

## Report for Resolution

<b>Report to</b>	Norwich Highways Agency Committee 22 May 2008	<b>Item 10</b>
<b>Report of</b>	Head of Transportation and Landscape	
<b>Subject</b>	Objections to advertised TROs relating to Crome Road and Southalls Way (Former Startrite Factory)	

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### Purpose

The purpose of this report is to consider objections to proposed Traffic Regulation Orders relating to a new residential development on Crome Road and Southalls Way.

### Recommendations

Members are recommended to ask the Head of Transportation and Landscape and the Head of Legal and Democratic Services to complete the statutory processes associated with changing the following TROs, all of which are shown on plan number:-

- (1) Introduce a 20mph Zone on Churchill Road (between Silver Road and Crome Road), Dibden Road, Crome Road (from just south of its junction with Dibden Road), Romany Road and Southalls Way
- (2) Introduce a pedestrian Zone within the newly constructed parts of Crome Road and Southalls Way (within the development of the former Startrite Shoe factory)
- (3) prohibit all on-street parking in the new estate road (the newly constructed parts of Crome Road and Southalls Way) except in the designated spaces constructed for the purpose.

### Financial Consequences

Both these Traffic Regulation Orders are consequent on nearby development, and have been funded by the respective developers

### Corporate Objective/Service Plan Priority

The report helps to achieve the corporate objective to ensure the City has a clean, healthy and sustainable environment, and the service plan priority of improving safety on the roads.

### Contact Officers

Bruce Bentley, Senior Planner (Transport)

212188

### Background Documents

Consultation Responses

## **Background**

1. Crome Road/Southalls Way comprises a new residential development on a former Start Rite Factory in the vicinity of Romany Road. It is not within a Controlled Parking Zone but in accordance with good practice in new residential street layouts and traffic management the scheme is proposed to have a 20mph zone treatment comprising of speed reducing tables and a pedestrian zone treatment that requires parked cars to be in designated bays to avoid unrestrained “fly-parking”. These measures are facilitated by the advertised Traffic Regulation Orders.

## **Consultation**

2. There has been one response from a resident of Crome Road, which is summarised in Appendix 1, along with officers’ comments. The primary concern relates to the loss of existing on street parking on Crome Road associated with the pedestrian zone.

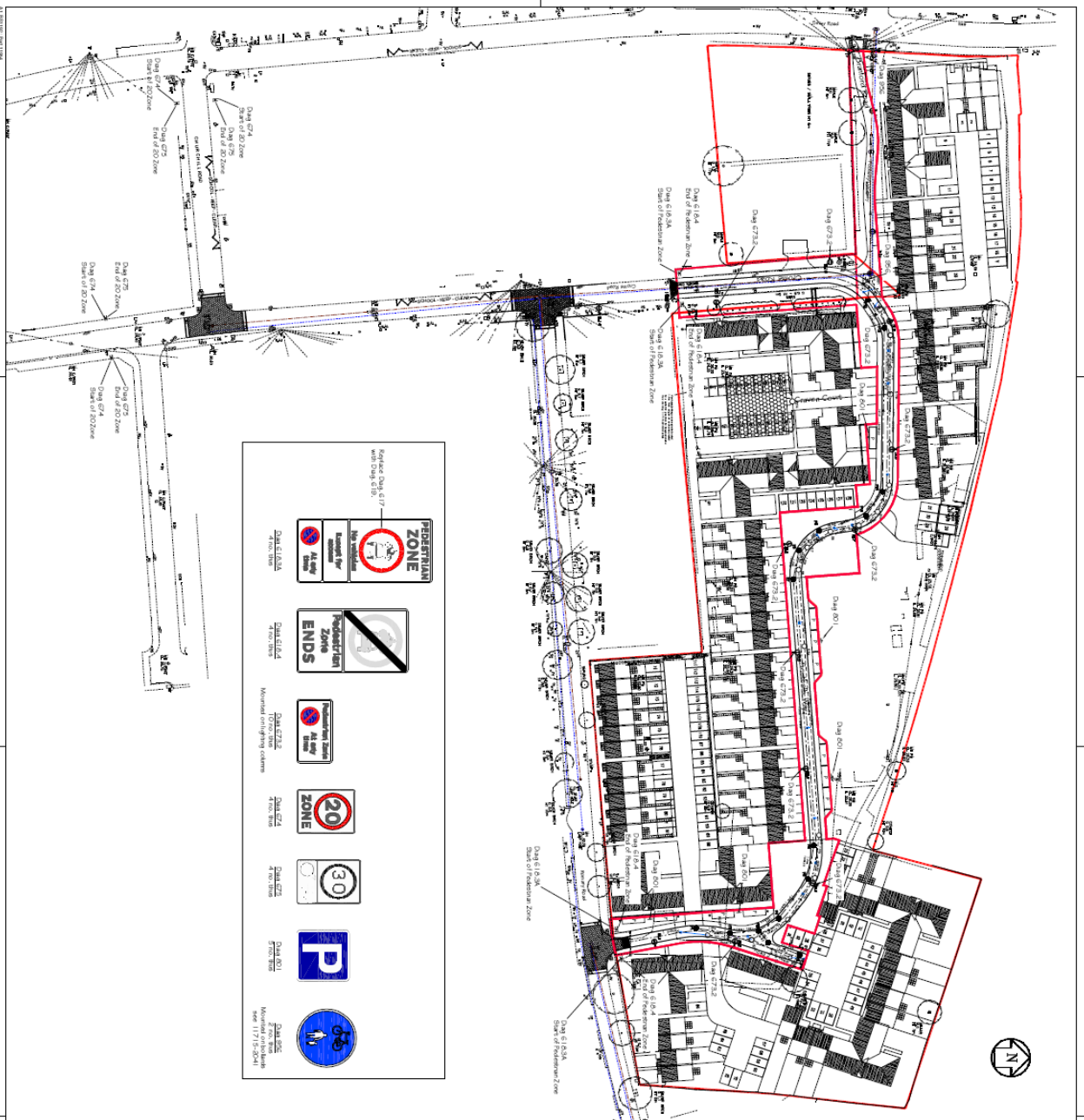
## **Discussion**

3. Crome Road/Southalls Way has been comprehensively planned to manage the demand for car parking and create an attractive and safe residential area.
4. The resident of Number 5 Crome Road is adjacent to the development and the proposed 20mph zone, the resident will continue to be able to park outside their property as there is no waiting restriction proposed outside of the development area. However Officers accept that with any new development outside of CPZ’s there may be some overspill of resident parking, however many parking bays are provided on site for the use of residents.
5. Drawing Number 11715-2080 P7 (see Appendix 2) shows the extent of the Pedestrian Zone, which will be for access only, with no waiting at any time
6. The plan in Appendix 3 illustrates the location of Number 5 Crome Road in relation to the development site and existing waiting restrictions.

## Appendix 1 – Responses Crome Road/Southall Way

Respondent	Comment	Officer response
Resident, 5, Crome Road	<p>Concerned over loss of on street parking at northern end of Crome Road.</p> <p>There is an existing high demand for on street parking in the area and little provision of off road parking. New developments in the locality have increased pressure for parking.</p> <p>New development has limited provision of parking bays and as a result there may be demand off site for on street parking outside of the pedestrian zone.</p> <p>Requests that on street parking is retained for properties south of Number 5 (possibly by use of permit parking)</p> <p>Welcomes the 20mph speed limit for the development site.</p>	<p>Comments noted</p> <p>Number 5 Crome Road is adjacent to the development site. There are no waiting restrictions currently in force or proposed directly outside their property. The potential still remains for the resident to park on street. On street parking is potentially available on any part of the remainder of Crome Road. Officers accept that despite parking provision onsite, new developments may sometimes increase the demand for parking off site but this is impossible to prevent outside of CPZs. There is the potential for future extension of the Northern Controlled Parking Zone into Crome Road, the new development would not be eligible for permits. However there are no plans at present extend the CPZ.</p> <p>The no waiting restriction proposed as part of the pedestrian zone within the development site will disallow parking on this Crome Road to the north of Number 5. This is necessary in the interests of enabling unobstructed access to the site by residents vehicles and larger vehicles such as refuse collection and emergency vehicles.</p> <p>The provision of a pedestrian zone has a number of benefits for new developments as these can help to control the availability of parking and thus reduce car use and help to promote more pedestrian and cycle friendly residential areas.</p> <p>The recommendation is not to change the proposed TROs.</p>

# Appendix 2 – Crome Road/Southall Way Plan



PRELIMINARY

REF	DESCRIPTION	DATE	BY	CHK
P7	Original scheme outline	11/11/2017	NR	NR
P8	Update scheme outline amended	11/11/2017	NR	NR
P9	Update scheme outline amended	11/11/2017	NR	NR
P10	Update scheme outline amended	11/11/2017	NR	NR
P11	Update scheme outline amended	11/11/2017	NR	NR
P12	Update scheme outline amended	11/11/2017	NR	NR
P13	Update scheme outline amended	11/11/2017	NR	NR
P14	Update scheme outline amended	11/11/2017	NR	NR
P15	Update scheme outline amended	11/11/2017	NR	NR
P16	Update scheme outline amended	11/11/2017	NR	NR
P17	Update scheme outline amended	11/11/2017	NR	NR
P18	Update scheme outline amended	11/11/2017	NR	NR
P19	Update scheme outline amended	11/11/2017	NR	NR
P20	Update scheme outline amended	11/11/2017	NR	NR
P21	Update scheme outline amended	11/11/2017	NR	NR
P22	Update scheme outline amended	11/11/2017	NR	NR
P23	Update scheme outline amended	11/11/2017	NR	NR
P24	Update scheme outline amended	11/11/2017	NR	NR
P25	Update scheme outline amended	11/11/2017	NR	NR
P26	Update scheme outline amended	11/11/2017	NR	NR
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P99	Update scheme outline amended	11/11/2017	NR	NR
P100	Update scheme outline amended	11/11/2017	NR	NR

Taylor Woodrow

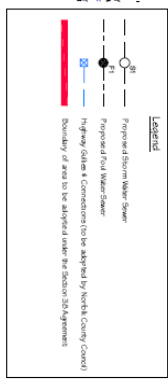
Start-Rite Shoes, Norwich  
Romney Road

Section 38 Coloured Plan

Project Name	Section 38 Coloured Plan
Client	Taylor Woodrow
Project Location	Start-Rite Shoes, Norwich Romney Road
Scale	1:500
Author	Hannah Reed
Checked	NR
Date	11/11/2017
Drawn	NR
Date	11/11/2017
Project Number	11715-2080
Revision	P7

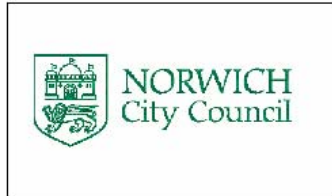
### NOTES

1. 500/700 SCALE: Use typical dimensions only.
2. All dimensions shown are in millimetres unless otherwise stated.
3. The drawing is to be read in conjunction with all Engineering and Architectural Drawings and Specifications.
4. This drawing is to be read in conjunction with all Engineering and Architectural Drawings and Specifications.



## **Appendix 2**

**Location of Number 5 Crome Road in relation to development site**



Crome Road

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SCALE	1 : 580
DATE	01/05/2008
DRAWING No.	
DRAWN BY	