

Report to	Norwich Highways Agency committee 20 December 2018	Item
Report of	Head of city development services	9
Subject	Proposed Limited Waiting Restrictions in the Sewell Ward – Consultation Results	

Purpose

To consider all responses from the consultation and approve installation of the proposed limited waiting restrictions in four locations in Sewell Ward.

Recommendation

To

- (1) approve installation of the proposed limited waiting restrictions in four locations in Sewell Ward (as set out in the report and in 2 (a) to (d) below);
- (2) ask the head of city development services to carry out the statutory legal procedures to finalise the traffic regulation orders to:
 - (a) amend waiting restrictions in Denmark Opening as shown on plan No.PL/TR/3329/788;
 - (b) install waiting restrictions in Garrett Court and Gertrude Road as shown on plan No. PL/TR/3329/790;
 - (c) amend waiting restrictions in John Stephenson court and Violet Road as shown on plan No. PL/TR/3329/791;
 - (d) install waiting restrictions in Mousehold Avenue and Lavengro Road as shown on plan No. PL/TR/3329/792.

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 £6000 county members' budget for Sewell Ward

Ward/s: Sewell

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

None

Report

Background

1. A budget of £6000 has been issued to all county councillors in Norfolk for members to fund small highway improvements in their wards. This fund must be used in the financial year it is allocated. Members can choose to pool their budgets for projects that cross ward boundaries but they cannot accrue their budget to be used in future years. In the city, if members do not identify schemes to fully utilise their budget by the end of the calendar year, any underspend is spent on highway maintenance schemes in their area.
2. Cllr Brociek-Coulton has received concerns from residents of parking issues in Sewell Ward in four areas and requested to address these concerns with the county members' budget. After discussion and consideration it was decided appropriate to amend waiting restrictions in the following areas; Denmark Opening, Garrett Court, John Stephenson Court and Mousehold Avenue.

Consultation

3. The necessary advert was published in the Eastern Evening News on 12 October 2018. 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 6 November 2018.
4. In total 26 responses were received from the consultation. A summary of the responses and officers comments can be seen in appendix 1. Each of the four areas is addressed separately below.

Denmark Opening

5. Denmark Opening is a small cul-de-sac off Sprowston Road, housing six businesses, a car park for the Denmark Café and access to Layson Drive with four private houses. The close proximity and small amount of on street parking in the close has led to many confrontations between occupants over parking. The main issue is obstruction of Layson Drive, Denmark Café car park and businesses. Disagreement on the boundary of the adopted highway has also led to difficulties in enforcement.
6. A meeting held between business owners, residents, Cllr Brociek-Coulton and council officers concluded it would be beneficial to amend the existing waiting restrictions. A plan showing the recorded extent of the adopted highway was also given to interested parties. Plan No.PL/TR/3329/788 showing the agreed proposal is attached as appendix 2.
7. Two written comments have been received for this proposal. One from a resident of Layson Drive who is in support of the proposals and one from a business owner, requesting the double yellow lines outside the access door to their property are removed to enable parking. At a site meeting, it was discussed that if the yellow lines were removed, any driver could park there and block the access door and that a large vehicle, if parked in this place, would block the entrance to Denmark Opening and also block the path for pedestrians

entering Denmark Opening, forcing them to walk in the road near the junction with Sprowston Road.

8. Another business owner telephoned to request that all restrictions were removed from Denmark Opening, but they did not follow up the conversation by writing or emailing their response when asked.

Officer comments

9. It is recommended to install the waiting restrictions as advertised.

Garrett Court

10. Garrett Court has 41 flats, each of which has allocated parking within off street car parks. The adjoining street, Gertrude Road is a terraced street with limited on street parking space available for residents. Some local residents choose to park in Garrett Court and at times when aiming not to block the carriageway, park on the footpath, blocking access for pedestrians. This can lead to the unsafe practice of pedestrians and wheelchair / mobility scooter users needing to travel in the road.
11. It is necessary to stop the footpath being blocked and ensure safe access for pedestrians to Garrett Court and whilst crossing the junction. If parking is reduced, visibility to pedestrians and drivers at the Garrett Court / Gertrude Road junction would also be improved.
12. The proposed parking restrictions are shown on Plan No. PL/TR/3329/790 attached as appendix 3.
13. In total 12 people responded to the consultation. Five of those objected to the proposals. The main concern was the existing limited space for residents to park in both Garrett Court and Gertrude Road, which will be made worse. The existing situation was not considered a problem for pedestrians. The responders in agreement with the proposals did acknowledge that the vehicles block the footpath and on occasions pedestrians need to walk in the road. Four responders asked for the restrictions to be extended to include the entrance into the off street car park and grass areas.

Officer comments

14. It is understood that parking for residents is important, but we need to balance this with the needs and safety of pedestrians. Further restrictions are not possible without a further public consultation; therefore it would be appropriate to install the restrictions as advertised and monitor to see if further parking issues do arise.

John Stephenson Court

15. John Stephenson Court has a mixture of 18 flats and houses, each has allocated parking within off street car parks. The adjoining street, Violet Road, has many vehicles parked on street. Some local residents choose to park on John Stephenson Court, mounting the footpath to leave room for vehicles to pass. However, this then blocks the footpath, forcing pedestrians, mobility scooters and those with pushchairs into the road.

16. Plan No.PL/TR/3329/791 showing the proposed restrictions is attached as appendix 4.

17. In total 8 people responded to the proposals. Two of these objected because they felt the area has very limited parking for residents at the moment, and the junction of Violet Road with Gertrude Road had greater problems for pedestrians than the John Stephenson Court with Violet Road. Three of the responders in agreement with the proposals requested the parking restrictions were extended to remove the one parking space on the north side. Some were concerned that if a large vehicle were to park there, the access road would be too narrow for some vehicles.

Officer comments

18. As with Garrett Court, parking for residents is important, but we need to balance this with the needs and safety of pedestrians. It is considered acceptable to allow one parking space on the close as the road width at this point is 4.6m wide. However, as indicated by consultation responders, large vans often park in this area, which could reduce the available road and block access to large vehicles such as refuse lorries. However, more restrictions are not possible without a further public consultation. It is recommended to install the restrictions as advertised and monitor to see if further parking issues do arise.

Mousehold Avenue / Lavengro Road junction

19. Parents taking children to and picking up from the nearby Mousehold Infant and Nursery School park on this junction. This causes problems for pedestrians and drivers negotiating the junction. Vehicles parked on the verge can also block the footpath.

20. It is necessary to keep this junction free from parked vehicles to improve road safety and encourage parents to walk or cycle with their children to school.

21. Plan No. PL/TR/3329/792 attached as appendix 5 shows the proposed double yellow lines advertised for this area.

22. Four people responded to the proposals. One objected saying the restrictions will make parking for residents and parents more difficult. One resident agreed with the restrictions at the junction, but asked for them to be shortened by a small amount to allow more space for residents to park.

Officer comments

23. The proposed restrictions cover the staggered junction of Mousehold Avenue with Lavengro Road and are considered to be the necessary length to provide good visibility of and for pedestrians and easy manoeuvrability to drivers. The proposed yellow lines are no more restrictive than parking in accordance with The Highway Code.

Recommendation

24. It is recommended to install the proposed waiting restrictions on Denmark Opening, Garrett Court, John Stephenson Court and Mousehold Avenue as advertised.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	20 December 2018
Director / Head of service	Head of city development services
Report subject:	Proposed limited waiting restrictions in the Sewell Ward – consultation results
Date assessed:	26 November 2018

	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"/>	This scheme is judged to be value for money and should reduce expenditure on enforcement of Denmark Opening and also maintenance of the three areas where vehicles are parking on the footpath.
Other departments and services e.g. office facilities, customer contact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Denmark Opening proposals should reduce contact time for parking services and city wide services.
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The schemes on Garrett Court, John Stephenson Court and Mousehold Avenue are designed to give safe passage on the public highway to pedestrians, wheelchair, mobility scooter and pushchair users.
<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"/>	As above, the safer and easier travel for pedestrians will encourage more residents to walk rather than using their personal vehicles for short trips. It is accepted that increasing walking in everyday life activities improves health and wellbeing.
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed waiting restriction changes in Denmark Opening are designed to address parking concerns from local residents and businesses in this small cul de sac. The proposed double yellow lines in the three residential areas will stop the inconsiderate parking by some drivers which could lead to angry confrontations.
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 ability to use the footpath safely and without obstruction will aid independence of people who need to use wheelchairs, mobility scooters and pushchairs.
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The schemes will give easier movement for pedestrians, encouraging more people to walk and therefore reducing the number of short trips taken by motorised vehicles.

	Impact			
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Denmark Opening proposals will give better order to parked vehicles, leaving the necessary areas free of obstruction. In the three residential areas, the footpath will not be obstructed and grass verges will not be damaged by parked vehicles.
Waste minimisation & resource use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Vehicles damage kerbs and footpath construction when parking on the footpath, this leads to greater maintenance costs. This scheme will reduce the maintenance liability.
Pollution	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This scheme will encourage walking, which in turn will reduce the number of short trips by motorised vehicles, which will reduce overall pollution from vehicles.
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 walking, less petrol and diesel will be used which will add to the aim of producing less CO2 and other emissions from traffic. This scheme contributes to the corporate priority 'a safe, clean and low carbon city' by encouraging cycle use, reducing car use and CO2 emissions
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This scheme is designed to create a safe environment for all road users.

Recommendations from impact assessment

Positive

This scheme should be installed as advertised.

Negative

Neutral

Issues

Scheme	Organisation / Resident	Agree / Object	Comments	Officer comments
Denmark Opening	Resident	Agree	Supports the proposal	Support welcome
Denmark Opening	Denmark store		Would like the double yellow lines outside the store side door removed. This access is used for unloading stock to the shop. Would also like to park the staff vehicle in this place.	Loading and unloading are permitted on the double yellow lines in front of the access door to the store. However, it is not acceptable for a vehicle to stand unattended in this location for a long time. A vehicle will narrow the access to Denmark Opening and also block the end of the footpath from Sprowston Road, forcing pedestrians to walk in the carriageway near the junction.
Garrett Court	Resident	Object	I am not aware of problems with people parking inconsiderately; the pavement widths are similar to Gertrude Road. We will lose at least 6 parking spaces which will cause more parking difficulty. If it is necessary, just yellow lines at the junction crossing points will be enough.	Many residents have reported that vehicles block the footway for pedestrians. Pedestrian safety has to be a priority.
Garrett Court	Resident	Object	The available parking for residents is very limited now, this proposal will only make it worse.	It is understood that parking for residents is important, but need to balance this with the needs of pedestrians. It is not acceptable for pedestrians to be forced to walk or travel in the road.
Garrett Court	Resident	Agree	I agree with the proposals. Large commercial vans are the main problem.	Support welcome.

Scheme	Organisation / Resident	Agree / Object	Comments	Officer comments
Garrett Court	Resident	Object	I agree the corners should have double yellow lines, but the footpath is left with enough space for pedestrians. Maybe single yellow lines would be better. Where will deliveries and large vehicles when moving house park? Garrett Court does not have facilities for people with mobility scooters, so there is no need for wider footpaths.	Vehicles will be able to park on the proposed double yellow lines for loading and unloading. A single yellow line will still enable parking during the evening and night, which may force mobility scooters or people with pushchairs to walk in the road when it is dark.
Garrett Court	Landlord		I agree to the proposals, as the junction is well used by pedestrians who often need to walk in the road because of obstructing vehicles. Access for rubbish and recycle collection vehicles will be easier. I would like the yellow lines extended to cover the curved grassed areas at the entrance to the courtyard area to guarantee access.	Support welcome. Further restrictions are not possible without a further public consultation. It would be appropriate to install the restrictions as advertised and monitor to see if further parking issues do arise.
Garrett Court	Norwich Residential Management	Agree	We agree to the proposals and would like to see the yellow lines extended to cover the entrance to the car park and garden area. Commercial vehicles are not allowed to park in the allocated residents' car park, so they are likely to park on the grass area.	Support welcome. Further restrictions are not possible without a further public consultation. It would be appropriate to install the restrictions as advertised and monitor to see if further parking issues do arise.
Garrett Court	Resident	Agree	I wholly approve, the footpaths are often blocked and food deliveries have problems turning around.	Support welcome

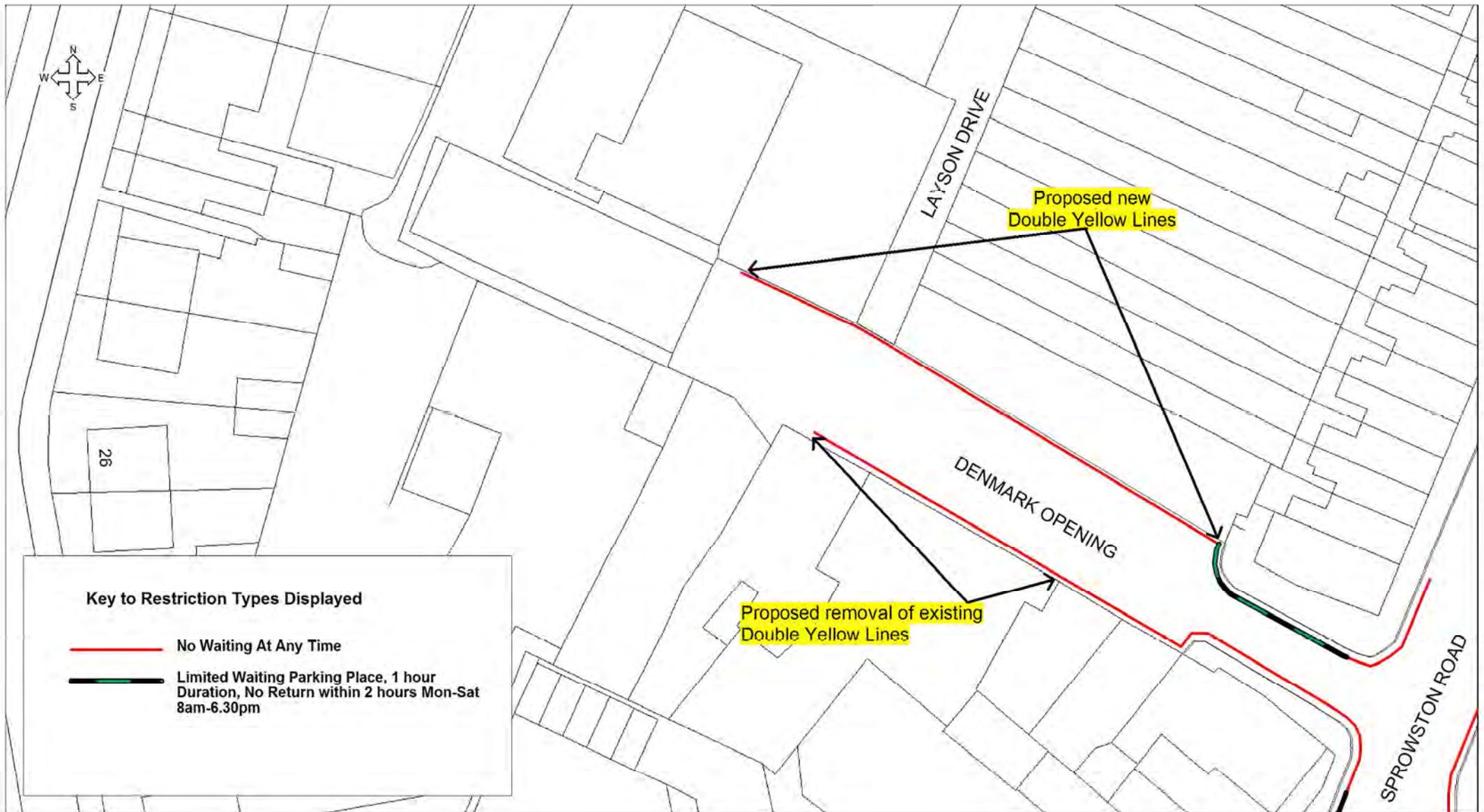
Scheme	Organisation / Resident	Agree / Object	Comments	Officer comments
Garrett Court	Resident	Agree	I fully support the proposal, I would suggest extending the yellow lines to cover outside flat Nos 1 to 6 and the grass areas.	Support welcome. Further restrictions are not possible without a further public consultation. It would be appropriate to install the restrictions as advertised and monitor to see if further parking issues do arise.
Garrett Court	Resident	Object	Although some drivers do block the footpath occasionally, it is not sufficient to warrant taking away valuable parking spaces for residents when it is difficult to park in the evenings already. This proposal will only move the vehicles to other places, causing bigger problems for residents, buses and the local school. There is no safety issue with parking at the junction in this 20mph area. These proposals may help a few, but will disadvantage many more residents who will need to walk further to their cars, many of whom are elderly or have young families.	It is understood that parking for residents is important, but need to balance this with the needs of pedestrians. It is not acceptable for pedestrians to be forced to walk in the road. Parking on the footpath is against The Highway Code
Garrett Court	Resident	Object	There is not enough parking available to the residents of the area as it is. With vehicles parked on Gertrude Road, visibility will not be improved.	By removing parked cars at the junction, it will be easier for pedestrians to cross and give a better view for drivers. It is understood that parking space is limited for residents, but the needs of pedestrians and their safety is a priority.

Scheme	Organisation / Resident	Agree / Object	Comments	Officer comments
Garrett Court	Resident	Object	This proposal is unnecessary, will not improve pedestrian access and make the parking more crowded.	Many residents have reported that vehicles block the footway for pedestrians. Pedestrian safety has to be a priority.
Garrett Court	Resident	Agree	I welcome the proposal as it has been problematic for as long as I can remember. Would like further restrictions at the entrance to the residents car park.	Support welcome. Further restrictions are not possible without a further public consultation. It would be appropriate to install the restrictions as advertised and monitor to see if further parking issues do arise.
John Stephenson Court	Resident and one director of Right to Manage Company	Agree	There should not be a space left for a vehicle to park on John Stephenson Court. Residents do not need this. It will be taken by a large vehicle which will mean access problems.	Support welcome. Further restrictions are not possible without a further public consultation. It would be appropriate to install the restrictions as advertised and monitor to see if further parking issues do arise.
John Stephenson Court	Resident		A number of people who park in this area do not actually live on the road. Violet Road should become permit parking.	At the moment the council does not have proposals to review the extent of the northern controlled parking area.
John Stephenson Court	Resident	Agree	I completely agree with the proposed parking restrictions, the vans that park on the junction often make it very hard to see and get out.	Support welcome
John Stephenson Court	Resident	Agree	I would like to support this idea as it's something I have wanted to request.	Support Welcome.

Scheme	Organisation / Resident	Agree / Object	Comments	Officer comments
John Stephenson Court	Resident	Agree	The yellow lines should be extended to completely cover John Stephenson court. A vehicle parking in the area where no lines are proposed will block access for large vehicles such as refuse lorries.	Support welcome. Further restrictions are not possible without a further public consultation. It would be appropriate to install the restrictions as advertised and monitor to see if further parking issues do arise.
John Stephenson Court	Resident	Object	There is limited parking in the area and this will only push vehicles onto Violet Road. The junction of Violet Road with Gertrude Road has much more of an issue with visibility, than this junction.	It is understood that parking for residents is important, but need to balance this with the needs of pedestrians. It is not acceptable for pedestrians to be forced to walk or travel in the road. The junction of Violet Road with Gertrude Road is already protected with double yellow lines. This is considered appropriate for this junction.
John Stephenson Court	Resident	Agree	I completely agree with these lines being installed. The yellow lines should be extended to completely cover John Stephenson court. A vehicle parking in the area where no lines are proposed will block access and could cause accidents. Residents of John Stephenson Court have off street parking and do not need further areas to park. My neighbour holds the same views.	Support welcome. Further restrictions are not possible without a further public consultation. It would be appropriate to install the restrictions as advertised and monitor to see if further parking issues do arise.

Scheme	Organisation / Resident	Agree / Object	Comments	Officer comments
John Stephenson Court	Resident	Object	A more serious area of concern is the junction from Violet Road onto Gertrude Road. Residents only have one off street parking space so second cars or visitors need to park on the road. Some residents rent their space out to external parties.	The junction of Violet Road and Gertrude Road is already protected by double yellow lines. This is considered appropriate for this junction. It is understood that parking for residents is important, but need to balance this with the needs of pedestrians. The use of private car parks is beyond the scope of this scheme.
Mousehold Avenue	Resident	Object	I do not support the proposal as I feel it is punitive to all and will definitely make parking even more difficult for local residents. School parents need somewhere to park and it is only for a short time.	There are many areas around the school to park where it is safe to do so. This proposal only stops parking at the junction where road safety is a priority.
Mousehold Avenue	Resident	Agree	Would also like road markings and bollards to protect the bus stop, wood bollards to protect the grass verge at the junction, speed checks on traffic as it is well above 20mph especially at peak traffic times.	The existing bus stop on Lavengro Road has a bus stop clearway. Double yellow lines restriction of no parking does also apply to the verge and footpath behind the lines. Speed enforcement is a police responsibility. The council does have speed monitoring units to address speeds by informing the driver of the vehicle speed. This is a mobile unit and Mousehold Avenue will be added to the list of proposed sites for the future.

Scheme	Organisation / Resident	Agree / Object	Comments	Officer comments
Mousehold Avenue	Resident	Agree	I agree with the yellow lines at the junction but think they should be shortened to allow more space for residents to park. If parking is moved further along the road it may cause problems for people getting out of their driveways. The grass bank should be made into parking space for residents.	The area chosen for the yellow lines will allow free movement of vehicles and give pedestrians a clear view of traffic when crossing. Parking may be displaced, but drivers need to park considerately. There are no funds to provide hard standing areas for residents vehicles.
Mousehold Avenue	Resident	Agree	The main concern is drivers parking on the verge and obstructing footpaths. Parking in this area seems to have grown in recent years including commuters leaving their cars all day.	Support welcome. At the moment there are no proposals to consider introducing a resident parking zone.



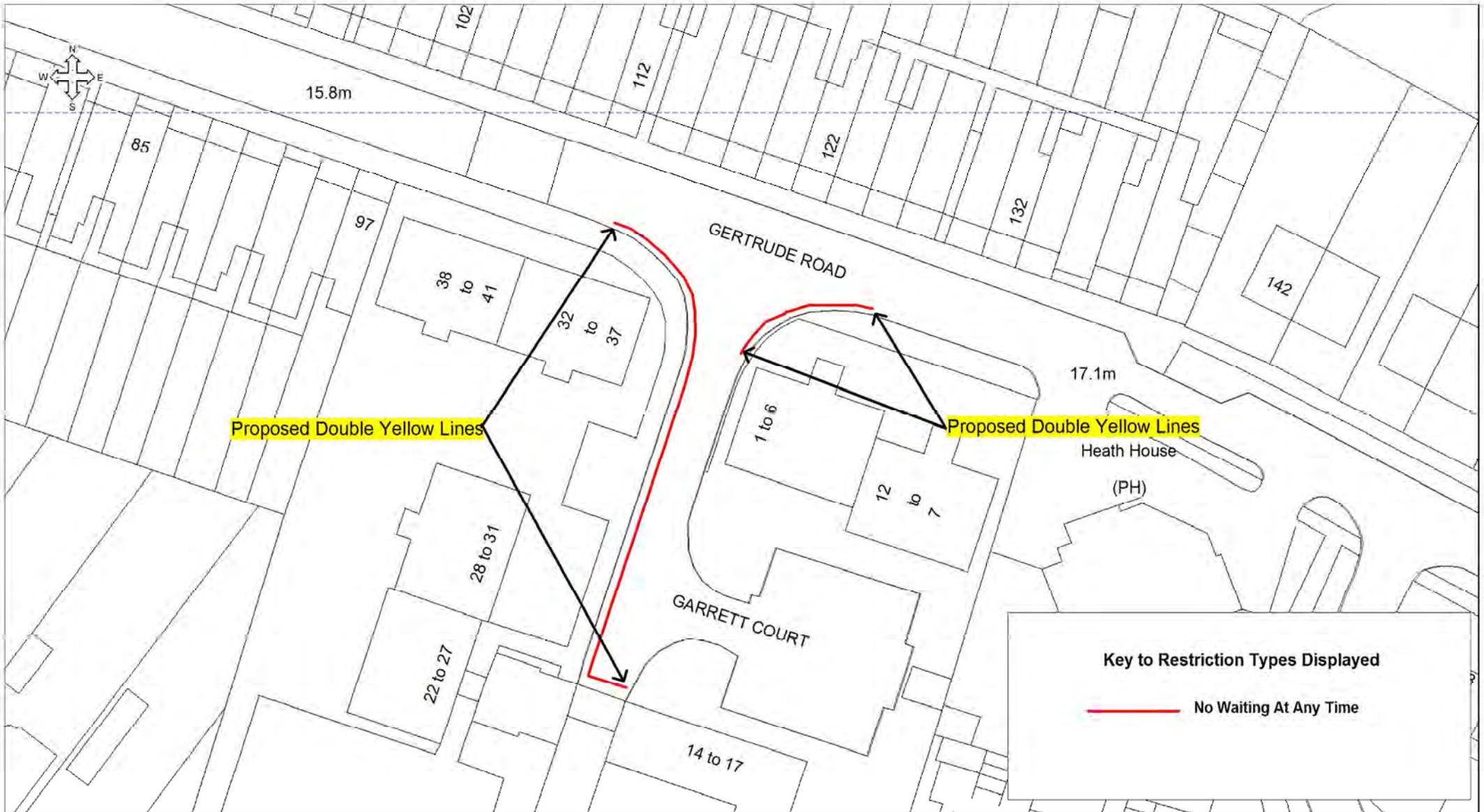
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Proposed amendments to double yellow lines
 Denmark Opening

Appendix 2

SCALE	1 : 500
DATE	07/06/2018
DRAWING No.	PL/TR/3329/788
DRAWN BY	JG



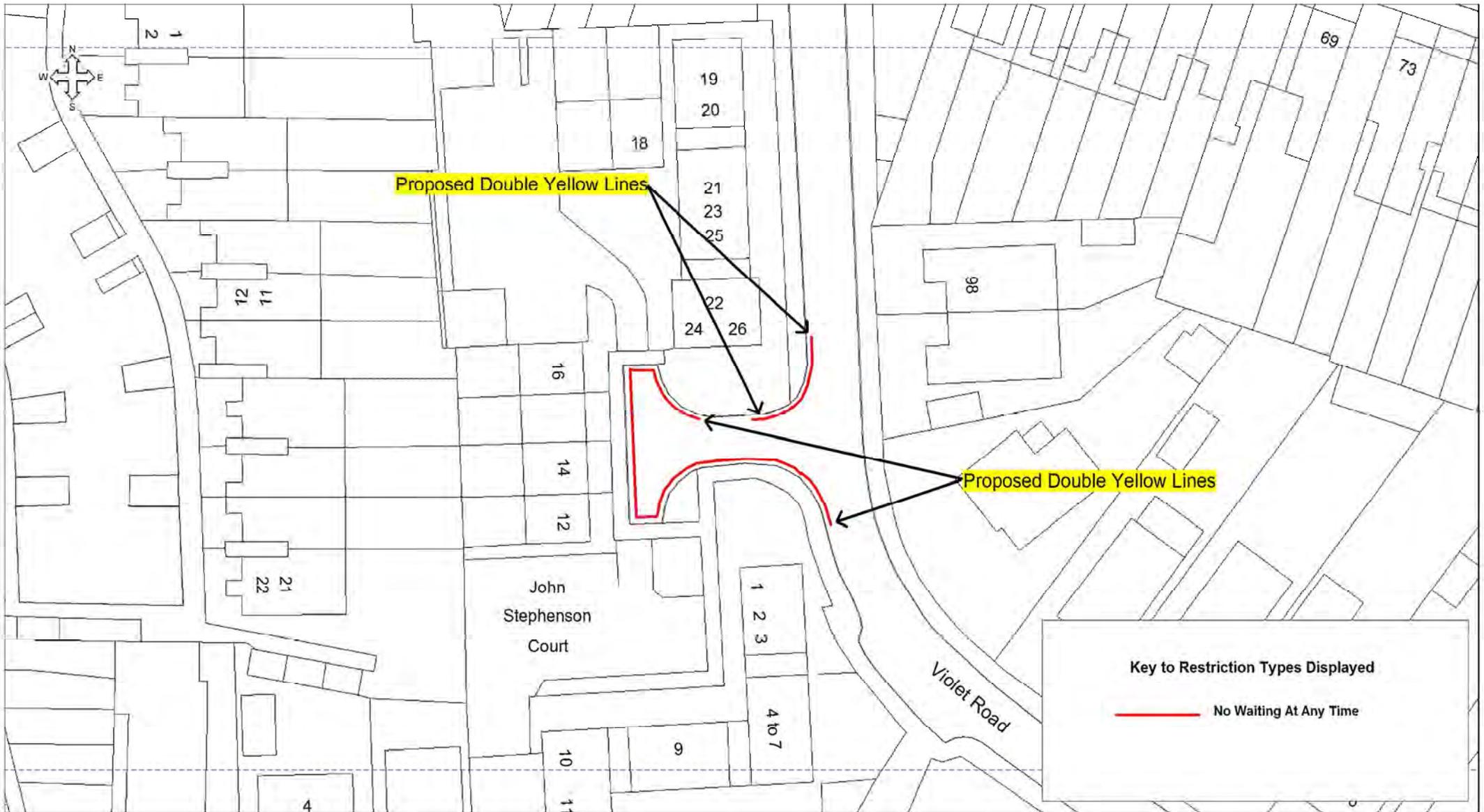
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Proposed Double Yellow Lines
 Garrett Court

Appendix 3

SCALE	1 : 500
DATE	19/09/2018
DRAWING No.	PL/TR/3329/790
DRAWN BY	JG



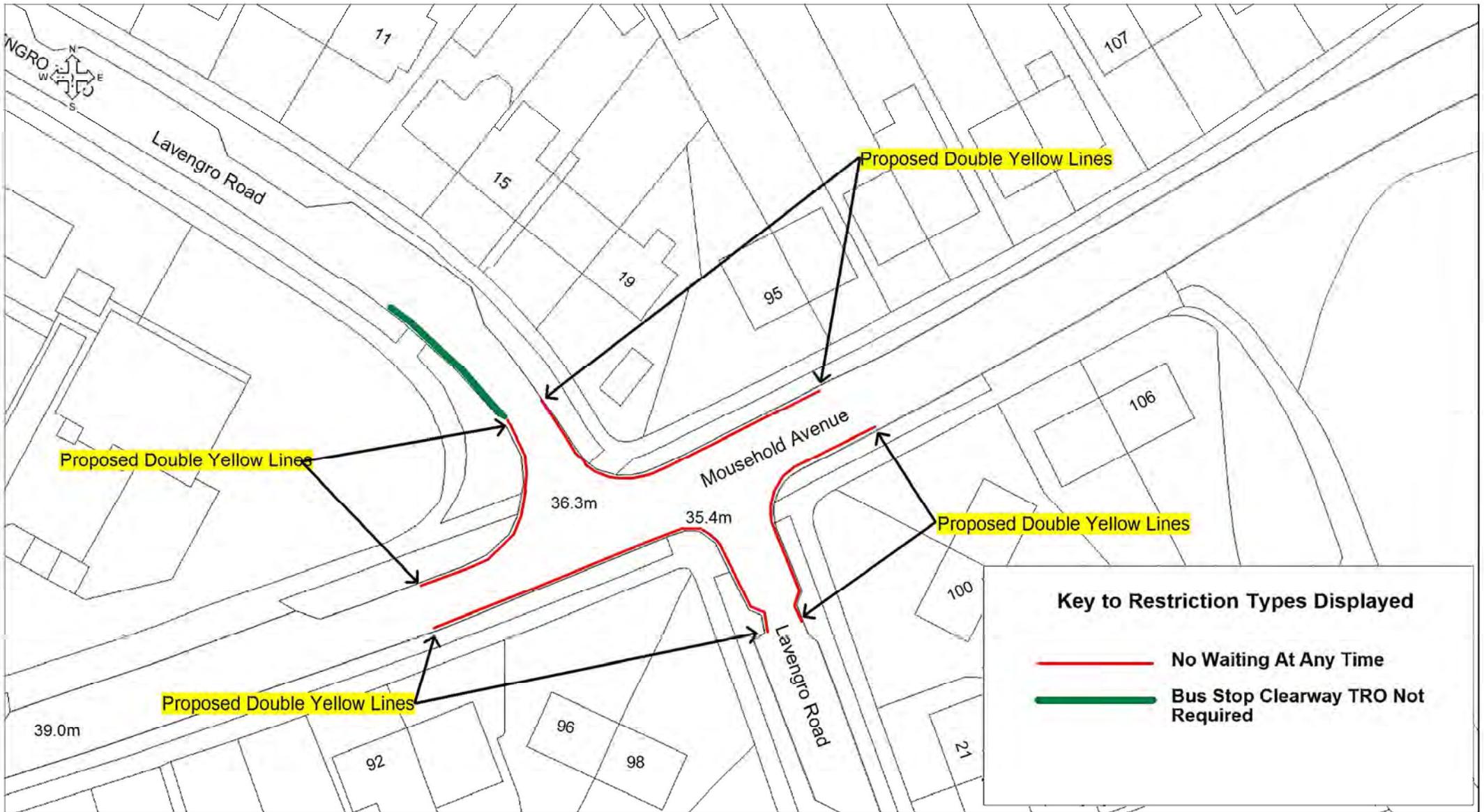
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Proposed Double Yellow Lines
 John Stephenson Court

Appendix 4

SCALE	1 : 500
DATE	19/09/2018
DRAWING No.	PL/TR/3329/791
DRAWN BY	JG



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Proposed Double Yellow Lines
 Mousehold Avenue

Appendix 5

SCALE	1 : 500
DATE	19/09/2018
DRAWING No.	PL/TR/3329/792
DRAWN BY	JG