

## Report for Resolution

**Report to** Norwich Highways Agency Committee  
28 July 2011

**Report of** Head of City Development Services

**Subject** Consultation results on proposed Eastern CPZ extension  
and waiting restrictions in Crome Road and Denmark  
Road.

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**Item**  
**7**

### Purpose

To consider the results of the consultation on the proposed extension of the Eastern Controlled Parking Zone into Thorpe Park and waiting restrictions for Crome Road and Denmark Road.

### Recommendations

The Committee is recommended to:

1. ask the Head of City Development Services to carry out the necessary statutory procedures to implement the following restrictions as advertised:

- |                 |                |
|-----------------|----------------|
| a) Thorpe Park  | PL/TR/3355/796 |
| b) Denmark Road | PL/TR/3355/794 |

2. agree that the proposed waiting restrictions in Crome Road are not implemented:

### Financial Consequences

In the 2011/12 Local Transport Fund £40,000 has been allocated to fund the implementation of waiting restrictions and Controlled Parking Zone (CPZ) extensions. This budget will fund these proposed works

### Strategic Priority and Outcome/Service Priorities

The report helps to meet the strategic priority "Safe and healthy neighbourhoods – working in partnership with residents to create neighbourhoods where people feel secure, where the streets are clean and well maintained, where there is good quality housing and local amenities and where there are active local communities" and the service plan priority to implement the Local Transport Plan.

### Contact Officers

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### Background Documents

Nov 2010 NHAC report: Consultation results on extending the Eastern, Northern and South Eastern Controlled Parking Zones

## **Report**

### **Introduction**

- 1 At the November 2010 meeting of the Norwich Highways Agency Committee the results of consultation on proposed controlled parking zones was considered. The committee resolved to advertise Traffic Regulation Orders associated with the proposals to extend the Eastern CPZ into Thorpe Park and provide double yellow lines in Crome Road and Denmark Road.
- 2 Formal consultation has now taken place on these proposals and the representations received, along with officer comments are summarised in appendices 1, 2 and 3

### **Thorpe Park – Appendix 1**

- 3 Ten expressions of support, some with questions and two objections, were received to the proposals to include Thorpe Park within Zone C of the Eastern CPZ. Given this support it is suggested that the proposal is implemented as advertised.

### **Crome Road – Appendix 2**

- 4 5 representations in support of the proposed double yellow lines on the west side of Crome Road, and a total of 27 representations objecting to the proposals were received. Many residents object to the loss of on-street parking in a neighbourhood where there is high demand for parking from residents, school, business, residents from the adjacent permit parking zone and commuters. For that reason there was a number of representations in support of permit parking, however the previous consultation did not find majority support of permit parking.
- 5 Due to the strength of feeling of residents it is suggested that the proposal for waiting restrictions on Crome Road is not progressed

### **Denmark Road – Appendix 3**

- 6 5 representations in support of the proposed double yellow lines and 3 objections were received. The objective of the proposal was to reduce the bottleneck effect on Denmark Road caused by parked vehicles; the waiting restrictions will enable free flowing traffic at the junction of Denmark Road with Magdalen Street/Constitution Hill. The additional waiting restrictions at the entrance to Howard Mews and The Erins will also aid road safety and are cost effective to implement at the same time. It is suggested that the proposal is implemented as advertised.

### **Local Member Views**

- 7 Any local Member comments are included in Appendix A.

### **Timetable**

- 8 It is proposed to implement these restrictions in the coming months.

Appendix 1 – Responses, Thorpe Park

<b>Respondent</b>	<b>Comment</b>	<b>Officer response</b>
Cllr Offord	Support for proposals; concerns that restrictions will displace parking problems into the private car parks.	Support noted.  This issue has been discussed with the Thorpe Park Management Company, who is responsible for the car parks. It will be for them to decide whether to introduce controls on the car parks
Local resident	Support for proposals, especially double yellow lines for Wilson Road. Concerned that permit parking will displace problem parking into private car parks.	
Cllr Lesley Graham	There is general support from Thorpe Park residents and management company for the proposed permit scheme. However residents of Carrow Road (Zone A) will be disadvantaged by the proposed extension of Zone C.	Support noted  Zone A operates 24 hours, as it is very close to the railway station and the Riverside entertainment complex. Zone C, including the proposed extension into Thorpe Park operates Mon – Sat 8am – 6.30pm only, there is unrestricted parking outside of these times which residents of Zone A could use if required. The 2 hour limited waiting bays could be used by visitors to Zone A.
Resident of Zone A	Objection to proposed extension of Zone C into Thorpe Park as this will remove overflow parking for residents in Zone A which is heavily parked. Resident is pregnant and needs visits from friends and family.	
Member of Thorpe Park Management Company	Support for proposals for Thorpe Park, especially double yellow lines for Wilson Road	Support noted
Local residents x 2	Support for proposals	Support noted
Local resident	Support for proposals; asks if restrictions will be enforced	Support noted.  All waiting restrictions and CPZs are enforced and are subject to regular patrols by Civil Enforcement Officers

Appendix 1 – Responses, Thorpe Park

Respondent	Comment	Officer response
Local resident	Support for proposals; request that double yellow lines are extended on Scott Road bend to improve visibility for drivers.	Support noted  The extent of double yellow lines on Scott Road is considered to be adequate. Increased provision of double yellow lines can have the unintended consequence of increasing vehicle speeds, so retention of on street parking in this location can in fact aid road safety.
Local resident	Support for proposals; concern that Scott Road bend requires greater extent of double yellow lines.	Comments noted.  The principles of extending the CPZ into Thorpe Park were agreed at the NHAC meeting in Nov 2010. Further details are available in that report
Local resident	Queries whether majority support for proposals has been secured. Queries if waiting restrictions to Wilson Road alone would be sufficient and whether a CPZ is necessary.	Comments noted.  The principles of extending the CPZ into Thorpe Park were agreed at the NHAC meeting in Nov 2010. Further details are available in that report
Local resident	Support for CPZ. Concern that 2 hour limited waiting bays offer insufficient time for visitors to the estate. Argues that these bays should be converted to permit parking bays instead.	Support noted  Whenever permit parking is introduced, a small number of time limited non permit bays are provided for use by drivers without access to a permit, for example when there is more than 1 visitor to a household, or for trades-people.
Local Resident	Objection to proposal to remove parking from Wilson Road, requests that space for 6 vehicles is retained for permit holders. Reason for suggestion based on convenience and that allocated parking spaces in private car park are often ignored by other residents. Does not believe that proposed permit parking provision is adequate for resident demand.	Objection noted  Removal of parking on Wilson Road has been a long held desire for large number of Thorpe Park residents. This was the top priority in the previous consultation with residents. Wilson Road is the only access to the estate and for this reason should be kept clear of parked vehicles.  Parking problems in the private car parks should be raised with the Thorpe Park Management Company.

Appendix 2 – Responses, Crome Road

<b>Respondent</b>	<b>Comment</b>	<b>Officer response</b>
Councillor Brociek Coulton	Suggestion for bollards to be installed. No comment about proposed waiting restrictions.	Bollards would decrease the footpath width, and therefore present their own problems. The cost of bollards would be prohibitive
1 Resident of each of Romany Rd, Northcote Rd Southalls Way	Supports proposal	Support noted
CFBT Education Trust Crome Road	Objection proposal for double yellow lines as many clients travel to site by taxi	Objection noted. The proposed double yellow lines could be reduced in length if required to accommodate the pick up, set down requirements of the centre.
Resident of Branford Road x2	Support for proposed double yellow lines, Objection pedestrian zone associated with new development	Support noted. The existing pedestrian zone on Crome Road was subject to consultation as part of the development of this site and is not part of this consultation, nor can it be changed retrospectively.

Appendix 2 – Responses, Crome Road

Respondent	Comment	Officer response
<p>13 residents of Crome Road, 6 residents of Romany Way, 1 residents of Southalls Way</p>	<p>Objection to proposal for double yellow lines on Crome Road on grounds of insufficient availability of on street parking provision. Belief that obstruction of pavement can be tackled under police powers.</p> <p>Associated points made:</p> <p>Objection to rejection of permit parking scheme and continuing/worsening problem of non local parking in area e.g. commuters and Zone H residents.</p> <p>Objection to Start Rite site development and increase in traffic and parking from its residents off site.</p> <p>Objection to closure of Branford Road as part of development and conversion to cycle/footway</p> <p>Objection to creation of pedestrian zone on Crome Road as part of development.</p>	<p>Obstruction of pavements can be tackled by the police, but may not always be a policing priority. Norwich City Council Civil Enforcement Officers only have powers to deal with contraventions of waiting restrictions at present.</p> <p>Permit parking was subject to previous consultation and at the time there was not majority support, this is explained in the November 2010 NHAC report. A permit scheme was also proposed a few years ago when the Start Rite site came forward for development, this was rejected by residents at the time.</p> <p>Pressure for parking in the area is exacerbated at the current time due to the construction work in the area. The new development at Southalls Way was built in line with parking guidelines; all properties have at least 1 parking space, most have 2 parking spaces and 6 visitor parking spaces were provided.</p> <p>Given the number of objections, it is suggested that these restrictions are not implemented.</p> <p>The Startrite development, closure of Branford Road and creation of a pedestrian zone are outside the scope of this consultation.</p>

Appendix 3 – Responses, Denmark Road

<b>Respondent</b>	<b>Comment</b>	<b>Officer response</b>
Cllr Brociek Coulton	Parking is a problem on both sides of Denmark Road at its junction with Constitution Hill	Comment noted.
Resident 1 Halcombe Court	Support for proposals	Support noted
Resident 2 The Erins	Support for proposals Will make driving out of The Erins safer	Support noted
3 residents of Denmark Road	Support for proposals Request to extend the double yellow lines for the entire length of Denmark Road from The Erins towards Constitution Hill.  One respondent made other queries about parking associated with The Erins and speeding.	Support noted.  The length of yellow lines proposed is considered to strike the best balance between maintaining road safety and providing on street.  Speed management is not part of this proposal and enforcement is the responsibility of Norfolk Constabulary.
2 Residents of Denmark Road, 1 resident of Magdalen Road, 1 resident of Constitution Hill	Objections to proposals on grounds of loss of parking.  One resident commented on the potential for increased speed	The length of yellow lines proposed is considered to strike the best balance between maintaining road safety and providing on street.  Speed management is not part of this proposal and enforcement is the responsibility of Norfolk Constabulary.