

Report for Resolution

Report to Norwich Highways Agency Committee
28 July 2011

Item

6

Report of Head of City Development Services

Subject Changes to Waiting Restrictions

Purpose

To consider various issues relating to existing and proposed waiting restrictions in the city

Recommendations

The Committee is recommended to:

- (1) ask the head of city development services to carry out the necessary statutory procedures to;
 1. implement the administrative changes to traffic regulation orders listed in appendix 1
 2. implement the changes to waiting and loading restrictions as advertised at the following locations

Annual waiting restrictions

Location

- a) Albertine Close
- b) Burnet Road
- c) Chapelfield East
- d) Frensham Road

- e) Ives Road
- f) North Park Avenue

- g) Pottergate

Plan number

- PL/TR/3329/722/3
PL/TR/3329/722/4
PL/TR/3329/722/14
PL/TR/3329/722/1 &
PL/TR/3329/722/2
PL/TR/3329/722/15
PL/TR/3329/722/5a &
PL/TR/3329/722/5b
PL/TR/3329/722/7

Norwich car club

- a) Avenue Road
- b) Christchurch Road
- c) Greyfriars Road
- d) Marlborough Road
- e) Northcote Road
- f) Park Lane

- PL/TR/3329/722/22
PL/TR/3329/722/21
PL/TR/3329/722/23
PL/TR/3329/722/16
PL/TR/3329/722/17
PL/TR/3329/722/20

City Centre pay and display bays

- a) St Giles Street
- b) Music House Lane
- c) St Martins Lane

- PL/TR/3329/724/4
PL/TR/3329/724/3
PL/TR/3329/724/2

3. Implement the amended changes to loading restrictions in
 - a) Valleyside Road PL/TR/3329/722/9b see appendix 6

4. Advertise and implement the proposed changes to waiting restrictions in
 - a) Carrow Road PL/TR/3584/425, see appendix 7
 - b) Fishers Lane PL/TR/3329/722/40 see appendix 8
 - c) Neville Street PL/TR/3329/722/41 see appendix 8
 - d) Patteson Road PL/TR/3329/722/19b see appendix 5
 - e) Stepping Lane PL/TR/3329/722/42 see appendix 4

(2) Agree not to proceed with the following planned restrictions;

1. Drayton Road / Bignold Road – double yellow lines
2. Fairfax Road – double yellow lines
3. Heyford Road – loading restrictions
4. Silver Road / Knowsley Road – loading restrictions
5. St Saviours Lane – loading restrictions

(3) Agree to allow the residents of No's 51-69 South Park Avenue to park on the tarmac vehicle crossovers in front of their properties, on the condition that they display a dispensation letter from the city council.

Financial Consequences

A sum of £40,000 is available from the Local Transport plan budget to implement changes to waiting restrictions and Controlled Parking Zones across Norwich in 2011/12. The restrictions that are recommended for implementation can be funded from this sum.

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

Joanne Deverick, Transportation Network Manager	01603 21 2461
Kieran Yates, Transport Planner	01603 21 2471

Background Documents

None

Report

Introduction

1. At the current time there are a number of outstanding issues with waiting restrictions in the city, including several traffic regulation orders (TROs) that have been advertised and received objections that have not yet been resolved, TROs that have not yet been made, and restrictions on the ground that are causing problems for local people. This report seeks to address these issues.

Annual Waiting Restrictions

2. At your meeting in September 2010 you agreed to some amendments to restrictions on the ground, and to implement a number of housekeeping measures to ensure the accuracy of the TROs associated with existing restrictions. These were advertised in December 2010, and a number of responses received.
3. Ordinarily these would have been brought back to committee early in 2011 for determination; however following the consultation on the proposed changes it became apparent that the budgets for transport improvements in the city which fund waiting restriction changes, would be considerably reduced and it was thought premature to consider the results of the consultation ahead of a budget being agreed. At your meeting in May 2011 £40,000 was allocated to fund both waiting restrictions changes and the extension of the controlled parking zone (CPZ) in the eastern area, which is subject to a separate report on this agenda.
4. No objections were received to the housekeeping measures that were agreed by committee in September 2010 which are listed as appendix 1. It is therefore suggested that these should be implemented at minimal cost.
5. No written objections were received to the following restrictions and therefore it is proposed to implement these as advertised:
 - Sweetbriar Industrial Estate – Albertine Close, Burnet Road & Frensham Road, additional double yellow lines
6. Objections were received to the proposals at the following locations, the details of which are included in appendix 2, with reasons for the proposed approach
 - Chapelfield East – conversion of a loading bay to pay and display bay; implement as advertised
 - Ives Road – Double yellow lines; implement as advertised
 - North Park Avenue – Bus stop clearways; implement as advertised
 - Pottergate - loading bay removal; implement as advertised
 - Valleyside Road – Loading restrictions; implement a reduced scheme, as shown in appendix 6

7. Additionally objections were received to the proposal to remove a permit parking bay from Pyes Yard. Following discussions with the objectors it has been agreed that the issues surrounding the space can be resolved by relocating a sign. This will not require the removal of the bay and therefore the proposal has been dropped.
8. There were 5 further locations that were advertised. However given the budget constraints available and representations received these are no longer considered value for money, and therefore it is suggested that these are not pursued.
 - Drayton Road - Double yellow lines at the Bignold Road junction to prevent cars being parked on the verge for sale. Other legislation exists to deal with this problem.
 - Fairfax Road – New double yellow line on the bend. The benefits of these are marginal, and being in a residential area benefit a handful of residents
 - Heyford Road – Proposed loading restrictions to make enforcement of drivers who parking on the existing double yellow lines to use the cash point and shop easier. This area is not a priority for enforcement, and it is very likely that the loading restriction will be ignored, making it ineffective.
 - Silver Road – Loading restrictions on the four corners of the junction with Knowsley Road and Mousehold Avenue, to stop local businesses loading on the corners. Again this relies on enforcement to be effective and it is unrealistic to allocate the required resources to it.
 - St Saviours Lane – Loading restrictions by the car park entrance to prevent disabled drivers from parking. The parking is not considered to be a significant road safety risk

Car Club Bays

9. At your September meeting you agreed to advertise some additional car club bays across the city. Objections were not received to the following locations, and it suggested that these be implemented when the car club operator has vehicles to allocate to each location
 - Greyfriars Road (2 car club bays)
 - Marlborough Road (1 car club bay)
 - Park Lane (1 car club bay)
10. Representations were received to the following proposals. These are detailed in appendix 3, along with the reasoning for the recommendation
 - Avenue Road – (1 car club bay) Implement as advertised
 - Christchurch Road – (1 car club bay) Implement as advertised

- Northcote Road – (1 car club bay) Implement as advertised
- Patteson Road – (1 car club bay) Advertise an amended location for the bay, as shown in appendix 5
- Spencer Street – Do not proceed, this area will be catered for by the Marlborough Road bay.

11. In addition to the new bays proposed there are 2 bays that were provided for the previous car club operator, that are considered to be unviable by the current operator. It is proposed that both of these are converted back to permit parking bays; this will require a change to the TRO to be advertised, see Appendix These are located in:

- Fishers Lane
- Neville Street

City centre on street parking bays (pay and display bays)

12. At your November 2010 NHAC meeting as part of a report titled 'Review of daytime charges in on street parking pay and display bays' some changes to the use of pay and display bays in the city were suggested

13. No objections were received to the following proposals and these will be implemented as advertised

- Music House Lane – Conversion of a pay and display bay to permit parking
- St Giles – Conversion of a loading bay to a pay and display bay

14. Objections were received to the following proposals and these are discussed in appendix 4.

- Stepping Lane – conversion of 'pay and display' bay to permit parking bay
- St Martin's Lane – conversion of 'pay and display' bay to permit parking

15. Members are recommended to implement the St Martins Lane proposals as advertised, and re-advertise the Stepping Lane proposals to replace the current bay with double yellow lines which will allow for loading and unloading in the area. This is shown in appendix 4.

South Park Avenue

16. Members are reminded that in the previous financial year, a no waiting at any time restriction was installed on South Park Avenue, opposite the entrance to Eaton Park. The purpose of this restriction was to prevent vehicles from obstructing the sight lines of vehicles exiting Pettus and Parmenter Roads onto South Park Avenue, and to ensure that Number 25 bus service to and from the city centre and University were not impeded.

17. All affected residents were written to in December 2009 informing them of the proposal and asking for their comments. No responses were received and the restrictions were introduced in May 2010. However this waiting restriction had the effect of stopping parking on the grass verge and vehicle cross-overs outside residential properties. The residents contend that this causes particular hardship for those residents and their visitors who are disabled or require health visitors who have equipment in their vehicle.
18. A petition has been received from the residents of 55, 57, 59, 61, 65 and 67 South Park Avenue which asked 'to have the double yellow lines removed from outside our houses'.
19. The removal of the recently introduced double yellow lines, that received no objection at the time of the consultation, is not considered to be value for money in the current economic climate. As an interim solution officers have advised residents that vehicles parked on the tarmac crossovers, displaying a dispensation letter from the council, will not be ticketed, but those parked on the verges or road will. It is suggested that members endorse this approach.

Carrow Road

20. A pavement build on Carrow Road has been used by residents as an unofficial parking area since its construction nearly 10 years ago, following an agreement with the then parking manager; see plan in Appendix D for details. Technically this build out is subject to adjacent double yellow line restrictions, however in the interest of residents officers are of the view that parking in this location can be tolerated without detriment to road safety and does not obstruct any pedestrian thoroughfare.
21. The best solution would be to remove the build out, however funding for this cannot be justified given the small number of people who would benefit from it. It is therefore suggested that the TRO be changed to allow parking on the build-out. This proposal will need to be advertised.
22. For the interim period until the TRO can be changed it is suggested that Members endorse the informal use of the build out as a permit parking bay.

Local Member Views

23. Where local members have responded to the proposals their comments have been included in Appendix 2 and 3.

Timetable

24. It is proposed to implement these changes in the coming months, and before the end of the financial year.

References

- Sept NHAC report and minutes - Waiting restriction requests for implementation in 2011
- Nov 2010 NHAC report and minutes – Review of on street fees and charges

Appendix 1

Recommendation 3 from September 2010 Annual Waiting Restrictions report

3) Ask the Head of Legal, Regulatory and Democratic Services and the Head of Transportation to confirm Traffic Regulation Order (TRO) descriptions of waiting restrictions at the following locations:

- Aylsham Road (near Boundary shops)
Correction of TRO to change 20minute limited waiting bay (no return in 40 minutes) to 30 minute bay (no return in 1 hour). Confirmation of the single yellow line in bay. Both operational Monday to Saturday 8am – 6.30pm, no restrictions at other times.
- Paxton Place
Amendment of TRO to include Paxton Place as a street within the South Western controlled parking zone and as an address eligible for the issue of parking permits.
- Plumstead Road
Make minor administrative changes to the description of the no waiting at any time restrictions for these roads.
- Northfields experimental TRO
Make minor administrative changes to the description of Schedule numbers
- Tombland

Make minor administrative changes to the description of the pedestrian zone, access and speed restriction order for Princes Street to include the length of road which includes Tombland.
- Bakers Road
Make minor administrative change of description of a no waiting at any time restriction
- Elmdon Court & Tudor Court
Amendment of TRO to add these addresses as eligible for parking permits

Appendix 2 –Annual Waiting Restrictions Representations

Location and summary	Consultation	Officer comment
<p>Chapel Field East</p> <p>Proposed creation of a pay and display parking bay through conversion of an existing loading bay and some motorcycle spaces, 5 motorcycle spaces to remain.</p>	<p>Business 1</p> <p>Representation from a Director of the Chapelfield Children’s Day Nursery Ltd which stated an objection to this proposal on following grounds:</p> <ul style="list-style-type: none"> (1) loss of available pick up and drop off spaces on Chapel Field East for parents. (60 children attending) with different pick up drop off times between 8am and 6pm. (2) Many parents commute from outside of Norwich (3) Nursery often receives complaints from parents about difficulty of finding a parking space. (4) Alternative location of Walpole Gardens on other side of inner ring road via subway is not an attractive or viable alternative option as there are few spaces available there. (5) Existing loading bay is often parked with people waiting to pick up staff or shoppers from Chapelfield mall or business vehicles using dispensation tickets. 	<p>Objection rejected</p> <p>Recommendation to convert the loading bay as advertised into pay and display parking.</p> <p>Having various different businesses and activity in the city centre places considerable pressures upon on street parking space, and it is not possible to provide kerb side space allocated to an individual organisation.</p> <p>The conversion was suggested in response to a request from the Mosque located on Chapelfield East for parking in the area for their patrons.</p> <p>The loading bay is currently underutilised and conversion to pay and display bay would be of better use for the business of the city. Management of kerb side space must accommodate a variety of demands through the day and night, the needs of Nursery users are part of this overall demand.</p> <p>The Nursery has a parking sticker arrangement which affords holders 15 minutes of free parking in the loading bays on Chapel Field East. This arrangement could be extended to the proposed pay and display bay.</p>

Appendix 2 –Annual Waiting Restrictions Representations

Location and summary	Consultation	Officer comment
<p>Ives Road</p> <p>Proposed installation of double yellow lines on southern side Ives Road, to provide clear access for buses</p>	<p>Resident 1</p> <p>Makes suggestion to create a new off street parking bay on Ives Road</p> <p>Resident 2</p> <p>Off road parking areas are full and are not reserved for residents, request to allocate parking spaces to individual residents.</p>	<p>Comments noted</p> <p>Recommendation to install the double yellow lines as advertised</p> <p>It is not within the remit of this exercise to create off road parking spaces. Unrestricted parking is available on Ives Road nearby.</p> <p>The viability and reliability of bus service 9 serving this estate is supported by these proposals and the decongestion of the highway of obstruction is a service priority.</p>
<p>North Park Avenue</p> <p>Proposed introduction of two bus stop clearways</p>	<p>Resident 1</p> <p>Support for proposal</p> <p>Resident 2</p> <p>Objection against proposal due to loss of parking spaces for residents and potential damage caused to parked cars by buses.</p>	<p>Objection and support noted</p> <p>Recommendation to install the bus stop markings as advertised</p> <p>North Park Avenue is a busy bus route for the city bound 35 service (UEA to city centre), First bus had initially made a request for passing places, but this proposal seeks to achieve this and improve boarding for passengers at two bus stops. Improvements for bus stops helps improve the attractiveness of the service which helps to reduce car use and associated parking pressures.</p>

Appendix 2 –Annual Waiting Restrictions Representations

Location and summary	Consultation	Officer comment
<p>Pottergate</p> <p>Proposed removal of loading bay to enable reversion to the extant pedestrian zone.</p>	<p>Business 1 (Head in the Clouds) Objection to loss of unrestricted parking, states that ‘one often needs 20 minutes to unload as it is rude just to dump stock or items in a business and run, that is why a 30 minute day time rule and open parking for evening and Sunday is quite appropriate’</p> <p>Business 2 (Head in the Clouds) Objection to loss of evening and Sunday parking, as this is when shop display work is being done.</p> <p>Business 3 (Hooloofoo Hair propreiters) Objection to loss of free evening and Sunday parking outside hair salon. Concern over costs of car parking. Concerned about negative effect this change will have on the viability of their business.</p> <p>Business 4 (Hooloofoo Hair) Objection from 13 members of staff to loss of parking space evenings and weekends, as clients value having parking nearby to avoid weather affecting their hair styles.</p> <p>Business 5 (Drug Store skateboarding) Objection to loss of loading bay.</p>	<p>Objections rejected Recommendation to rescind the loading bay (and allow it to revert to pedestrian zone where loading is permitted at any time) as advertised</p> <p>This loading bay is not enforceable as it is not demarcated on the highway, this has led to this valuable loading area not being available during the working week.</p> <p>There is considerable parking available at all times in the vicinity of Pottergate, either on street on Westwick Street, St Giles Street and off street in St Giles and St Andrews multi storey car park and Pottergate pay and display car park. Customers at hair salons may be picked up on Pottergate.</p> <p>For clarification the existing time limited loading bay does not afford 30 minutes of loading where the vehicle is left unattended. This is a misinterpretation of the parking restriction. Use of loading bays must be continuous. Moroever on Pottergate loading in the pedestrian zone is permitted at any time for so long as the loading activity takes place. For that reason the loading bay is an anomaly; the proposal will mean loading from this location may continue.</p> <p>Removal of the current bay will also remove parking after 6.30pm Mon – Sat and all day Sunday. In doing so it will ensure that this part of Pottergate remains available for loading activity throughout the week at any time, which is of benefit to all businesses and residents nearby.</p> <p>It is the view of officers that there is adequate parking provision in the close vicinity of Pottergate businesses and that pick up and set down of customers will continue to be possible at any time.</p>

Appendix 2 –Annual Waiting Restrictions Representations

Location and summary	Consultation	Officer comment
<p>Valley Side Road</p> <p>Proposed extension of double yellow lines and introduction of at any time loading ban for full extent of Valley Side Road from its junction with Plumstead Road to Lloyd Road.</p>	<p>Resident 1</p> <p>Proposal for extension of double yellow lines and loading ban is welcomed in part for the southern side of Valley Side Road but the suggests that the proposal is amended on the northern side to allow for parking to remain. This will prevent shopper parking overflowing into Valley Side Road. Request to have sign to prohibit larger vehicles entering the bottom end of the road near Lloyd Road</p> <p>Resident 2</p> <p>Concern about loss of shopper parking, proposal waiting restrictions should be scaled back.</p> <p>Business 1</p> <p>Objection to loss of parking near to the shopping parade, concerns about detriment caused to business. Questions the size and time delivery vehicles service businesses.</p>	<p>Objections accepted</p> <p>Amendment proposal in this report, as this is a lesser restriction with the agreement of members proposed to implement as now proposed without the requirement to readvertise.</p> <p>It is proposed to retain proposed restrictions for the southern side of Valley Side Road and amend proposals for the northern side.</p> <p>The road sign is not considered to be necessary if the proposed waiting and loading restrictions are installed and enforced.</p>

Appendix 3 – Car Club Bay representations

Location and summary	Consultation	Officer comment
<p>Avenue Road</p> <p>Proposed creation of a car club bay, replacing a short section of double yellow lines</p>	<p>Resident 1</p> <p>Concerned that the location of the proposed car club bay is inappropriate as it will worsen local traffic conditions and is too near to a school. Suggests an alternative location on Jessop Road. Resident lives on College Road and is not directly affected by the proposal.</p>	<p>Objection rejected.</p> <p>Recommendation to install the car club bay as advertised.</p> <p>The proposed bay does not directly affect adjacent residential properties, nor does it result in the loss of any permit parking spaces. The bay is some 25 metres from the junction of The Avenues with College Road and some 35 metres from the school no stopping road markings. It is considered that this car club bay would not worsen traffic conditions nor be of detriment to road safety. The car club operator has expressed a preference for a bay in this location instead of other locations suggested by the objector.</p>
<p>Northcote Road</p> <p>Proposed conversion of a single permit parking space for a car club bay</p>	<p>Resident 1</p> <p>Objection to proposal due to loss of permit parking space, narrowness of Northcote Road and road safety concerns.</p>	<p>Objection rejected.</p> <p>Recommendation to install the car club bay as advertised</p> <p>The proposed location was requested by the car club operator as the optimum location for a bay as it is central to the local area and is clearly visible from the adjacent spine road Spencer Street. Car club vehicles can help to reduce the overall pressure upon on street parking as residents choose to use a car club vehicle than purchase a vehicle. The removal of a permit parking space must be balanced with the overall benefit to car club members.</p> <p>There is no other practical location for a car club bay in the vicinity as it would be too close to the junctions of the road and would affect access for larger vehicles such as refuse trucks. With no injury accidents recorded here, the bay would not be detriment to road safety.</p>

Appendix 3 – Car Club Bay representations

Location and summary	Consultation	Officer comment
<p>Christchurch Road</p> <p>Proposal for car club space on road where there are no parking restrictions.</p>	<p>Resident 1</p> <p>Contends that at peak times, Christchurch Road already suffers from heavy traffic; positioning a car in a space next to the road junction could create a bottle-neck. Difficult for residents to find a car space, particularly after 5.p.m. Possible alternative location for car club on Highland Road. Resident lives a short distance away from the proposed car club bay and is not a direct frontage address to it.</p> <p>Resident 2</p> <p>Supports location of car club space as proposed</p> <p>Residents 3 & 4</p> <p>Supports car club in principle but requests that bay is provided on Highland Avenue instead for road safety reasons</p>	<p>Objection rejected</p> <p>Recommendation to install the car club bay as advertised</p> <p>Car clubs do reduce on street parking pressures, rather than worsen them as members choose to rent rather than own a car. This has been proven nationally and locally in Norwich as part of the successful CIVITAS initiative.</p> <p>Experience elsewhere indicates that car club bays need to be well located with a catchment area to ensure that a maximum number of households are served. The proposed location is intended to serve the Highland Road, Muriel Road, Henley Road, Morningson Road and Grange Road neighbourhood and as such this location on Christchurch Road would be best suited for this purpose.</p> <p>At present this section of Christchurch Road has no parking restrictions, the rationale for car clubs is that are a means of controlling future demand for parking. Car club members are more likely to avoid purchase of 1st or 2nd cars if they have an attractive alternative to private car ownership. Having a well located and visible car club bay helps to ensure the service will be popular and well used. Christchurch Road is a traffic calmed street with a 20mph speed limit, the proposed bay is located away from any traffic calming features. Parked vehicles can help to reduce traffic speed as they narrow the carriageway, the car club bay would contributed to this effect. The bay is approximately 10 metres away from the junction of Muriel Road which is a reasonable arrangement for parked vehicles.</p> <p>The car club operator has confirmed that there are preregistered members in the vicinity of this proposed bay which demonstrate demand for the service.</p>

Appendix 3 – Car Club Bay representations

Location and summary	Consultation	Officer comment
<p>Patteson Road</p> <p>Proposal for car club parking bay; conversion of double yellow lines</p>	<p>Resident 1</p> <p>Suggests that double yellow lines should be converted to permit parking spaces instead of car club bay. States that ‘Norwich car club rental scheme would be of no benefit to us’.</p> <p>Resident 2</p> <p>Objection to proposed location of car club bay near to garage access</p> <p>Resident 3</p> <p>Objection to proposed location of bay as it is too close to his property (Number 87) and would cause difficulties for garage opposite. Suggestion to put car club bay in council owned garage area in triangle of land adjacent to junction of Drayton Road and Aylsham Road. Concerned about possible use of single permit bay on Patteson Road for car club bay as this causes a bottleneck near the junction which is problematic.</p>	<p>Objection accepted from resident 2</p> <p>Amendment proposal in this report</p> <p>The current proposal was for the conversion of double yellow lines for a car club bay, however it is now recognised that this is too close to an established garage access.</p> <p>The object of this exercise is to install a car club bay, it is not review all other extant waiting restrictions.</p> <p>Having visited the island site on Alysham Road opposite Patteson in the view of officers it is not considered suitable for a car club bay as there is insufficient space and is not visible enough to encourage its use.</p> <p>This amendment proposal seeks to convert an existing single permit parking bay nearby on Patteson Road into a car club bay. This represents the only practicle opportunity to make this provision in this location as requested by the car club operator.</p> <p>This will require the amended proposal to be readvertised.</p>

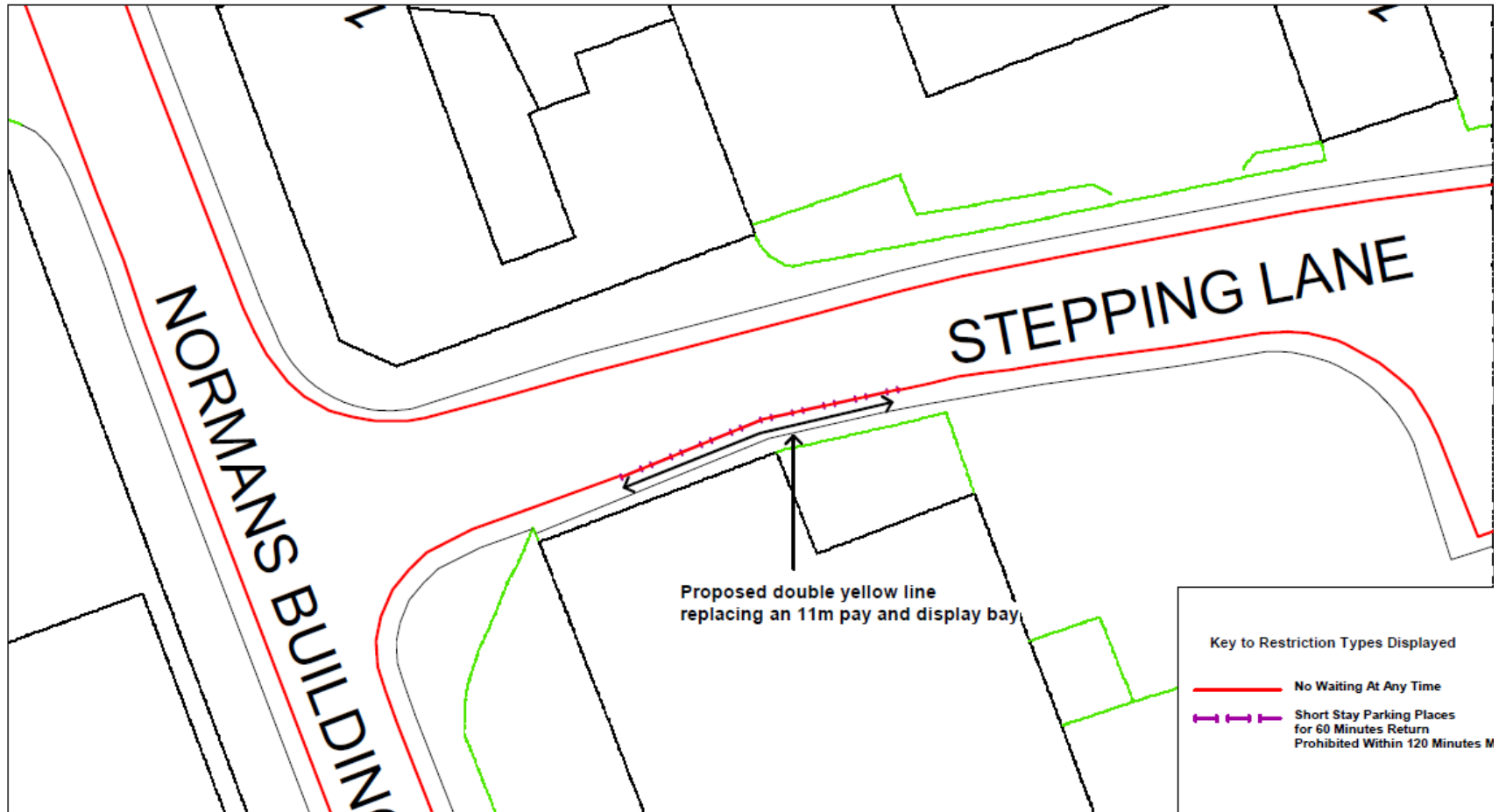
Appendix 3 – Car Club Bay representations

Location and summary	Consultation	Officer comment
<p>Spencer Street</p> <p>Proposed installation of a single car club space through conversion of a permit parking space.</p>	<p>Residents x6 and petition from 12 residents objecting to proposed car club bay.</p> <p>Objection to loss of permit parking space</p> <p>Heavy demand for permit parking in the area, businesses place additional demands on parking for residents.</p> <p>Request for extension of controlled parking zone times of operation.</p>	<p>Objection accepted</p> <p>Recommendation not to proceed with this proposal as a nearby car club bay on Marlborough Road is a suitable alternative.</p> <p>It is not within the remit of this exercise to review the operating hours of this controlled parking zone.</p>

Appendix 4: city centre bay representations

Location and summary	Consultation	Officer comment
Stepping Lane	<p>Resident 1 Road becomes congested during the working day and that access to and from their property is problematic due to vehicles using the existing pay and display bay. Bay should be permanently removed as they contend that there is not demand for a permit parking bay.</p>	<p>Objection accepted</p> <p>Recommendation to re-advertise proposal, replacing existing bay with a double yellow line</p>
St Martins Lane	<p>Business 1 Change to restrictions should be to install a double yellow line for part of the bay and permit parking for the remainder so as to keep the front aspect and main entrance of the premises clear of vehicles on grounds of aesthetics and fire safety. for that reason</p> <p>Resident 1 Contends that this pay and display bay is well used and that there is little short stay parking in the area for visitors.</p>	<p>Objection rejected.</p> <p>Recommendation to make the proposal as advertised</p> <p>The need to provide permit parking for residents in the St Mary's zone affords higher priority than the appearance of a business premises and that there is not a demonstrable risk of fire hazard from parked vehicles;</p> <p>Residents may use their visitor permit in permit bays and that there is a limited waiting bay on Oak Street for short stay use and pay and display car parks at Barn Road and Chatham Street which are available for visitors</p>

Appendix 4: city centre bay representations



Key to Restriction Types Displayed

- No Waiting At Any Time
- - - Short Stay Parking Places for 60 Minutes Return Prohibited Within 120 Minutes M



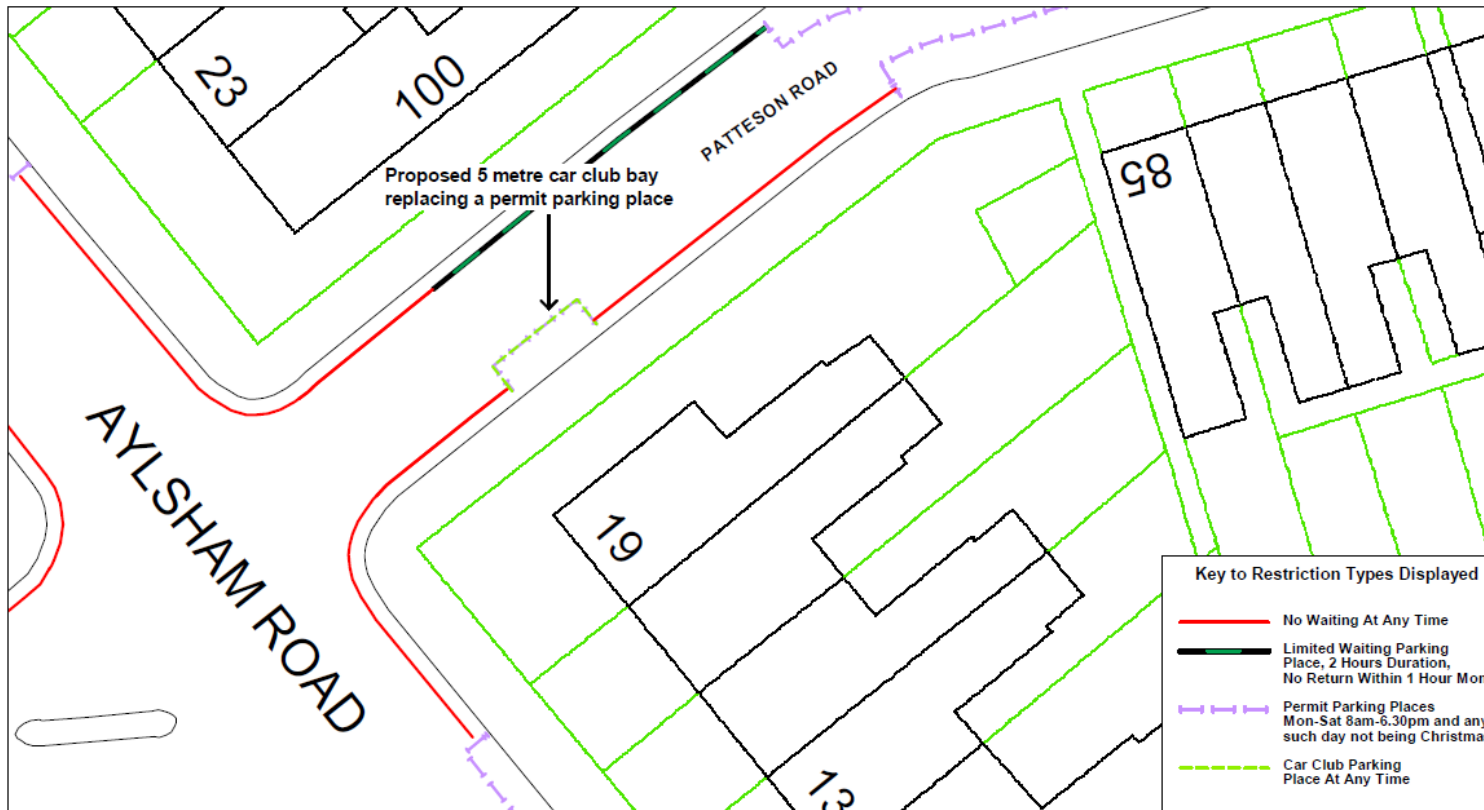
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Stepping Lane: Proposed double yellow line replacing a pay and display bay



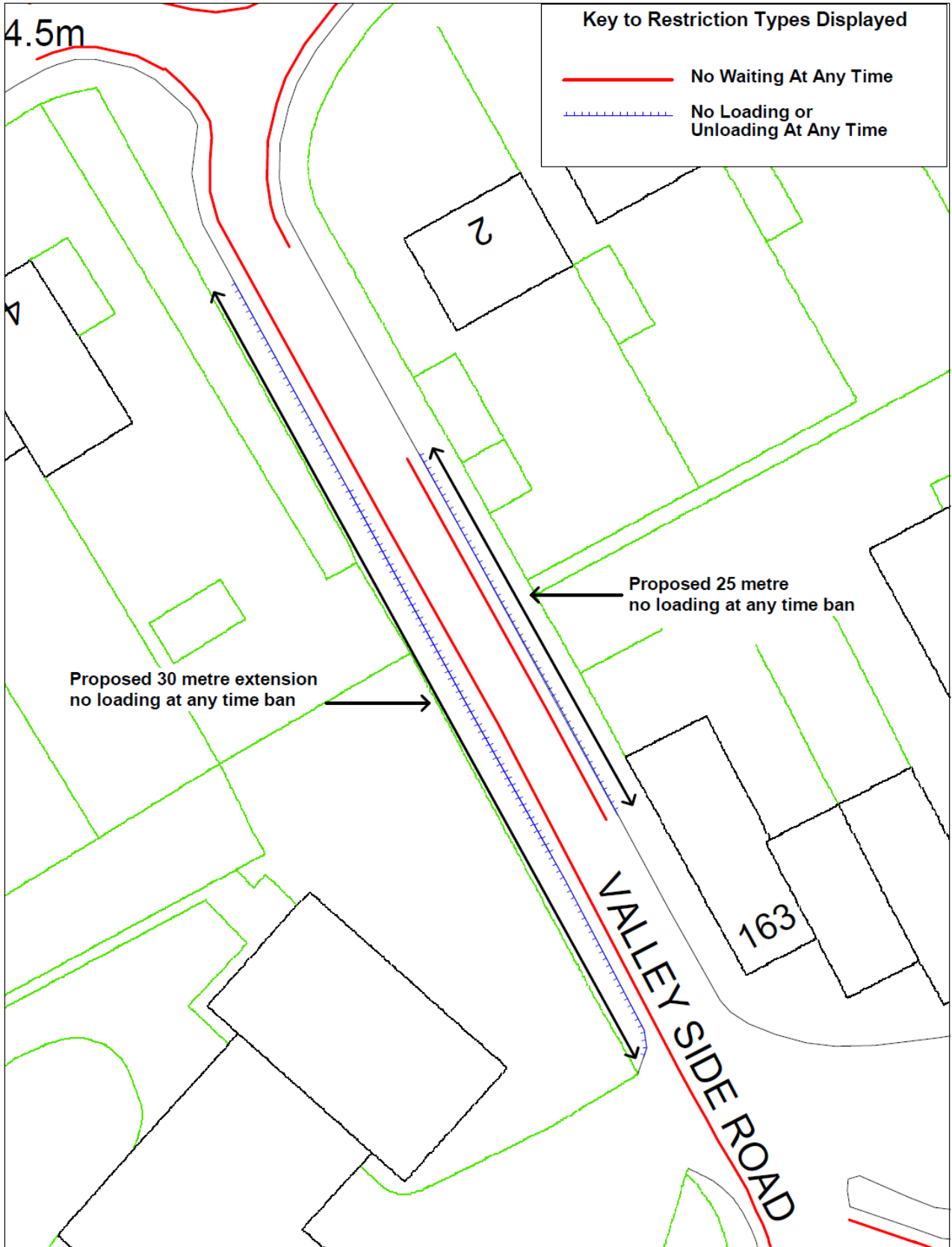
SCALE	1 : 200
DATE	July 2011
DRAWING No.	PL/TR/3329/722/42
DRAWN BY	CS

Appendix 5: Patteson Road amendment proposal to be advertised



 <p>NORWICH City Council</p>	<p style="font-size: small;">© Crown copyright. All rights reserved Licence No. 2009</p> <p>Patteson Road: Proposed 5 metre car club bay replacing a permit parking place</p>		SCALE	1 : 250
			DATE	December 2010
			DRAWING No.	PL/TR/3329/722/19b
			DRAWN BY	CS

**Appendix 6: Proposed amendments – plans not to scale
Valleyside Road**



	<small>© Crown copyright. All rights reserved Licence No. 2009</small>	<small>SCALE</small> 1 : 300
	Valley Side Road: Proposed extension of no loading at any time ban	<small>DATE</small> December 2010
		<small>DRAWING No.</small> PL/TR/3329/722/9b
		<small>DRAWN BY</small> CS

Appendix 7 : Carrow Road



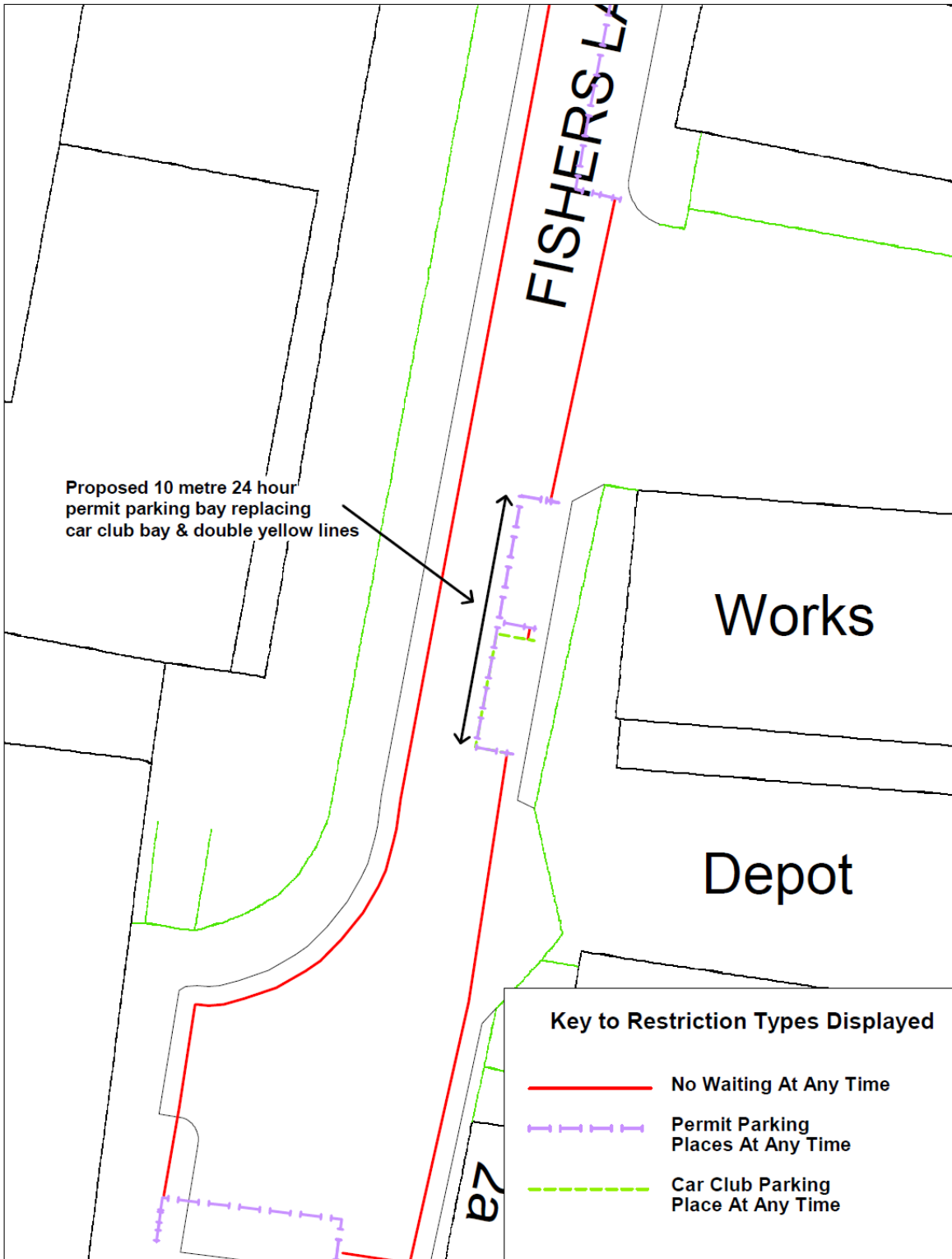
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**Carrow Road: Parking only permitted in permit parking bays
and area hatched in red**

SCALE	1 : 500
DATE	22/12/2010
DRAWING No.	PL/TR/3584/425
DRAWN BY	CS

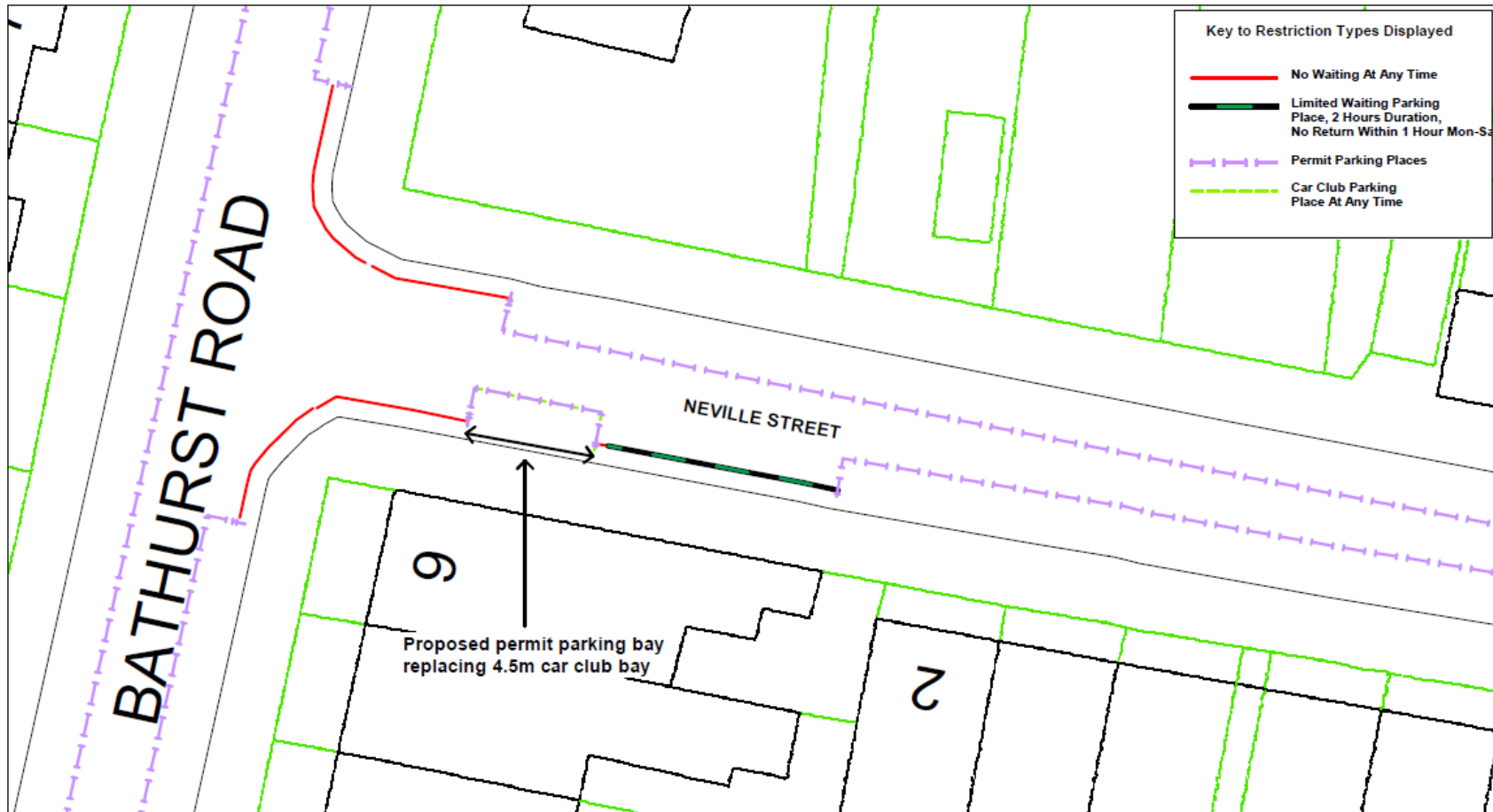



Appendix 8 : Car club bays to be removed



<small>© Crown copyright. All rights reserved Licence No. 2009</small> Fishers Lane: Proposed 10 metre 24 hour permit parking bay replacing double yellow lines & 4.5 metre car club bay	N	SCALE	1 : 200
		DATE	July 2011
		DRAWING No.	PL/TR/3329/722/40
		DRAWN BY	CS

Appendix 8 : Car club bays to be removed



 NORWICH City Council	<p style="font-size: small;">© Crown copyright. All rights reserved Licence No. 2009</p> <p style="font-size: small;">N</p> <p>Neville Street: Proposed permit parking bay (Mon-Sat, 8am-6.30pm) replacing 4.5 metre car club bay</p>	SCALE	1 : 200
		DATE	July 2011
		DRAWING No.	PL/TR/3329/722/41
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