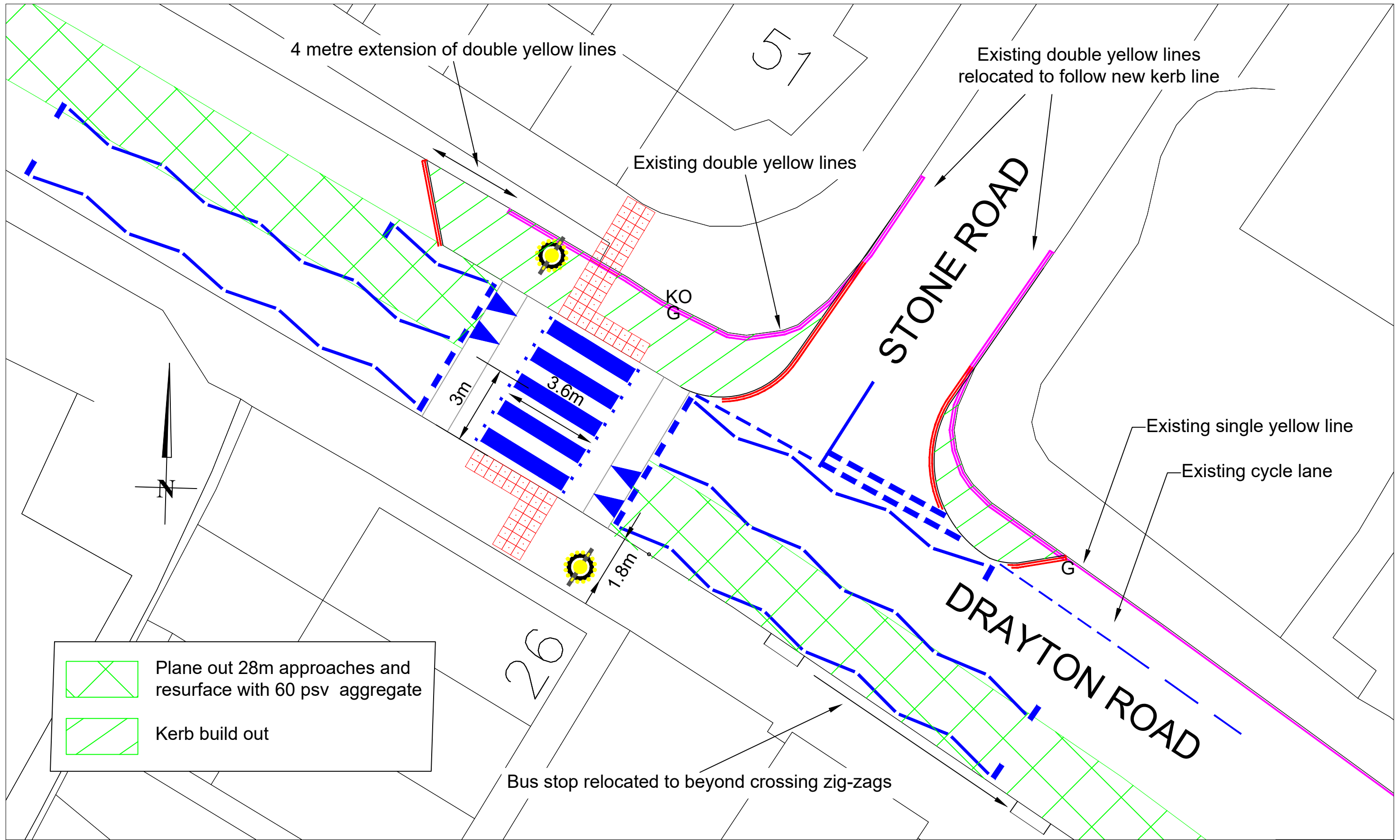
The proposed zebra crossing on a raised table on Drayton Road will improve road safety for all road users and should be installed as advertised.

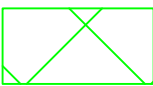
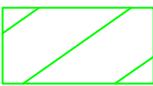
Negative

Neutral

Issues

The impact to residents parking has been minimised as much as possible and is considered acceptable in consideration of the benefits to the whole community.



-  Plane out 28m approaches and resurface with 60 psv aggregate
-  Kerb build out

Appendix 1

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REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	Extension of build-out	PW		9/2019

	INITIALS	DATE	DRAWING No.
SURVEYED BY	PW	9/2019	PLA433 HD2 01
DESIGNED BY	PW	9/2019	PROJECT TITLE
DRAWN BY	PW	9/2019	Drayton Rd zebra crossing
CHECKED BY	LA	9/2019	SCALE
			NTS
			FILE No.
			PLA433

Consultation Responses to Drayton Road proposed zebra crossing

Respondent	Objection or agree	Comments	Officer views
Aldi	Agree	There are no objections from Aldi in regards this proposal. A request for information on timescales for the work involved.	Support welcome. If the installation is agreed, local residents and businesses should be given two weeks' notice of the proposed date of construction.
Local Resident	Objection	Strongly opposed to scheme as it is considered unnecessary and will do more harm than good. Stated that they never have to wait longer than 10 or 20 seconds to cross Drayton Road. Parking is already quite tight in the area and losing more space will not be good for any who live there. Considers a waste of money that would be better off used elsewhere. There is another crossing nearby. Would be better moved nearer to Wensum park.	The crossing assessment carried out by road safety engineers showed a definite need for a formal pedestrian crossing. The amount of space lost to road side parking is just 4m which is less than the length of a single car. An initial survey of people crossing near the main entrance to Wensum Park has been conducted and showed a relatively low level of crossing.
Local Resident	Objection	Concerned about the environmental/pollution impact, and also the noise impact, since as they work from home. Also does not want lights flashing constantly outside the front window. Considers the crossing would be better on the east side of Stone Road where the flats have a large green area separating them from the road.	The raised table will be designed to recommendations from the Department of Transport. The changes to the existing level of noise from traffic on Drayton Road is expected to be negligent. To stop the flashing beacons lighting into nearby properties, the beacons will be fitted with cowls. If the crossing was moved to the east side of Stone Road, it will be well away from the desire line of many pedestrians.

Respondent	Objection or agree	Comments	Officer views
Local Resident	Agree	<p>Supports the crossing. States since Aldi and Home Bargains opened their stores there has been a marked increase of pedestrians crossing Drayton Road. Drayton Road is a very busy and many vehicles do not adhere to the 30mph speed restriction. Considers it is a sensible idea to put a crossing at this location. They often walk on this road morning and evening and sees there are usually spaces available for parking in this area and further around. Summarises that local residents need to understand it is a privilege to park outside their homes and not an automatic right. Considers there will be few/no parking problems once the crossing is installed. Thinks this is an excellent scheme to help pedestrians and slow traffic on Drayton Road.</p>	<p>Support welcomed. It is correct that the main function of a road is for the movement of people and vehicles. There is no legal right to be able to park on the road.</p>

Respondent	Objection or agree	Comments	Officer views
Local Resident	Objection	<p>Considers the proposed crossing is in the wrong location, suggests it should be south/east of Stone Road where it will be better for pedestrian safety, desire path, effects on noise and air pollution and parking. There is insufficient parking spaces for all residents now, compounded by day time commuters, a CPZ should be introduced. Aldi shoppers also park here. The raised table will cause noise and these old houses will not be able to be modified to reduce the noise levels to World health Organisation Guidelines. Traffic pollution will increase due to vehicles braking. The proposed location requires pedestrians to unnecessarily cross Stone Road. There will be less privacy as bus passengers will look into our front windows. This historic raised Victorian streetscape will be blighted by street furniture and belisha beacons. Also, a crossing should have been funded by the new development at the retail park and not using public money.</p>	<p>As mentioned above, if the crossing was moved to the east side of Stone Road, it will be well away from the desire line of many pedestrians and not used. At the moment the council does not have the necessary budget to consider extending the existing CPZ areas. The raised table will be designed to recommendations from the Department of Transport. The changes to the existing level of noise from traffic on Drayton Road is expected to be negligent. Any residential property on a main radial road into Norwich will have buses and other large vehicles going past and occasionally stopping outside. The new development for the two retail units was a replacement of existing retail units, so there was no change in use of land. Therefore there was no general transport contributions. However a new link to Drayton Road for pedestrians was provided which is being used for the route to the zebra crossing.</p>

Respondent	Objection or agree	Comments	Officer views
Local Resident	Objection	Placing the crossing in this location will have a detrimental effect on the people living near this area, especially due to loss of parking space. The other side of Stone Road is much better for pedestrian safety. HGVs to the nearby industrial units have difficulties manoeuvring in this area. They also, on occasions block the footpath by inconsiderate parking, which the council needs to deal with. This crossing will be too close to the other zebra crossing by Junction Road and will cause accidents and traffic flow problems. Many drivers break the speed limit in this area. The crossing should be moved nearer to Wensum Park where it would not affect anyone in the area and help visitors to the park. Planners need to understand the area better to provide an appropriate scheme.	As mentioned above, the amount of space lost to road side parking is just 4m which is less than the length of a single car. The zebra crossing zig zags will prohibit parking in this area which will be enforced. The zebra crossing near Junction Road is approximately 170m to the west, this will not cause any traffic problems and as they are will both be on raised tables, will help to slow traffic. The crossing assessment showed a need for the crossing close to the entrance of the retail park. A further survey of people crossing near the main entrance to Wensum Park has been conducted and showed a relatively low level of crossing.
First Bus	Objection to raised table	Dismayed that yet more traffic calming is taking place in this way, not only will the construction cause significant disruption to bus services on Drayton Road (every 15 minutes), but it is yet another example of the city council slowing buses down. It is necessary to minimise the impact on buses during construction.	The raised table will slow all traffic but not to disrupt bus timetables. During construction we aim to avoid traffic delays where possible.
Cllr Chrissie Rumsby	Agree	I fully support the Zebra crossing as it will make it safer for residents to cross. Many residents over the years have asked for one, so hopefully this will get the go ahead.	Support welcome

Report to Norwich Highways Agency committee
19 December 2019

Report of Head of city development services

Subject Transport for Norwich City Centre Access and
Experimental Cycle Contraflow

Item

7

Purpose

To note the success of the changes to cycle access in the city centre and to consider the responses to the experimental order for contraflow cycle facilities.

Recommendations

That members:

- (1) note that the changes to cycle access within the pedestrianised areas and the new contraflow facilities that were installed permanently in October 2018 have operated safely and successfully;
- (2) agree the improvements to the St Stephens Square contraflow arrangements detailed on the plan no. CCAG2-45-19-01 in Appendix 1.
- (3) ask the head of city development services to complete the statutory processes to make the contraflow cycle facilities in Cow Hill, Redwell Street, St Stephens Square (including Crooks Place) and Ten Bell Lane permanent

Corporate and service priorities

The report helps to meet the corporate priority people living well.

Financial implications

£5,000 for improving the junction of St Stephens Square and St Stephens Road. This work includes adjusting kerb lines and creating a cycle bypass. This will be funded by the Cycle City Ambition Grant

Ward/s: Town Close, Mancroft and Thorpe Hamlet

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Ed Parnaby, Transport planner 01603 212446

Joanne Deverick, Transportation and network manager 01603 212461

Background documents

None

Report

Background

1. In September 2017, as part of Cycle City Ambition Grant (CCAG) programme, this committee approved changes to cycling access in the city centre which allowed cycling at all times within the pedestrianised area and introduced a number of new facilities to allow two-way cycling (through the use of cycle contraflow facilities) on streets that historically were converted to one-way streets for all traffic. Cycle contraflow facilities furthers the objective of promoting cycling through increased cycle permeability.
2. At that time, following recommendations by the Road Safety Team at Norfolk County Council, four of the cycle contraflow facilities were introduced on an experimental basis using an 18 month experimental traffic regulation order (TRO). These facilities are on Cow Hill, Redwell Street, St Stephens Square (including Crooks Place) and Ten Bell Lane. The experimental orders commenced in October 2018.
3. It is a requirement that either the proposals are formally agreed within the 18 month period, and the experimental TROs made permanent, or that the experiment is ended. Such an approach allows anyone to comment on the proposals whilst they are actually in place and for those comments to be considered along with any other information that may become available.
4. It is now over twelve months since the experiment commenced so it is now time to consider whether to make these orders permanent.
5. The London Cycle Design Standards and European best practice regard allowing two-way cycling on all city streets as the norm. The approach of using an experimental order was taken, as these particular streets have sections with restricted carriageway widths, but with the mitigating factors of a low level of motorised traffic flow and being on routes that allow those cycling to avoid having to use busier roads.
6. This report summarises that information and provides the context of the wider area over which the changes made in the city centre access strategy.

Summary of safety data

7. There have been no recorded accidents in any of the pedestrianised areas where cycling was permitted in October 2018, and no recorded accidents on any of the contra-flow cycling facilities introduced, including those only introduced on an experimental basis.

Responses to the experimental schemes

8. There were no objections to the facilities on Redwell Street or Ten Bell Lane.
9. There were two objections to the St Stephens Square cycle contraflow on the grounds that:
 - (a) a safe speed of more than 10mph was not possible;

- (b) as a driver they had narrowly avoided an accident on three occasions at the junction with St Stephens Road;
- (c) more prominent signage was needed;
- (d) the amount of carriageway space was inadequate.

10. There was one objection to the Cow Hill cycle contraflow on the grounds that:

- (a) the amount of carriageway space was inadequate.
- (b) this street is heavily trafficked in the afternoon peak.

Conclusions and recommendations

11. The changes made to create a city centre wide *Pedestrian and Cycle Zone* and the associated contraflow cycling facilities have proven to be a safe for all users since being implemented. The use of the *Share with care* signage was generally well received and these temporary signs are now being considered for use on other schemes where appropriate. We will continue to monitor how it is working. Cambridge has utilised a comparable policy to cycling access and some of the other cities with CCAG have shown interest in adopting a similar approach.
12. St Stephens Square contraflow facility allows those cycling to reach the city centre via the Toucan crossing over Chapel Field Road avoiding the busy St Stephens roundabout. It also provides access to those properties on St Stephens Square from the west of the city.
13. Due to the experimental nature of the scheme, no changes were made to the area that were not easily reversible, and that did mean the junction with St Stephens Road was less than satisfactory for cyclists turning in as was noted by one of the objectors. As the scheme is now recommended to be made permanent, changes can be made to overcome this issue and these are shown on the plan in Appendix 1. There will also be a review of the signage to see whether any additional signage is needed. Despite the concerns raised from those driving on St Stephens Square; fundamentally this facility has provided useful connectivity, creating a safe route from the west of the city to the centre and can be improved to overcome many of the concerns raised.
14. It is accepted that Cow Hill is busy with queuing motorised traffic at afternoon peak and would present some challenge to those cycling contraflow at that time. Given the speeds involved, this is not a safety issue and for the majority of the day this contraflow facility improves access for cycling.
15. The cycle contraflow facilities on Cow Hill, Redwell Street and Ten Bell Lane should be made permanent. These facilities have provided useful connectivity for cycling and have been shown to be safe.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	NHAC
Committee date:	19 December 2019
Director / Head of service	Andy Watt
Report subject:	City centre access and experimental contraflow
Date assessed:	26 November 2019

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Better cycle access encourages active travel

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Makes better use of street space for moving people
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Better access encourages zero emission
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment

Positive

Making these orders permanent will encourage efficient, active, low cost, zero emission transport

Negative

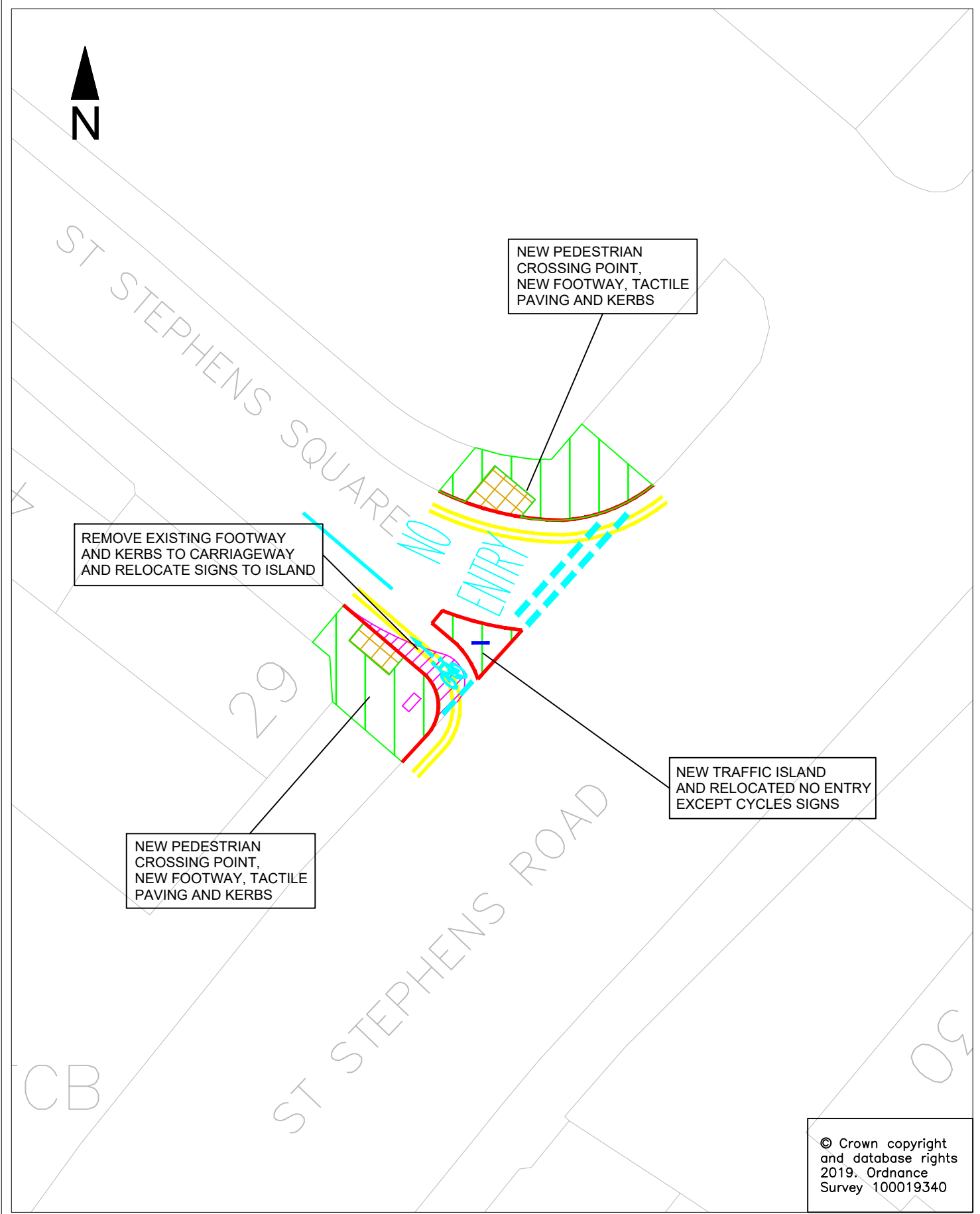
N/A

Neutral


There are some small indirect benefits such as providing a legal contraflow facility removes some potential for a moving traffic offence

Issues

N/A



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 Norfolk County Council	DRAWING TITLE St Stephens Square Cycle Contra-flow
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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	INIT.	DATE	DRAWING No. CCAG2-45-19-01
DESIGNED BY	EP	12/19	PROJECT TITLE City Centre Access
DRAWN BY	TC	12/19	SCALE NTS
CHECKED BY			FILE No. CCAG2-45

Report to Norwich Highways Agency committee
19 December 2019
Report of Head of city development services
Subject Car Club Expansion

Item
8

Purpose

To consider representations received in respect of a Traffic Regulation Order for car club parking bays and to recommend appropriate action in response to the outcome of the consultation.

Recommendation

That members:

- (1) approve the car club locations listed below and ask the head of city development to implement the following restrictions as advertised:

- **Avenue Road**
(additional 1 car club space to existing single bay)
- **Ber Street**
(1 space car club bay)
- **Britannia Road**
(1 space car club bay)
- **Borrowdale Drive**
(1 space car club bay)
- **Cavell Road**
(1 space car club bay)
- **Cecil Road**
(2 space car club bay)
- **Clarendon Road**
(additional car club space to existing bay)
- **Farmers Avenue**
(1 space car club bay)
- **Fishergate**
(additional 1 car club space to existing single bay)
- **Greyfriars Road**
(Extend existing car club bay whilst retaining 2 car club spaces insitu)
- **Ipswich Road**
(in Eaton Rise parallel to main road) (1 space car club bay)
- **King Street (south)**
(additional 1 space)
- **Mill Hill Road**
(2 space car club bay)
- **Mountergate**
(2 space car club bay)
- **Park Lane**
(additional car club space to existing bay)
- **Rye Avenue**
(2 space car club bay)
- **Scott Road**
(2 space car club bay)
- **Southwell Road**
(1 space car club bay)
- **St Giles Street (West)**
(additional 1 space for existing car club bay)
- **Westwick Street**
(2 space car club bay)
- **Woodgrove Parade**
(1 space car club bay)

(2) agree not to implement the following car club parking bay locations

- **Bishopgate**
(2 space car club bay).
- **Waverley Road**
(1 space car club bay)
- **St Faiths Lane;**
(2 space car club bay)

Corporate and service priorities

This report supports the corporate priority great neighbourhoods, housing and environment.

Financial implications

Under the contract with the car club the local authority is obligated to pay all costs associated with the allocation of car club bays. This is funded through the civil parking enforcement surplus. The anticipated cost of installing all the bays that are listed for implementation is £6,000.

Ward/s: Multiple Wards

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Kieran Yates, Transport planner 01603 212471

Bruce Bentley, Principal transport planner 01603 212445

Background documents

None

Report

Background

1. The Norwich Car Club is an established part of the Transport for Norwich Strategy since 2006 when it formed part of an EU Civitas programme to promote new forms of sustainable mobility. It is a membership scheme that offers affordable pay as you go motoring at locations across Norwich. Currently there are 50 cars and 5 vans in operation, with another two locations due to be implemented next month. The service is popular as it enables its members access to a vehicle without the costs of buying or leasing a vehicle outright. The council as Highway Authority has procured the service from Norfolk County Community Interest Company and agrees to promote the Traffic Regulation Orders to facilitate the location of car club bays, the costs of bay signage, road markings and legal costs are met from the city's civil parking enforcement surplus funds.
2. Consultation for new car club bays at locations across the city to allow for the expansion of the car club was carried out in Oct/Nov 2019. This involved a statutory notice in the Evening News and on street notices at all the proposed locations. Ward members were also informed of the proposals. The car club operator notified its members of the consultation.
3. Some bays require minor amendments to waiting restrictions as described in the statutory notice, such as adjusting the length of adjacent double yellow lines, pay and display bays or permit parking bays. .
4. Expansion of the car club is in response to increased public demand, membership and usage of the Norfolk Car Club has continued to increase as understanding of the benefits of the service has spread by word of mouth and social media.
5. A common theme across the objections received was the concern that the installation of new car club bays would have a negative impact on the availability of parking for residents. However, one of the main reasons the council supports the car club is that the evidence from research into the effect of car club schemes from around the country by COMO ¹(that includes research findings from Norwich based car club members) is that they remove between 5-12 privately owned vehicles from local streets for each new car club car provided.
6. The proposed car club bay locations in this report represent organic growth of membership of the car club, this includes growing demand for existing locations as well as new members in other areas. Consideration has been given to extend the car club into neighbourhoods with socio-economic deprivation as well near more established areas and where there has been member demand for a car club location.
7. Separately as part of the Transforming Cities Fund application to the Department for Transport there is provision for additional car club parking bay locations to be sited near proposed mobility hubs. The concept of the mobility hub is to promote travel choices for the public. These locations are not listed in this report, but would be complimentary to the locations in this report as a member of the car club could use

¹ <https://como.org.uk/shared-mobility/shared-cars/why/>

vehicles in any location across Greater Norwich.

8. An additional two car club bays are also planned on Geoffrey Watling Way that will be supplied with electric chargepoints provided by Broadland Housing Association, these will be implemented when the Carrow Quay residential development progresses. As part of ongoing growth, a new hybrid (petrol/electric) car is due to be deployed as part of the Goldsmith Street residential development in January 2020 that has been funded by Norwich City Council as developers of that scheme. It has an electric supply box installed in readiness for roll out of future EV chargepoints across the city when funding becomes available to achieve this comprehensively, at which point the vehicle would be replaced with an electric car.

Consultation

9. All objections are summarised in Appendix 1 with officer comments and recommendations. Support was received from 66 members of the car club for all locations advertised.

Discussion

10. The following 18 sites listed below only received representations of support and are recommended for implementation. These sites are:

- **Avenue Road** (additional 1 car club space to existing single bay), adjacent to rear garden wall of 163 College Road.
- **Ber Street** (1 space car club bay); adjacent to city wall and Nos 72-80 Ber Street. Replacing a pay and display parking space.
- **Cecil Road** (2 space car club bay), adjacent to side flank wall of Thetford House on Ipswich Road; replacing double yellow lines.
- **Clarendon Road** (additional car club space to existing bay); adjacent to side flank wall of No. 17 Unthank Road, replacing double yellow lines.
- **Farmers Avenue** (1 space car club bay); between No. 1 Farmers Avenue and Castle Mall car park entrance. Replacing double yellow lines and loading restrictions.
- **Fishergate** (additional car club space to existing bay adjacent to Smurfit Kappa factory) replacing a section of permit parking;
- **permit parking bay** to be extended 6 metres towards Blackfriars Street to compensate, replacing double yellow lines.
- **Greyfriars Road** Extend existing car club bay to a total length of 12 metres to improve ease of use), replacing double yellow lines. (adjacent to Nos 1 to 73 Greyfriars Road)
- **Ipswich Road** (the road in Eaton Rise parallel to main road) (1 space car club bay) adjacent to side flank of No. 2 Lyhart Road.
- **King Street (south)** (additional 1 space, extend existing car club bay to total length of 12 metres), opposite former Ferry Boat Inn PH, adjacent to Nos 208/212 King Street, replacing double yellow lines.
- **Mill Hill Road** (2 space car club bay); south of Clarendon Steps adjacent to Nos 50 to 54 Mill Hill Road, replacing a section of limited waiting bay.
- **Mountergate** (2 space car club bay); adjacent to Baltic House

offices, replacing double yellow lines.

- **Park Lane** (additional car club space to existing bay adjacent to No. 42a Park Lane; replacing a section of limited waiting bay.
- **Rye Avenue** (2 space car club bay) adjacent to the middle of the Civic Gardens green space opposite its junction with Suckling Avenue.
- **Scott Road** (2 space car club bay) adjacent to junction with Wilson Road, replacing limited waiting parking.
- **Southwell Road** (1 space car club bay), opposite 97 Southwell

Road replacing double yellow lines.

- **St Giles Street (West)** (additional space for existing car club bay making it 2 spaces) adjacent to No 51b St Giles Street; lengthen bay to total length of 14 metres, replacing pay and display bay.
- **Westwick Street** (2 space car club bay); adjacent to Westwick Street car park within layby, replacing single yellow lines and loading restrictions and associated double yellow line reinstatement.
- **Woodgrove Parade** (1 space car club bay) opposite No. 1 Woodgrove Parade.

11. The following three sites received objections; however for the reasons given in Appendix 1 it is recommended that these are implemented.

- **Borrowdale Drive** (1 space car club bay) on south side of footway strip adjacent to shopping parade (opposite Nos 71/73 Borrowdale Drive).
- **Britannia Road** (1 space car club bay) adjacent to side flank of No. 150 Ketts Hill.
- **Cavell Road** (1 space car club bay) on north side in bay nearest Long John Hill

12. The following three sites received objections and for reasons given in Appendix 1 are not recommended to be implemented:

- **Bishopgate** (2 space car club bay); adjacent to St Martins Housing Trust Offices (between Nos 140/141 and 143 Cotman Fields) replacing double yellow lines.
- **St Faiths Lane**; (2 space car club bay), adjacent to Nos 22 to 26 St Faiths Lane, replacing double yellow lines.
- **Waverley Road** (1 space car club bay) on north west side adjacent to rear of No. 22 Eaton Road. The following three sites received objections and for the reasons given in Appendix 1 it is recommended that these are not implemented.

Recommendations

13. We recommend that the car club parking bay locations listed on the front of the report and associated waiting restriction amendments are implemented as advertised. See Appendix 2 for map of proposed car club bay locations.

Timescales

14. Should recommendations be approved by members the Traffic Regulation Order can be advised to come into effect swiftly to enable the Car Club operator to implement locations when funding is available for vehicles to be procured. The car club operator intends to expand the new locations incrementally over the next two years in a phased roll out. The priority sequence will be all new city centre locations (Ber Street, Bishopgate, Farmers Avenue, Mountergate, St Giles Street (west), Westwick Street.plus Cecil Road, Cavell Road and Mill Hill Road.



Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	19 December 2019
Director / Head of service	Andy Watt
Report subject:	Car Club Expansion
Date assessed:	08/11/2019

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The car club can provide a new means of mobility for people who cannot afford to buy a car but enables local travel.
Environmental (please add an 'x' as appropriate)				
	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The car club can provide a new means of mobility that reduces overall car ownership and use as owners give up or defer owning their own car and use the car club only when required due to the pay as you go pricing tariff that promotes frugal use.
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment
Positive
The car club is a valuable means of implementing the policies of the Transport for Norwich Strategy.
Negative
Neutral
None
Issues

Appendix 1

Representations	Officer comment
<p>Bishopgate</p> <p>1 objection from resident, who lives opposite the proposed car club bay and needs to be able to enter and exit his property using a car with a trailer. The proposed car club bay would cause access issues.</p>	<p>Comments noted</p> <p>Recommendation not to implement</p>
<p>Borrowdale Drive</p> <p>2 objections from resident and trader about insufficient availability of parking and unsuitable choice of location for the car club on Borrowdale Drive.</p> <p>Support from 66 members of the public who are members of the Norwich car club and support its expansion in this location</p>	<p>Comments noted</p> <p>Recommendation to implement as advertised.</p> <p>This location adjacent to a parade of shops is a logical location for the car club to be at the centre of community life. The parking bay adjacent to the shops is public highway and has unrestricted parking.</p> <p>There is localised demand for parking from staff and customers in this location, but there is sufficient space for a single car club vehicle. Given that there is a bus stop adjacent it was considered more appropriate to locate the car club bay on this inside of the layby rather than where the bus pulls up twice daily.</p> <p>Due to the suburban layout of the locality it is challenging to locate the car club elsewhere on Borrowdale Drive as there are numerous vehicle accesses to dwellings that make it practically difficult to locate elsewhere. It is considered that the car club would offer a valuable means of mobility for householders and businesses in the vicinity who might require it.</p>

Representations	Officer comment
<p>Britannia Road</p> <p>1 objections from resident and landlord near to proposed car club bay objecting to loss of parking space, describes high levels of parking demand in local area from commuters and residents.</p>	<p>Comments noted</p> <p>Recommendation to implement as advertised</p> <p>This location is located on a residential street outside of the adjacent Controlled Parking Zone. The proposed car club bay is located on a section of road with unrestricted parking. It is accepted that there is high levels of parking demand in this location from commuters during the day and residents in the evening and overnight. There are no plans for the foreseeable to make this a permit controlled CPZ. The proven track record of the car club is that residents give up running second cars and rely on the car club for adhoc use, it frees up around 7 cars for each car club vehicle deployed. For this reason parking demand can abate in addition to offering a new means of mobility for residents. As on – street parking spaces are not reserved for adjacent households, and can never be guaranteed now, it is not unreasonable for the adjacent resident to park their vehicle nearby in another location.</p>
<p>Cavell Road</p> <p>1 objection from resident via Councillor (Cllr Patrick Manning). Concerned about lack of availability of on street parking on Cavell Road due to its location outside of the adjacent Controlled Parking Zone.</p>	<p>Comments noted</p> <p>Recommendation to implement as advertised</p> <p>This location opposite to a parade of shops is a logical location for the car club to be near to the centre of community life. The parking bay proposed for the car club is public highway and has unrestricted parking. Due to the suburban layout of the locality it is challenging to locate the car club elsewhere on Cavell Road or Netherwood Green as there are numerous vehicle accesses to dwellings that make it practically difficult to locate elsewhere. It is considered that the car club would offer a valuable means of mobility for householders and businesses in the vicinity who might require it.</p>
<p>Cecil Road</p> <p>1 objection from household of two residents concerned that</p>	<p>Comments noted</p> <p>Recommendation to implement as advertised</p>

Representations	Officer comment
<p>Cecil Road was not wide enough for the car club vehicle and too near to the junction with Ipswich Road and adjacent driveways. Request to put car club bay in new parking bay in verge.</p> <p>Support from 66 members of the public who are members of the Norwich car club and support its expansion in this location</p>	<p>This location on Cecil Road would be located on a stretch of double yellow lines at sufficient distance from the junction with Ipswich Road and driveways not to cause an obstruction of adversely affect sightlines. Cecil Road is a particularly wide road that should enable a car to easily pass by a parked car. Should there be two way traffic that needs to pass one car would need to wait, this has a traffic calming effect that would not cause congestion. The grounds for objection are not considered to have sufficient justification to warrant refusal on highway grounds.</p> <p>Regretably the council does not have resources available to construct a new parking bay, we need to make use of the extant highway and use waiting restrictions to achieve the new bay.</p>
<p>St Faiths Lane;</p> <p>Objection from 1 resident and local councillor (Cllr Graeme) who lives adjacent to proposed car club bay. Resident has a mobility disability and requires vehicles such as taxis to pull up to his property so he can get in and out with ease using a ramp for his wheelchair.</p>	<p>Comments noted</p> <p>Recommendation not to implement</p>
<p>Waverley Road</p> <p>1 Objection from adjacent householder . The proposed</p>	<p>Comments noted</p> <p>Recommendation not to implement</p>

Representations	Officer comment
<p>car club bay location is on the wrong side of the road given most vehicles part on the south side. The new car club space would cause a bottleneck to traffic if there was parking on the opposite side.</p>	

Appendix 2: Proposed car club bay locations

