

Report to Norwich Highways Agency committee
05 September 2019
Report of Head of city development services
Subject Proposed waiting restrictions in Catton Grove and
University wards – consultation results

Item

6

Purpose

To consider all responses from the consultation and approve installation of some proposed waiting restrictions.

Recommendation

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 797.
- (2) ask the head of city development services to complete the statutory processes to implement these proposals.

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 the Catton Grove and University Divisions

Ward/s: Catton Grove and University

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 county councillors in Norfolk for members to fund small highway improvements in their wards.
2. County Councillors Stephen Morphew and David Rowntree have agreed to address concerns received from residents of parking issues in their wards in six areas using the county members' budget. After consideration it was decided appropriate to amend waiting restrictions in the following areas; Catton Grove Road / Lilburne Road, Heyford Road, Colman Road, Earlham Road and two areas in North Park Avenue.

Consultation

3. The necessary adverts were published in the Eastern Evening News on 24 May 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 18 June 2019.
4. In total 10 responses were received from all the consultations. Each of the five areas is addressed separately below.

Catton Grove Road / Lilburne Avenue / Woodgrove Parade

5. Woodgrove parade is a well-used retail area with local shops, cafes and takeaways. A car park is provided, which has recently been improved, but customers often choose, sometimes because of lack of space, to park on the road. This parking can often block the footpath, causing pedestrians to walk in the road near this complex junction. A disabled resident has at times found it difficult to access the nearby bus stop due to parked cars blocking the way.
6. Local residents, particularly from the block of flats on the Catton Grove Road / Lilburne Avenue junction, park on the road close to the junction. These drivers often choose to park up on the footpath causing obstruction.
7. Double yellow lines on the junction and into the Woodgrove Parade entrance and into Lilburne Avenue up to and including the entrance to the block of flats are proposed. These will help keep the area clear for pedestrian access and for traffic flow at this well used junction. The layout of proposals can be seen on Plan No.PL/TR/3329/786, attached as appendix 1.
8. Two responses to the consultation were received for this proposal, both from local residents. One agreed with the proposals, but suggested extra interventions should be considered such as adding a keep left bollard at the Lilburne Avenue/Catton Grove Road junction and providing bollards to reinforce the proposed restrictions. Making Woodgrove Parade one way was also suggested. The other responder, a resident at the nearby flats agreed the proposal was fundamentally a sound idea, however were concerned that the designated car park for residents of the flats was limited and may be used by shoppers. It was suggested the double yellow lines outside the flats should be

reduced, with extra restrictions installed to protect the entrance to the resident's car park.

Officer comments

9. There is insufficient space at this junction to provide a keep left bollard and it is not appropriate in this mainly residential street. The double yellow lines should be sufficient to stop footpath parking. However, as the parking is very short term to visit nearby shops, some drivers may choose to ignore the restrictions. There is little justification to install bollards that would be costly to install and maintain with little benefit to the public. Cycle stands could be installed which would provide a place for cyclists to store their bikes whilst visiting the retail units and at the same time prevent drivers parking on this footpath area. Many drivers use Woodgrove Parade as an unofficial one way system. An official one way system would involve a new Traffic Regulation Order for which there is no budget at the moment. An alternative way to advise the public and highlight the exit at the back of the shops could be to install thermoplastic arrows on the asphalt to direct drivers to use the back exit.
10. The proposed double yellow lines are for road safety purposes. Drivers should not park close to a junction or on the footpath. It is understandable that residents want to park their own vehicles, but priority must be given to the safety of pedestrians and there are suitable parking spaces further along Lilburne Avenue and Catton Grove Road. The concern about parked cars blocking the entrance to the residents car park could be overcome by installing a white "H" bar, which although unenforceable, would deter drivers from parking and obstructing the access.
11. It is recommended to install the waiting restrictions as advertised and shown on plan No. PL/TR/3329/786 with the addition of a white "H" bar at the entrance to the car park for flats at 1a-k Lilburne Avenue, the installation of cycle stands and directional arrows as road markings.

Heyford Road and Stirling Road

12. The existing double yellow lines in Heyford Road and Stirling Road are provided to encourage use of the nearby CO-OP store car park and prevent drivers from parking on the road near this corner, either blocking the footpath or obstructing vehicles on this road which is one of the main entrances to the estate.
13. Unfortunately some drivers choose to ignore these restrictions, and park on the road if they are quickly visiting the store. Some drivers with disabled blue badges also park on these yellow lines.
14. It is proposed to install a loading ban at any time on these existing yellow lines. This will stop drivers with blue badges parking on these restrictions and will also make the restriction much clearer to the driver and enable quicker and easier enforcement.
15. There were no responses received to this consultation. It is recommended to install the loading ban as advertised and shown on plan No. PL/TR/3329/793, attached as Appendix 2.

Colman Road

16. The grass verge on the north side of Colman Road between its junctions with Jessopp Road and South Park Avenue was regularly used for parking HGVs whilst their drivers visited the shopping parade on the south side of Colman Road. The vehicles only parked for a short time, and so it was difficult for our enforcement officers to enforce the existing single yellow line which operates Mon-Sat 8am-6.30pm. HGVs also parked on the verge outside the existing waiting restriction times.
17. Heavy vehicles were damaging the kerbs and verge and encroaching on the footpath at times. Residents requested action to stop the verge damage and improve road safety.
18. A TRO to prevent parking on the grass verge could have been beneficial in this area as large vehicles driving onto and off this verge cause problems to traffic on the main road. The existing large wooden bollards (installed from the 2018/19 members budget) would have been used to hold the necessary signs and further deter parking. The advertised proposals can be seen on plan No. PL/TR/3329/794, attached as Appendix 3.
19. Four responses were received from nearby Colman Road residents in the consultation. All objected to the proposed verge parking restriction. They stated that they did not park on the grass verge themselves, but tradesmen, deliveries and disabled drivers needed to use the grass area at the front of their houses as the back access to their properties is narrow and difficult to manoeuvre.
20. One respondent commented that the wooden bollards already installed worked effectively in stopping long term parking.

Officer comments

21. The existing single yellow line stops the majority of parking on this stretch of the outer ring road during the day Monday to Saturday. The yellow line restriction covers the grass verge and footpath for the times the restriction is enforceable. However, the area can be used at any time for loading, unloading and parking for vehicles displaying a disabled blue badge.
22. The existing bollards were strategically placed to stop HGVs from parking on the grass verge and were proposed to hold the verge parking restriction signs. These bollards as spaced are not intended to be a physical barrier to all vehicles however, a recent site visit showed the grass is beginning to grow on the areas where it previously was worn away. This confirms the residents' views that the frequent pulling up on the grass verge by HGVs has now stopped.
23. It is therefore recommended that the grass verge parking restriction is not installed in this location on Colman Road.

Earlham Road – St Marys Church

24. The layby outside St Marys Church and opposite Earlham Park is mainly used by people attending church and visiting Earlham Park. Parking is limited to a maximum of 2 hours between 8am and 6:30pm for its full length. Some

inconsiderate drivers block access to the church gates and this causes particular issues for disabled people who need more area to manoeuvre their wheelchairs or mobility scooters. Vehicles also block the footpath where it meets the layby at both ends making it difficult for pedestrians and also park close to the junctions with Earlam Road reducing visibility for emerging drivers. Double yellow lines are therefore proposed to overcome these issues and details are shown on plan No. PL/TR/3329/795 attached as Appendix 4.

25. Only one response was received to the consultation, from Revd Rowlandson of the Earlam Parish who supported the proposals and stated she thought they will make access to the church easier and improve road safety. She also informed us that the church was proposing to make some changes to the front of the church grounds to improve access and these complemented the proposals.

Officer comments

26. The one response we have to the consultation is positive. The proposed changes to the frontage of the church have been submitted to planning for approval and these will work well with the proposed parking restriction changes in the layby.
27. It is recommended the proposed waiting restrictions are installed as advertised and shown on plan No. PL/TR/3329/795.

North Park Avenue

28. Two bus stops on North Park Avenue are redundant. The bus has now been routed through the nearby estate to give easier access to residents. There is no proposal for bringing these bus stops back into operation.
29. The area is a controlled parking zone. Residents permit parking space is limited, particularly near Percival Close. It is proposed to convert the bus stop clear ways to residents permit parking. Plan Nos. PL/TR/3329/796 and 797 showing the proposals are attached as Appendix 5 and 6.
30. Three responses were received to this consultation. All in support of the proposals, the two from residents of Percival Close stating there is a shortage of parking space for residents.

Officer comments

31. It is recommended to proceed with installing the proposals of changing the bus stop clearways into residents permit parking areas as shown on Plan Nos. PL/TR/3329/796 and 797.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	5 September 2019
Director / Head of service	Andy Watt
Report subject:	Proposed waiting restrictions in Catton Grove and University wards – consultation results
Date assessed:	15/08/2019


	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"/>	These low cost responses to parking 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 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"/>	
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	These waiting restrictions will improve road safety for all.

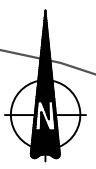
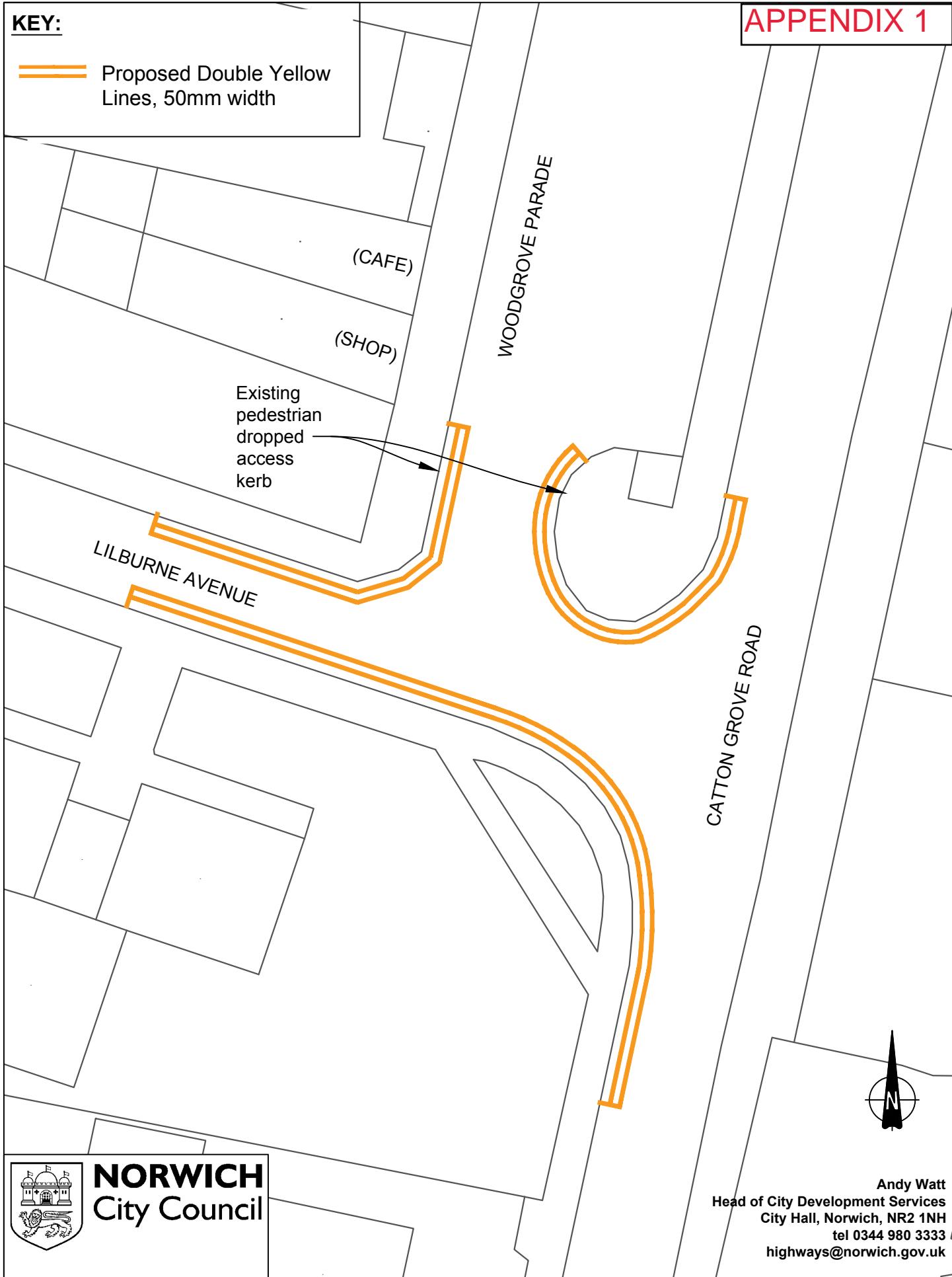
	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<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"/>	The management of parking will increase road safety on the highway.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	With road safety improvements and management of parking, the highways environment will improve.
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

	Impact			
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment	
Positive	
The proposed waiting restrictions will improve road safety for all road users.	
Negative	
Neutral	
Issues	

KEY:

 Proposed Double Yellow Lines, 50mm width



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Title CONSULTATION FOR PROPOSED ROAD MARKINGS CATTON GROVE ROAD / WOODGROVE PARADE / LILBURN AVENUE	Date	Scale(s)	No.	Date	Notes	REVISIONS	Int.	Ckd.
	03/18	NTS						
	Drawn By	Designed By						
	JG	JG						
Checked By	NEG. No.							
LA								
DWG. No.								
PL/TR/3329/786								

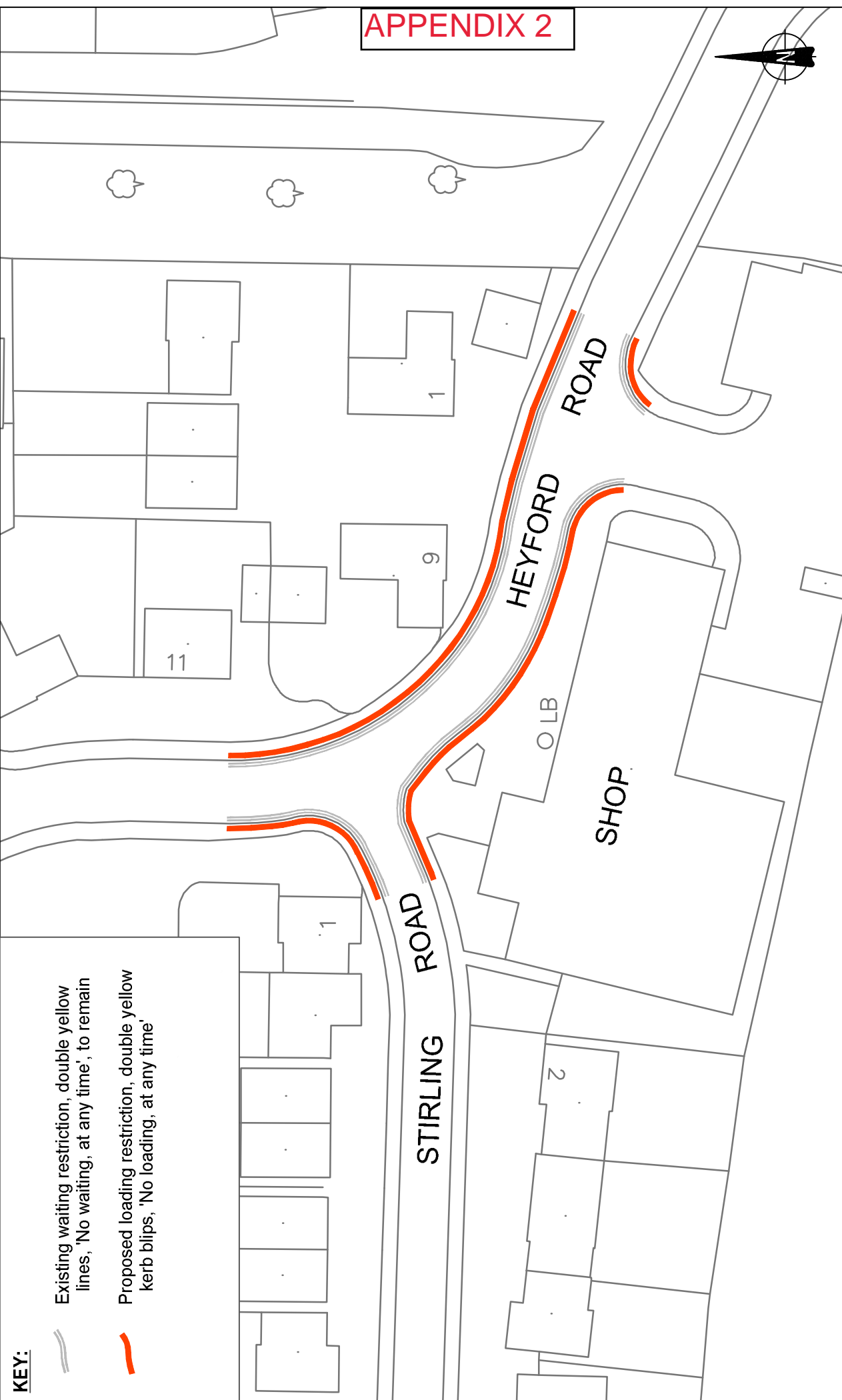
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APPENDIX 2



KEY:

- Existing waiting restriction, double yellow lines, 'No waiting, at any time', to remain
- Proposed loading restriction, double yellow kerb blips, 'No loading, at any time'



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No.	Date	Notes	REVISIONS	Int	Ck'd.	Date	Scale(s)
	NOV 2018					NOV 2018	NTS
						Drawn By	Designed By
						JG	LA
						Checked By	NEG. No.
						LA	
						DWG. No.	
						PL/TR/3329/793	

NORWICH
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HEYFORD ROAD
 PROPOSED WAITING RESTRICTION
 NO LOADING AT ANY TIME

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APPENDIX 3




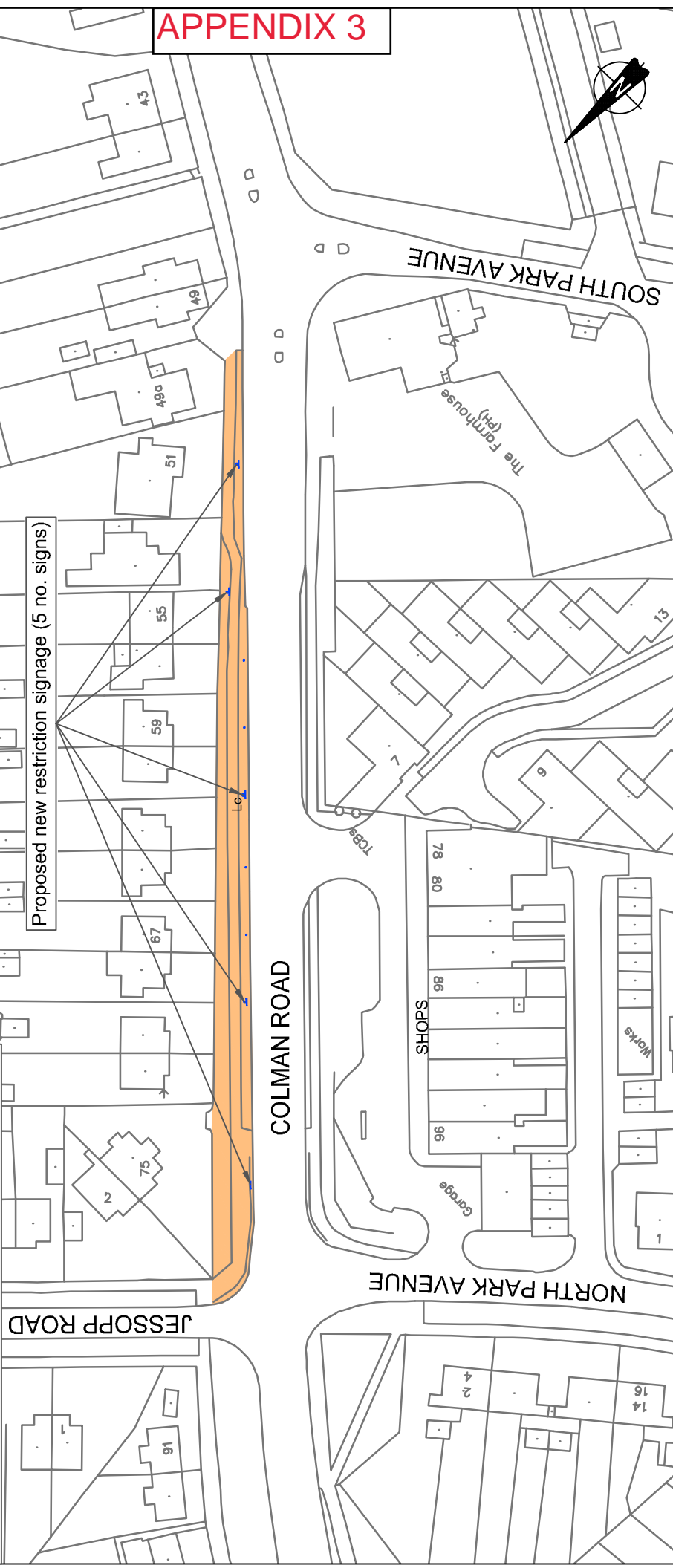
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No.	Date	Notes	REVISIONS	Int	Clkd.	Date	Scale(s)
	NOV 2018					NOV 2018	NTS
						Drawn By	Designed By
						JG	LA
						Checked By	NEG. No.
						LA	
						DWG. No.	
						PL/TR/3329/794	

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KEY:

 Area of proposed verge parking restriction,
 'No verge parking, at any time'

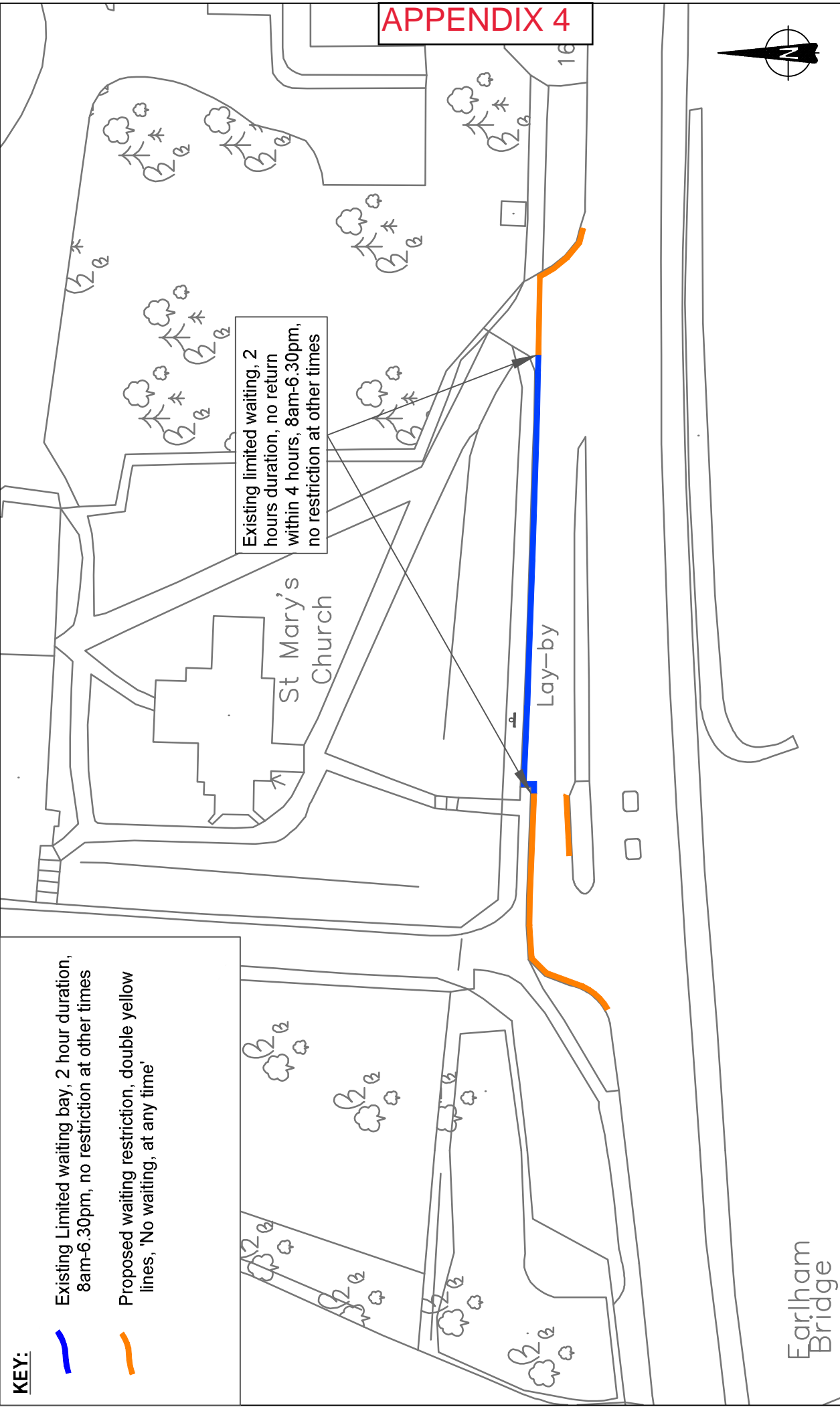


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Title
 COLMAN ROAD
 PROPOSED WAITING RESTRICTION
 NO VERGE PARKING



APPENDIX 4



KEY:

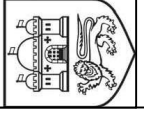
-  Existing Limited waiting bay, 2 hour duration, 8am-6.30pm, no restriction at other times
-  Proposed waiting restriction, double yellow lines, 'No waiting, at any time'

Existing limited waiting, 2 hours duration, no return within 4 hours, 8am-6.30pm, no restriction at other times

St Mary's Church

Lay-by

Earlam Bridge



NORWICH
City Council






Title
**EARLAM ROAD
PROPOSED WAITING RESTRICTION
NO WAITING AT ANY TIME**

No.	Date	Notes	REVISIONS	Int	Clkd.	Date	Scale(s)
						NOV 2018	NTS
						Drawn By	Designed By
						JG	LA
						Checked By	NEG. No.
						LA	
						DWG. No.	
						PL/TR/3329/795	

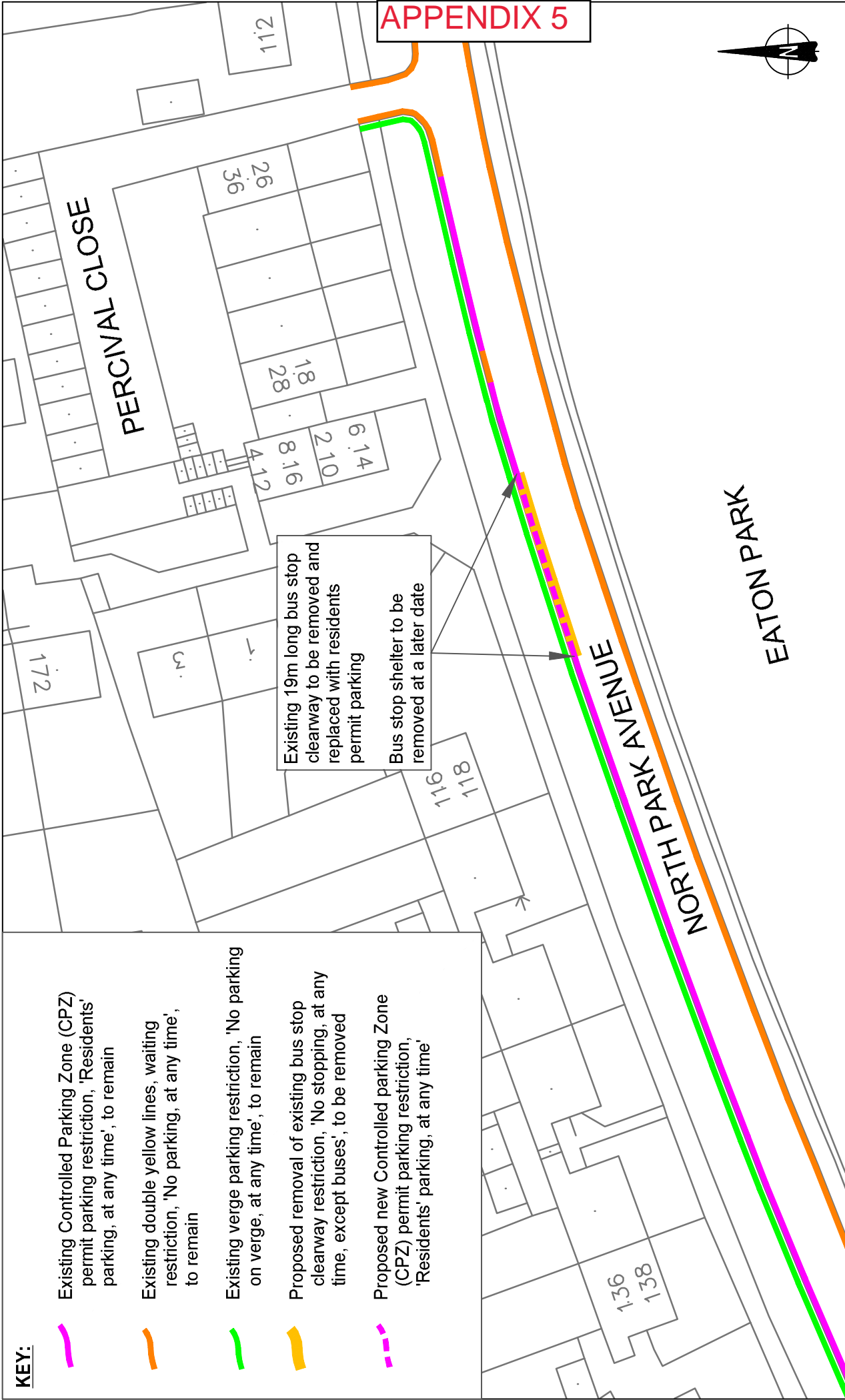
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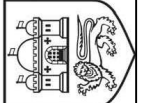


KEY:







-  Existing Controlled Parking Zone (CPZ) permit parking restriction, 'Residents' parking, at any time', to remain
-  Existing double yellow lines, waiting restriction, 'No parking, at any time', to remain
-  Existing verge parking restriction, 'No parking on verge, at any time', to remain
-  Proposed removal of existing bus stop clearway restriction, 'No stopping, at any time, except buses', to be removed
-  Proposed new Controlled parking Zone (CPZ) permit parking restriction, 'Residents' parking, at any time'

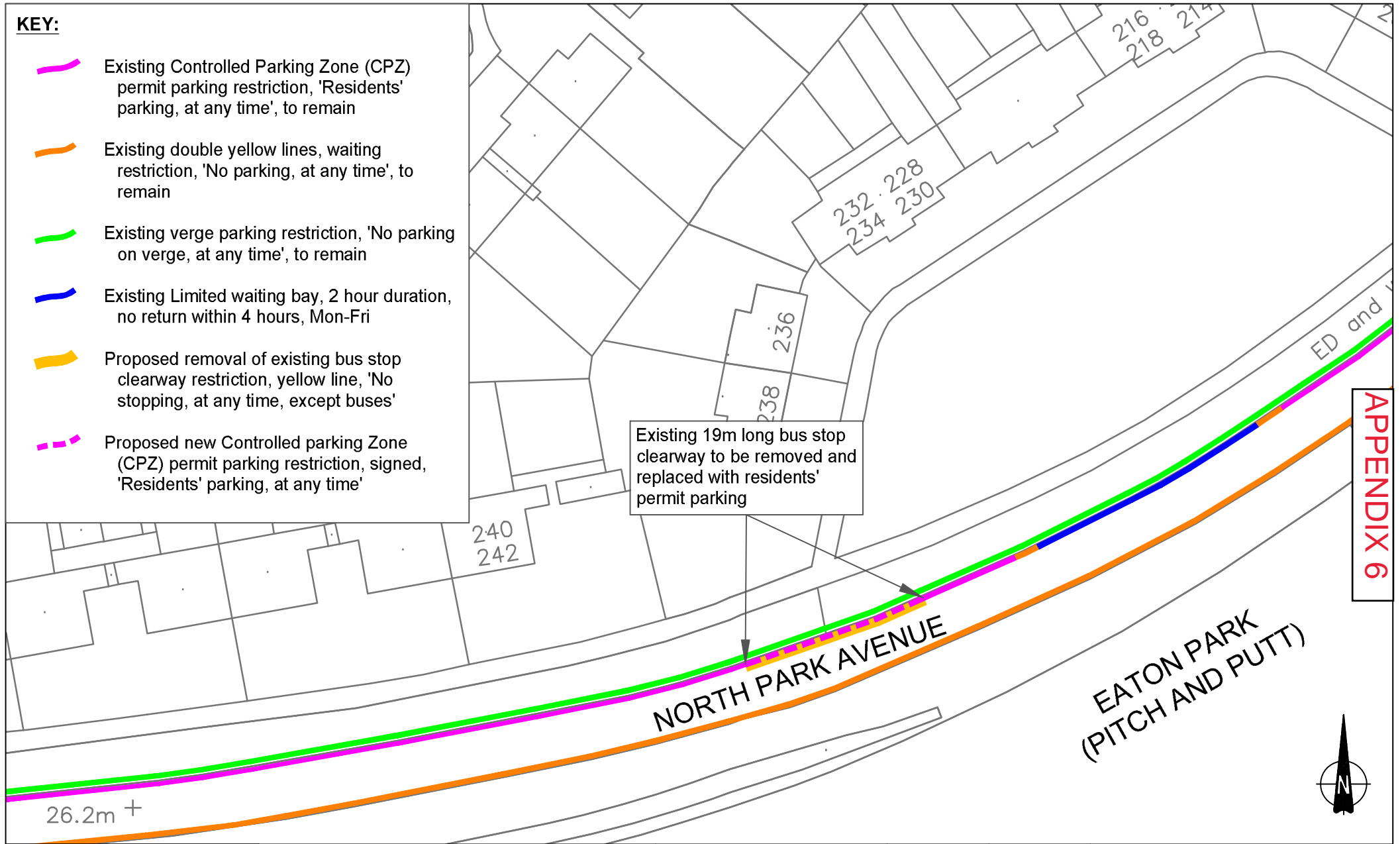
APPENDIX 5



 <p>NORWICH City Council</p>	<p>Title NORTH PARK AVENUE (O/S 118) PROPOSED IMPROVEMENT RESIDENTS' PERMIT PARKING</p>		<p>Date NOV 2018</p>		<p>Scale(s) NTS</p>							
	<p>Author Andy Watt</p> <p>Head of City Development Services City Hall, Norwich, NR2 1NH tel 0344 980 3333 highways@norwich.gov.uk</p>		<p>Drawn By JG</p>		<p>Designed By LA</p>							
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No.	Date	Notes										
<p><small>© Crown Copyright and database right 2018. Ordnance Survey 100018162.</small></p>			<p>DWG. No. PL/TR/3329/796</p>		<p> </p>							

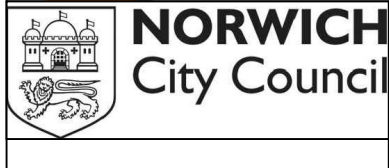
KEY:

-  Existing Controlled Parking Zone (CPZ) permit parking restriction, 'Residents' parking, at any time', to remain
-  Existing double yellow lines, waiting restriction, 'No parking, at any time', to remain
-  Existing verge parking restriction, 'No parking on verge, at any time', to remain
-  Existing Limited waiting bay, 2 hour duration, no return within 4 hours, Mon-Fri
-  Proposed removal of existing bus stop clearway restriction, yellow line, 'No stopping, at any time, except buses'
-  Proposed new Controlled parking Zone (CPZ) permit parking restriction, signed, 'Residents' parking, at any time'



APPENDIX 6

Existing 19m long bus stop clearway to be removed and replaced with residents' permit parking



Title
**NORTH PARK AVENUE (O/S 240)
 PROPOSED IMPROVEMENT
 RESIDENTS' PERMIT PARKING**

No.	Date	Notes	REVISIONS	Int.	Ckd.	Date	Scale(s)
						NOV 2018	NTS
						Drawn By JG	Designed By LA
						Checked By LA	NEG. No.
						DWG. No. PL/TR/3329/797	

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