

Report to	Norwich Highways Agency committee 19 March 2020	Item 7
Report of	Head of city development services	
Subject	Proposed waiting restrictions on Aylsham Road – Consultation results.	

Purpose

To consider all the responses from the consultation undertaken on changes to waiting restrictions on Aylsham Road and seek approval for implementation

Recommendation

To:

- (1) approve the installation of 7m of double yellow lines outside No. 37 Aylsham Road as shown on plan number 15-HD-23-04A;
- (2) ask the head of city development services to complete the necessary statutory legal process required to implement the traffic regulation order associated with the new no waiting at any time restriction.

Corporate and service priorities

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

Financial implications

The cost associated with securing and implementing this restriction is £2000 funded by the bus stop infrastructure budget held by Norfolk county council.

Ward/s: Mile Cross

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

John Gates, Transportation & highways technical assistant, 01603 212462

Linda Abel, senior transportation planner 01603 212190

Background documents

None

Report

Background

1. In November 2019 a complaint was received from a member of the public about the problem of parked vehicles blocking the bus stop outside no. 37 Aylsham Road. The bus stop with a raised access platform is located within the residents permit parking area 'Zone J'. These parked vehicles prevent buses and passengers from using the existing raised access platform at the bus stop. An article by the chair of the Norwich Society as published in the EDP on the 26 October 2019, highlighted the same problem.
2. An inspection concluded that the best way to solve this problem with the least disruption to residents would be to extend the existing double yellow lines by 7 metres to protect the bus stop, reducing the length of permit parking also by 7 metres.

Consultation

3. The necessary consultation adverts were published in the Eastern Evening News on 17 January 2019. Road notices were also 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 11 February 2020.
4. In total 3 households responded, all of which objected to the loss of on-street parking, 2 of the 3 responding households questioned if the bus stop was required, and 1 of the 3 responding households suggested that the bus stop should be removed all together and relocated nearer Edmund Bacon Court. A summary of the responses and officer comments are set out in Appendix 2.

Officer comments

5. The A1402 Aylsham Road is a key northern 'A class' access route to and from the city centre. First Group are the largest bus operator running 10-15 services past this bus stop per hour and reported on average 263 passengers board bus services at this bus stop per week.
6. Vehicles displaying a valid parking permit are currently entitled to park at the bus stop as there is no current restriction to prevent this; however this is against The Highway Code.
7. It is understood that the removal of 7 metres of residents' parking (just over 1 vehicle), is not welcomed by some nearby residents, but this has to be considered in balance to the benefit for the community who need access to the bus services.
8. It is likely that removing the problem of parked vehicles at the bus stop would help to improve the reliability and service for bus passengers using the bus stop as well as making the bus stop accessible for the less mobile. It is possible that more passengers would board the bus from this location if the raised access platform is accessible for all.

Conclusions

9. It is recommended that the extension of the existing double yellow lines by 7 metres and the necessary legal document changes to make these road markings enforceable be approved. This will deter the problem from continuing and help to improve bus services at this location for the local community.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	19 March 2020
Director / Head of service	Andy Watt
Report subject:	Proposed waiting restriction on Aylsham Road – consultation results and consideration of instalment
Date assessed:	24/02/2020

	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 low cost response to bus service problems will provide cost effective solutions.
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	These waiting restrictions will improve access to bus services.
<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"/>	These waiting restrictions will improve access to bus services, encouraging sustainable travel.

	Impact			
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"/>	By making the bus stop accessible, the use of the bus services will be more pleasant and reduce conflict between passengers and vehicle owners.
Eliminating discrimination & harassment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By making the bus stop more accessible for all, the less mobile will not be prevented from using public transport.
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Buses provide travel for people who do not own private vehicles, helping residents to travel for work or education and therefore increasing their opportunities.
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The management of parking will support sustainable bus travel options.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The management of parking will support sustainable bus travel options – encouraging the use of public transport reduces the number of private vehicles on the road, which helps reduce pollution.
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"/>	The management of parking will support sustainable bus travel options – encouraging the use of public transport reduces the number of private vehicles on the road, which helps reduce pollution.

	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"/>	The management of parking will support sustainable bus travel options – encouraging the use of public transport reduces the number of private vehicles on the road, which helps reduce pollution.
(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

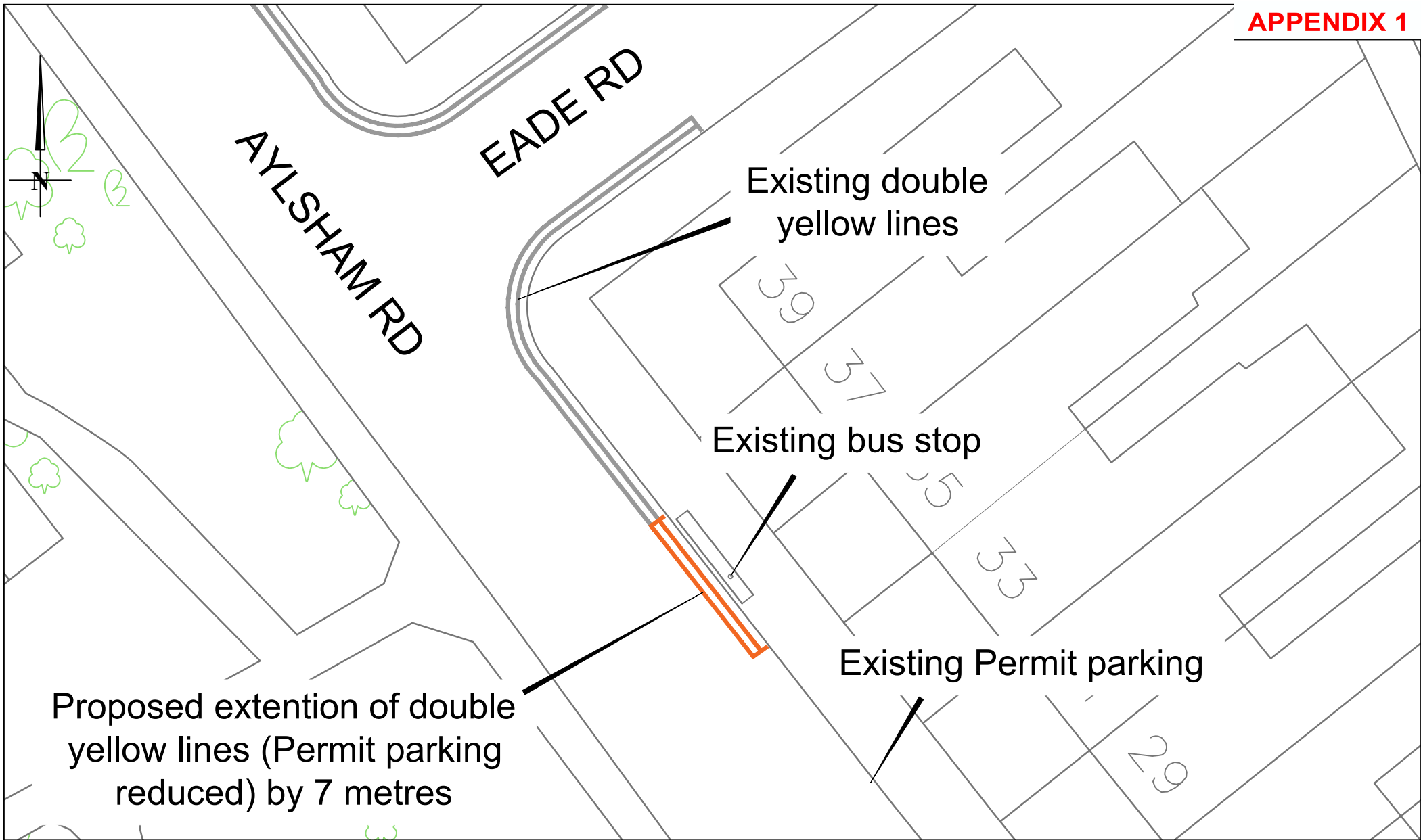
The proposed waiting restrictions will support sustainable bus travel options for all.

Negative

Loss of resident permit parking space by 7 metres for residents in zone J.

Neutral

Issues



Title
PB2012 Bus Infrastructure Schemes

Scheme proposal
Aylsham Road

No.	Date	Notes	REVISIONS	Int.	Ckd.
A	01/2020	Anno and G Nelson		JG	LA

Date	Scale(s)
March 2016	Not to scale
Drawn By	Designed By
PW	LJA
Checked By	NEG. No.
LJA	
DWG. No.	
15-HD-23-04A	

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Respondent location	Agree/ Object	Comments	Officer comments
Aylsham Road	Object	<p>We have very limited parking as it is... problematic if we have to park far away... often cars are parked outside our stretch who do not live in one of the houses... Cars often park on the double yellows, or sometimes overhanging as there often is NO OTHER OPTION... this is not a suitable spot for a bus stop... perhaps the bus stop could be moved to the stretch further down the hill... / please consider that you move the bus stop closer to Penn Grove stop and place it somewhere near the Edmund Bacon Court retirement housing... the stop outside our house is an anomaly. It clearly should be placed opposite Stop ID: NFODJPGA which is 144m up the road... / In the last couple of years there have been two accidents that I know of caused by cars pulling out of Eade road on to Aylsham road... It would also place opposite the bus stop going outwards which is obviously the correct placement... From what you have said I understand the situation to be that you are suggesting the cheapest option and not the best option.</p>	<p>There is no requirement for the council to guarantee parking outside of an entitled property or within a zone. The measures reduce parking pressure from non residents. Without this there may be even less parking space for residents and less equality. Parking on double yellow lines is against The Highway Code and enforceable by a Penalty Charge. The location of the bus stop is not an anomaly and well used (approximately 263 passengers board per week at this location). Bus operators and passengers have not requested the stop be moved. There are no police recorded accidents in the past 3 years at the junction. The proposed solution balances the needs of parking and those of the local community for sustainable public transport.</p>

Appendix 2 – Responses to consultation

Respondent location	Agree/ Object	Comments	Officer comments
Aylsham Road	Object	<p>...need safe access in and out of cars within a reasonable walking distance from heir properties... I would suggest that a wider traffic calming approach is carried out on the stretch... provide data on how often the Bus Stop outside 35-37 is used as I understand this to be a 'non essential' stop... Is this stop actually required?</p>	<p>There is no requirement for the council to guarantee parking outside of an entitled property or within a zone. The measures reduce parking pressure from non residents. Without this there may be even less parking space for residents and less equality. Traffic calming is beyond the scope of this work and budget. First Group have responded that there are approximately 263 passengers boarding their services per week at this location. The bus stop is well used and there are no plans for this to be removed or relocated at this time.</p>
Unspecified/Aylsham Road	Object	<p>There are 8 houses in this terrace... At present, there is only sufficient parking spaces for 7, 4 wheeled vehicles, as a result of this additional restriction you are reducing the available parking spaces to 5... Please advise where you will be providing the additional 2 parking places... please advise me regarding where I can park my vehicle when all the other J Area parking spaces in this section of Aylsham Road and the top end of Eade Road and Patteson Road are occupied.</p>	<p>There is no requirement for the council to guarantee parking outside of an entitled property or within a zone. The measures reduce parking pressure from non residents. Without this there may be even less parking space for residents and less equality. There is additional scope for parking on Eade Road and Pattinson Road in addition to those spaces as mentioned on Aylsham Road.</p>