

Report for Resolution

Report to Norwich Highways Agency Committee
23rd September 2010

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Report of Head of Transportation

Subject Waiting restriction requests for implementation in 2011/12

Purpose

To consider requests for new or amended waiting and loading restrictions received since the last round of requests over the past 12 months and other minor administrative changes and to agree them being advertised as proposed Traffic Regulation Orders.

Recommendations

The committee is recommended to:

1) Authorise the Head of Transportation and Head of Legal Services to carry out the necessary statutory procedures to introduce waiting or loading restrictions at the following locations as detailed on attached plans in appendix 2.

Waiting restriction proposals

Location	Plan number
1. Chapel Field East	PL/TR/3329/722/14
2. Drayton Road	PL/TR/3329/722/10
3. Ives Road	PL/TR/3329/722/15
4. North Park Avenue	PL/TR/3329/722/5a & PL/TR/3329/722/5b
5. Pottergate	PL/TR/3329/722/7
6. Pyes Yard	PL/TR/3329/722/8
7. Heyford Road	PL/TR/3329/722/12
8. Silver Road	PL/TR/3329/722/13
9. St Saviours Lane	PL/TR/3329/722/11
10. Valley Side Road	PL/TR/3329/722/9

Norwich Car club proposed new parking bays

Location	Plan number
1. Avenue Road	PL/TR/3329/722/22
2. Christchurch Road	PL/TR/3329/722/21
3. Greyfriars Road	PL/TR/3329/722/23
4. Marlborough Road	PL/TR/3329/722/16
5. Northcote Road	PL/TR/3329/722/17
6. Park Lane	PL/TR/3329/722/20
7. Patteson Road	PL/TR/3329/722/19
8. Spencer Street	PL/TR/3329/722/18

2) Decide whether to introduce additional waiting restrictions in Sweet Briar Industrial Estate, and if minded to do so ask the Head of Transportation and Head of Legal, Regulatory and Democratic Services to carry out the necessary statutory procedures to introduce the waiting or loading restrictions at the following locations

Location	Plan number
1. Albertine Close	PL/TR/3329/722/3
2. Frensham Road (southern & northern ends)	PL/TR/3329/722/1 & PL/TR/3329/722/2
3. Burnet Road	PL/TR/3329/722/4

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:

- I. 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.
- II. Paxton Place
Amendment of of TRO to include Paxton Place as a street within the South Western controlled parking zone and as an adress eligible for the issue of parking permits.
- III. Plumstead Road
Make minor adminstrative changes to the description of the no waiting at any time restrictions for these roads.
- IV. Northfields experimental TRO
Make minor adminstrative changes to the description of Schedule numbers
- V. Tombland
Make minor administrative changes to the description of the pedestrian zone, access and speed resrtiction order for Princes Street to include the length of road which includes Tombland.
- VI. Bakers Road
Make minor adminstrative change of description of a no waiting at any time restriction
- VII. Elmdon Court & Tudor Court
Amendment of TRO to add these addresses as eligible for parking permits

Financial Consequences

Norfolk County Council has allocated £35,000 through the Local Transport Plan budget towards waiting restriction additions and changes during 2011/12.

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 to the Local Transport Plan

Contact Officers

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Background Documents

Correspondence by letter and email

Background

1. Each year this committee considers introducing waiting restrictions that have been requested by various organisations and individuals including elected members, residents, businesses, schools or emergency services.
2. The requests are assessed using agreed policy that was adopted in 2001 and updated in 2003 and 2008. The aim is to introduce proposals that offer value for money where there is a good chance of improvements to road safety, congestion or the movement of traffic that would benefit the wider community.
3. This year requests for verge parking restrictions have not been progressed due to limitations on service budgets. However requests continue to be kept on file and, when budgets permit, these requests will be considered on their merits.
4. Requests for extensions to controlled parking zones are being progressed as a separate project.
5. The proposed list of locations where traffic regulations are to be confirmed will enable officers to ensure TROs are correct. Most do not require any changes to existing signage or lining and therefore are minor administrative matters in their nature.
6. Appendix 1 summarises the requests and proposed restrictions. Appendix 3 includes a plan of each proposal.

Norwich Car Club

7. The service provider for the operation of the Norwich Car Club recently changed from City Car Club to Commonwheels, a refreshed business plan and operating model has resulted in a reappraisal of car club parking bays.
8. Consequently a number of new bays are required to accommodate planned growth of the service in the near future. These new bays will cater for areas currently not directly served by the car club, but where prospective and current members have indicated a desire for a vehicle. The new bays are required in;
 - Avenue Road
 - Christchurch Road
 - Greyfriars Road
 - Marlborough Road
 - Northcote Road
 - Park Lane
 - Patteson Road
 - Spencer Street
9. The plans attached as appendix 4 detail the locations.
10. Car club markets are very local, they function in a similar way to bus stop provision in that a walking distance of approximately 400 metres or ten minutes is the optimum length a car club member would wish to park away from their place of work or residence.

11. In addition to the proposed car club bays, short sections of double yellow line will act as a 'spacer' between the new bay and adjacent permit parking bays where needed, these help to ensure there is no confusion between these different types of parking bay, which helps ensure that adjacent parking vehicles do not impinge on the car club bay. It is vitally important to the successful operation of car club services that their vehicles can return to their designated bay to enable the next user to find the vehicle.

Sweetbriar Industrial Estate

12. Members will be aware of the difficulties with proposed waiting restrictions for the Sweetbriar Industrial Estate over the past 2 years. As a consequence no waiting at any time restrictions were implemented where businesses have specifically requested them. This resulted in a number of locations across the industrial estate where there were no restrictions with on street parking.

13. Since the waiting restrictions were installed in Spring/Summer 2010 a number of businesses have complained about parking causing an obstruction to their site accesses and in particular with larger vehicles such as HGVs. These details of the problems and possible solutions are summarised in Appendix 2, and the plans are shown in Appendix 5

14. If members are minded to support additional restrictions it is suggested that these proposals are consulted on locally with immediate neighbours as part of this years round of waiting restrictions to ensure costs are minimised and achieve greater value for money

Timetable

15. Once agreed by this committee the restrictions will be advertised following the standard practice for Traffic Regulation Orders. Consultation will take place with ward members and affected frontagers. Any objections will be reported to a future meeting of this committee where the proposed restrictions can be approved, amended or rejected. Agreed restrictions will be implemented in Spring 2011.

Appendix 1 – Waiting restriction requests where action is proposed

Location and proposer	Description of problem and proposed solution
Chapel Field East Mosque	<p>The busiest day for the Mosque is Friday when restrictions on parking are in force in the bay opposite which currently operates as loading bay. The mosque claims they are being unfairly treated as at present most restrictions such as this across the city centre are not operational on Sundays when most churches are busiest.</p> <p>It is proposed to change the existing loading bay into a larger 60 minute pay and display bay operating 8am to 6:30pm Monday to Saturday The motorcycle parking bays will be retained, but reduced in number to 5. Checks on usage indicate that this would be sufficient space for demand.</p> <p>Plan number: PL/TR/3329/720/14</p>
Drayton Road Junction with Bignold/Parr Road Norwich City Council Housing dept.	<p>Vehicles left for sale and parked on the grass verge at this junction is causing reduced visibility for vehicles wishing to exit Bignold Road and Parr Road onto Drayton Road. Double yellow lines are proposed at this junction. The layout of the proposed lines aims to allow most frontage properties to be able to park on their tarmac crossovers over the grass verge.</p> <p>Plan number: PL/TR/3329/722/10</p>
Ives Road First Bus	<p>On street parking on Ives Road causes difficulties for the Number 9 bus service. Double yellow lines are suggested at 2 locations on the southern section of Ives Road. The location of the waiting restriction will not affect any frontage residences.</p> <p>Plan number: PL/TR/3329/722/15</p>
North Park Avenue First Bus	<p>2 Bus stops on North Park Avenue are obstructed by permit parking. Bus Stop cages are suggested, to enable the buses to access the kerbside.</p> <p>Plan numbers: PL/TR/3329/722/5a & PL/TR/3329/722/5b</p>

Appendix 1 – Waiting restriction requests where action is proposed

Location and proposer	Description of problem and proposed solution
<p>Pottergate</p> <p>Officers</p>	<p>On Pottergate outside Seld House is a loading bay that only operates Mon-Sat 7.30am-6.30pm. This in effect creates an unrestricted parking bay outside of these hours. Loading is in fact permitted at any time for the entire length of the Pottergate pedestrian zone. Therefore, the loading bay is unnecessary and its' removal is proposed.</p> <p>Alternative parking is available on St Giles on street pay and display, on Westwick Street single yellow lines outside of operational hours and off street parking is available at any time in St Giles and St Andrews multi-storey car parks.</p> <p>Plan number: PL/TR/3329/722/7</p>
<p>Pyes Yard</p> <p>Officers</p>	<p>Pyes Yard is currently designated as permit parking for its entire length as part of the Cathedral sub zone of the City Centre Controlled Parking Zone. However practically there is only room for one displaying a Cathedral permit to park without causing an obstruction. There are a number of off street Housing spaces in operation in the street which require a different permit. The layout of the street makes distinguishing between on and off street spaces very difficult.</p> <p>In the interests of reducing customer complaints and avoiding unnecessary confusion it is proposed to introduce a double yellow line for the entire length of the adopted highway of Pyes Yard, this will result in the removal of one on street permit parking space. Alternative Cathedral zone parking spaces are available in the vicinity on Fishergate</p> <p>Plan number: PL/TR/3329/722/8</p>

Appendix 1 – Waiting restriction requests where action is proposed

Location and proposer	Description of problem and proposed solution
Heyford Road Local resident	<p>User of the local shop and ATM often park on the existing double yellow lines on the bend in Heyford Road, causing for concern for local residents as it restricts visibility. As the parking is for a short time, enforcement is difficult, as an observation period is required to see if loading is taking place. It is therefore suggested that a loading ban be implemented to enable more effective enforcement.</p> <p>Plan number : PL/TR/3329/722/12</p>
Silver Road (Junction with Beaconsfield Road and Mousehold Avenue) Local Councillor	<p>Complaints have been received that vehicles associated with a local business load and unload at this junction on the existing double yellow lines, often parking partly on the pavement, causing problems for children on their journey to school. Loading restrictions are therefore proposed</p> <p>Vehicles associated with the business can to pull up onto private land in front of the business to load and unload. Alternatively loading or unloading may take place in a permit parking bay if a business permit is displayed, or within the limited waiting bays on Beaconsfield Road or Mousehold Avenue for as long as loading or unloading takes place</p> <p>Plan number: PL/TR/3329/722/13</p>
St Saviours Lane Officers	<p>Since charges were introduced for blue badge holders in St Saviours car park some Blue badge drivers are choosing to park on the double yellow lines in St Saviours Lane. This causes obstruction to drivers wishing to use St Saviours off-car park when vehicles are parked close to the site entrance. A loading ban by the car park entrance is suggested to overcome this problem.</p> <p>Plan number: PL/TR/3329/722/11</p>

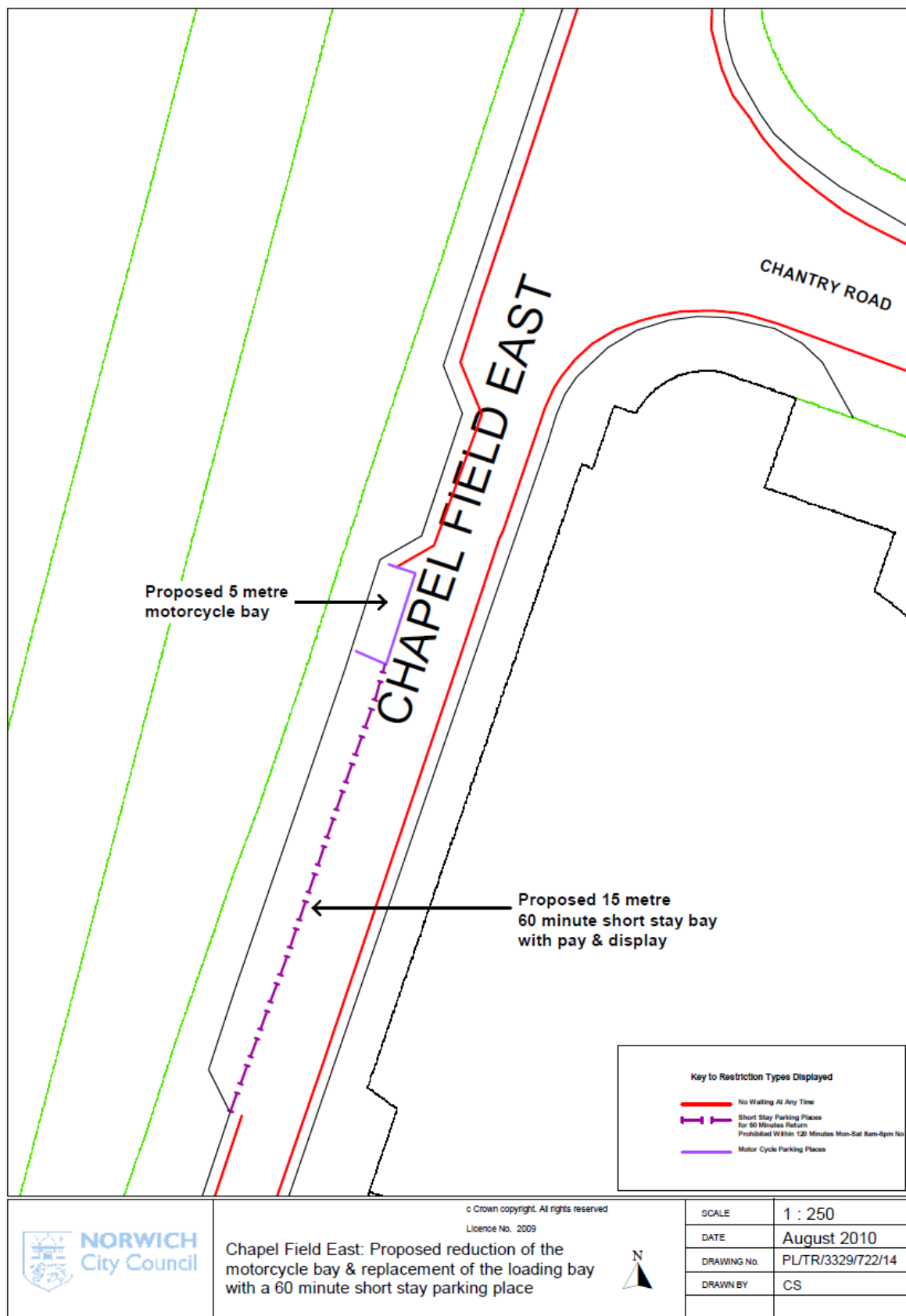
Appendix 1 – Waiting restriction requests where action is proposed

Location and proposer	Description of problem and proposed solution
Valley Side Road Local resident association	Large delivery vehicles to retail premises on the shopping parade require unimpeded access to manoeuvre safely. Vehicles loading or waiting on the existing double yellow lines on Valley Side Road make these manoeuvres difficult. An extension of the existing loading ban to take in both sides of the road is suggested. Plan number: PL/TR/3329/722/9

Appendix 2 – Proposed restrictions for Sweetbriar Industrial Estate

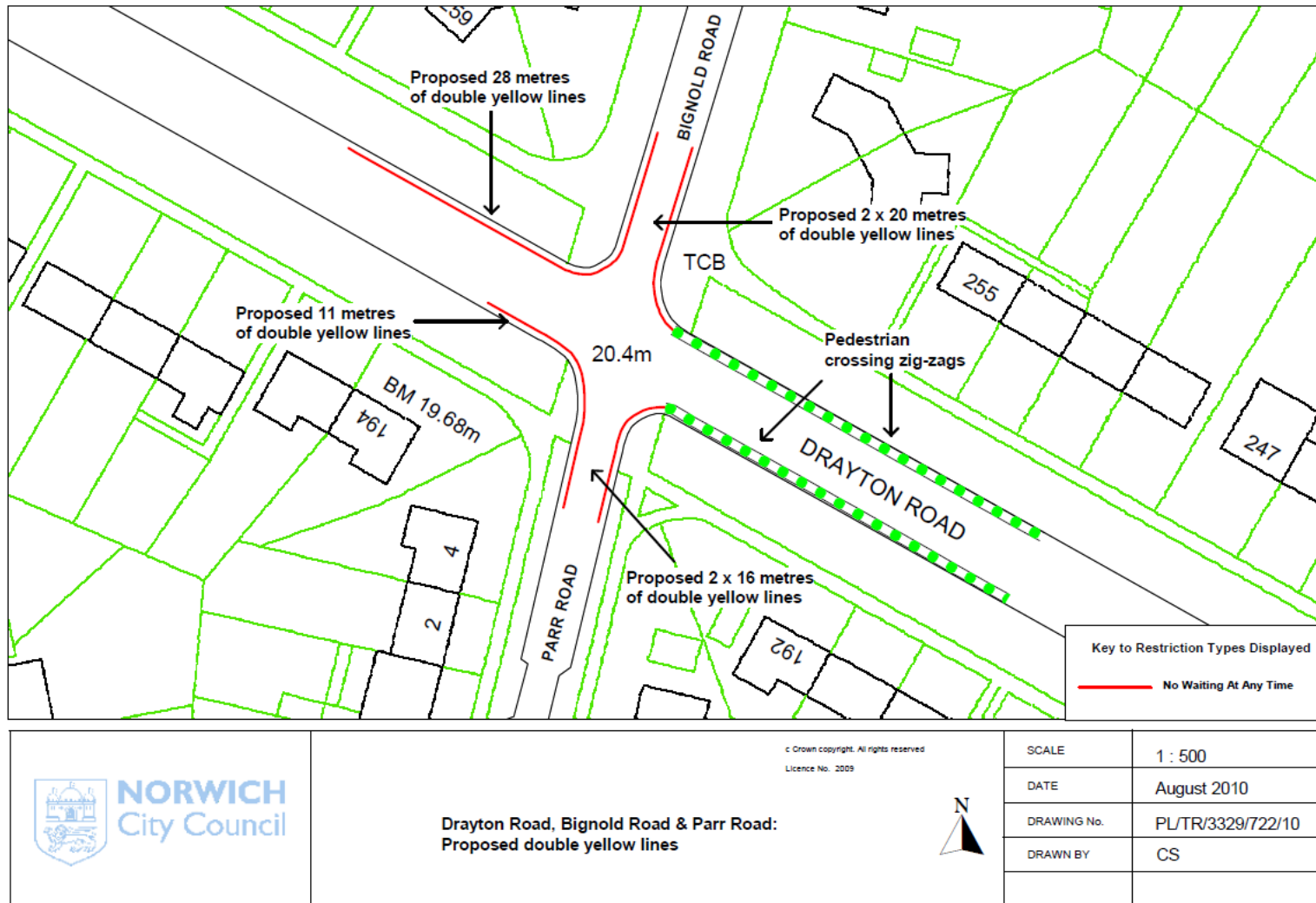
Location and proposer	Description of problem and proposed solution
Albertine Close Sweetbriar Industrial Estate Adjacent business	Gap in double yellow lines on an industrial estate service road is leading to fly parking which is blocking a site access, off road parking spaces and skips. Extensions to the existing double yellow lines are needed Plan number PL/TR/3329/722/3
Burnet Road Sweetbriar Industrial Estate Adjacent businesses	Gaps in double yellow lines on an industrial estate service road lead to on street parking opposite and adjacent to site accesses. This has resulted in obstruction to these premises particularly for larger vehicles and has been a road safety concern for staff due to reduced visibility of on coming traffic. Double yellow lines are needed at the affected frontages Plan number: PL/TR/3329/722/4
Frensham Road Sweetbriar Industrial Estate Local businesses	Gaps in double yellow lines on an industrial estate service road lead to on street parking opposite and adjacent to site accesses. This has resulted in obstruction to these premises particularly for larger vehicles such as HGVs and has been a road safety concern for staff due to reduced visibility of on coming traffic. Double yellow lines are needed at the affected frontages Plan numbers: PL/TR/3329/722/1 & PL/TR/3329/722/2

Chapel Field East



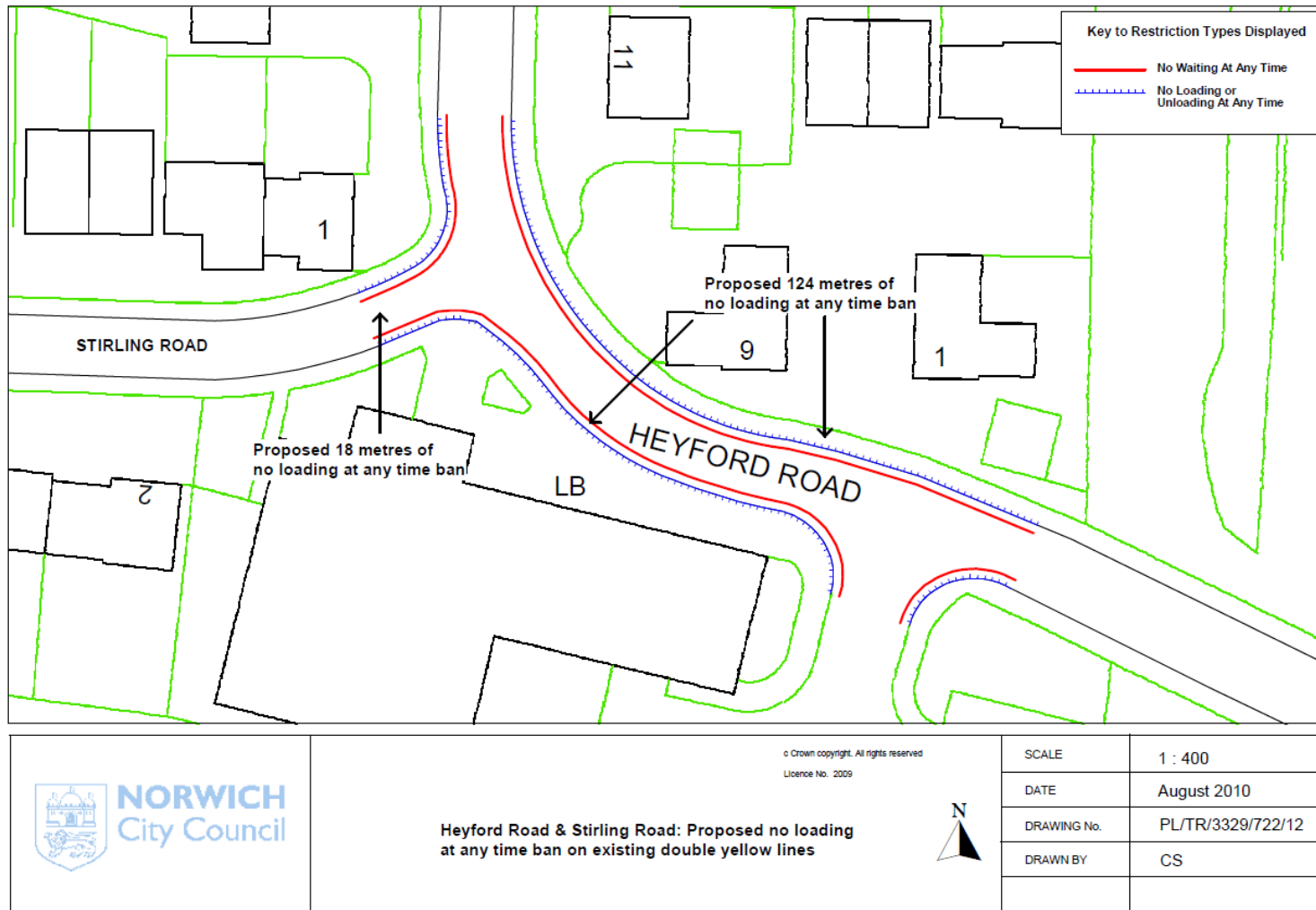
Appendix 3 – Proposed waiting restrictions (plans shown not to scale)

Drayton Road



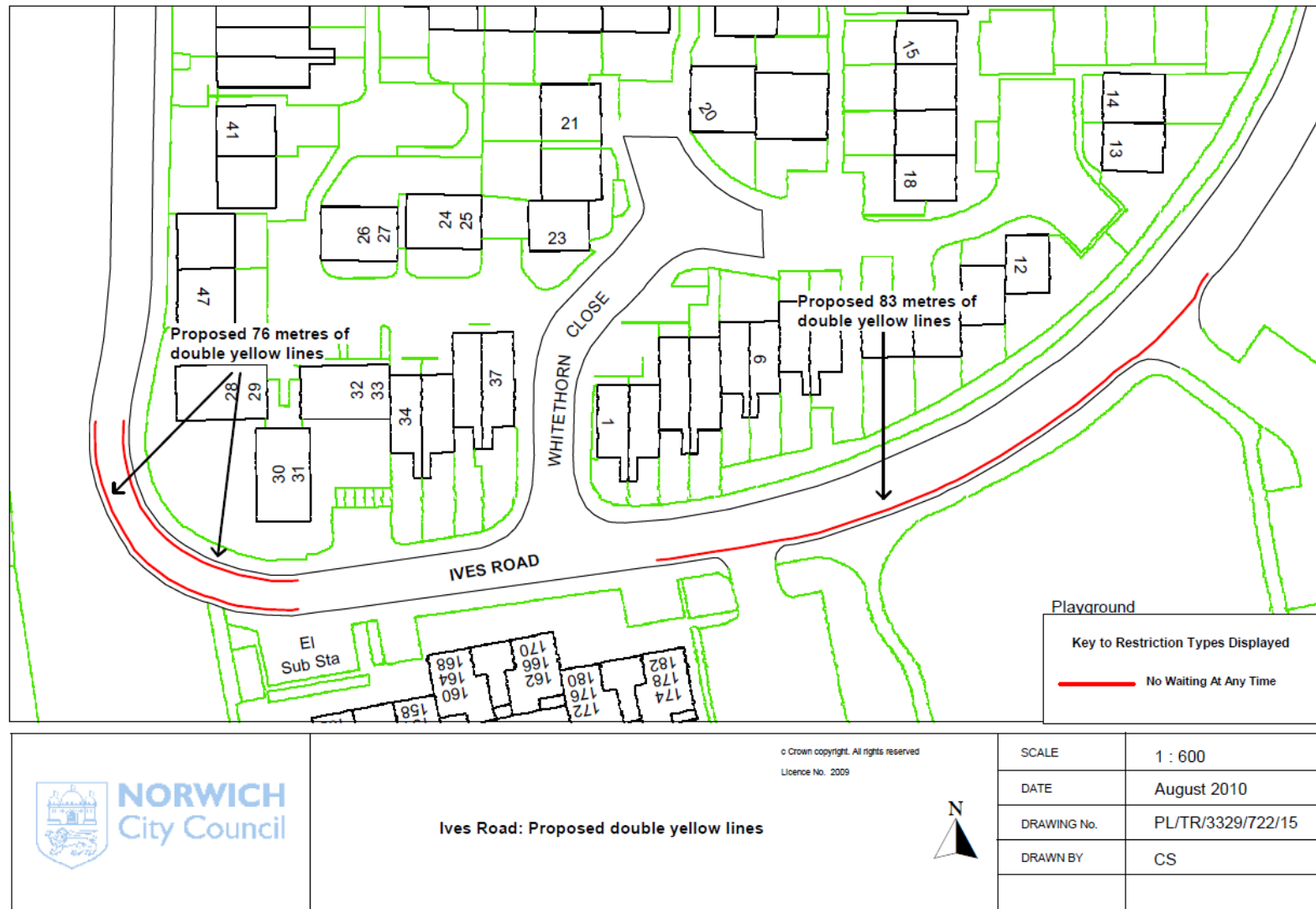
Appendix 3 – Proposed waiting restrictions (plans shown not to scale)

Heyford Road



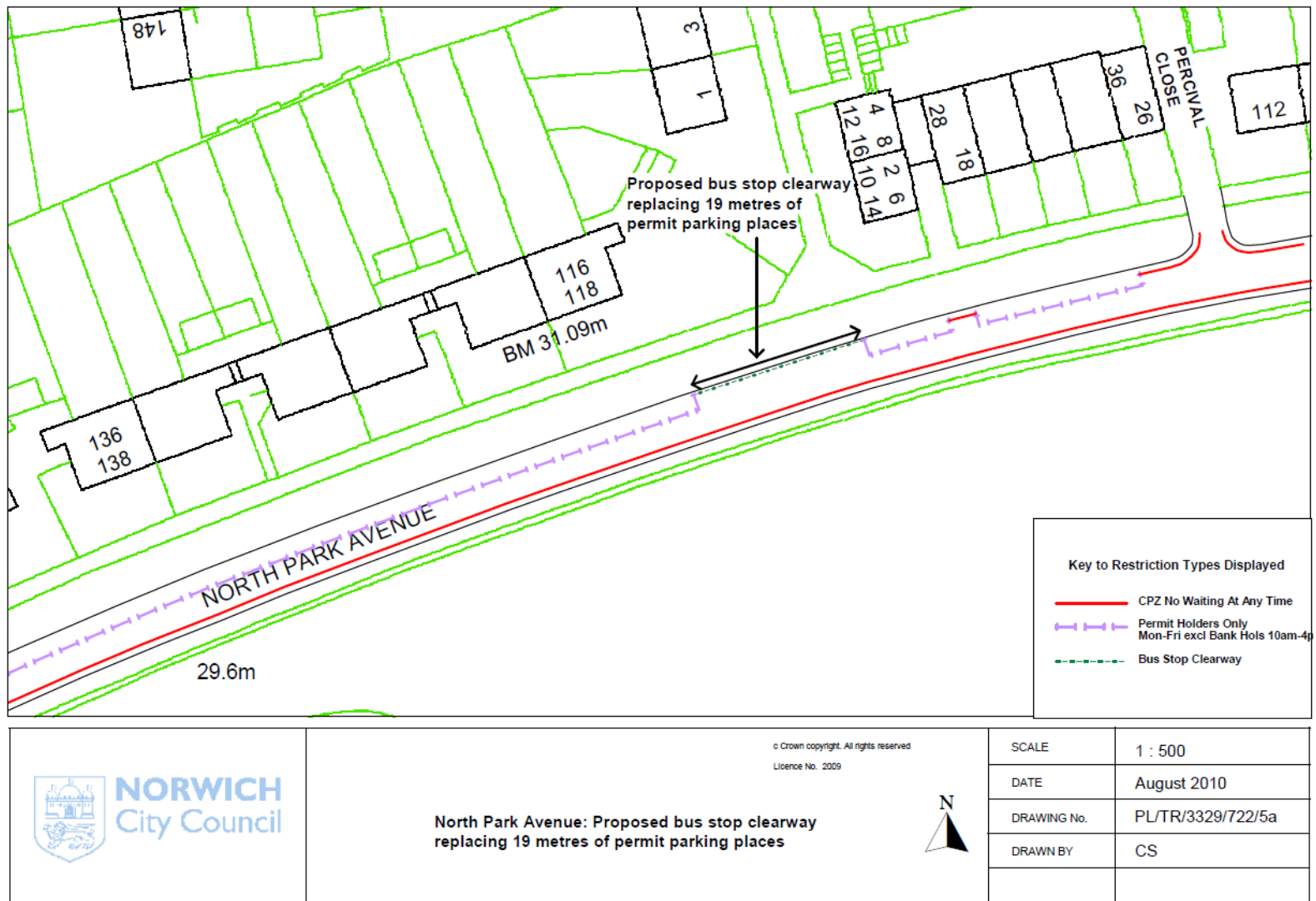
Appendix 3 – Proposed waiting restrictions (plans shown not to scale)

Ives Road



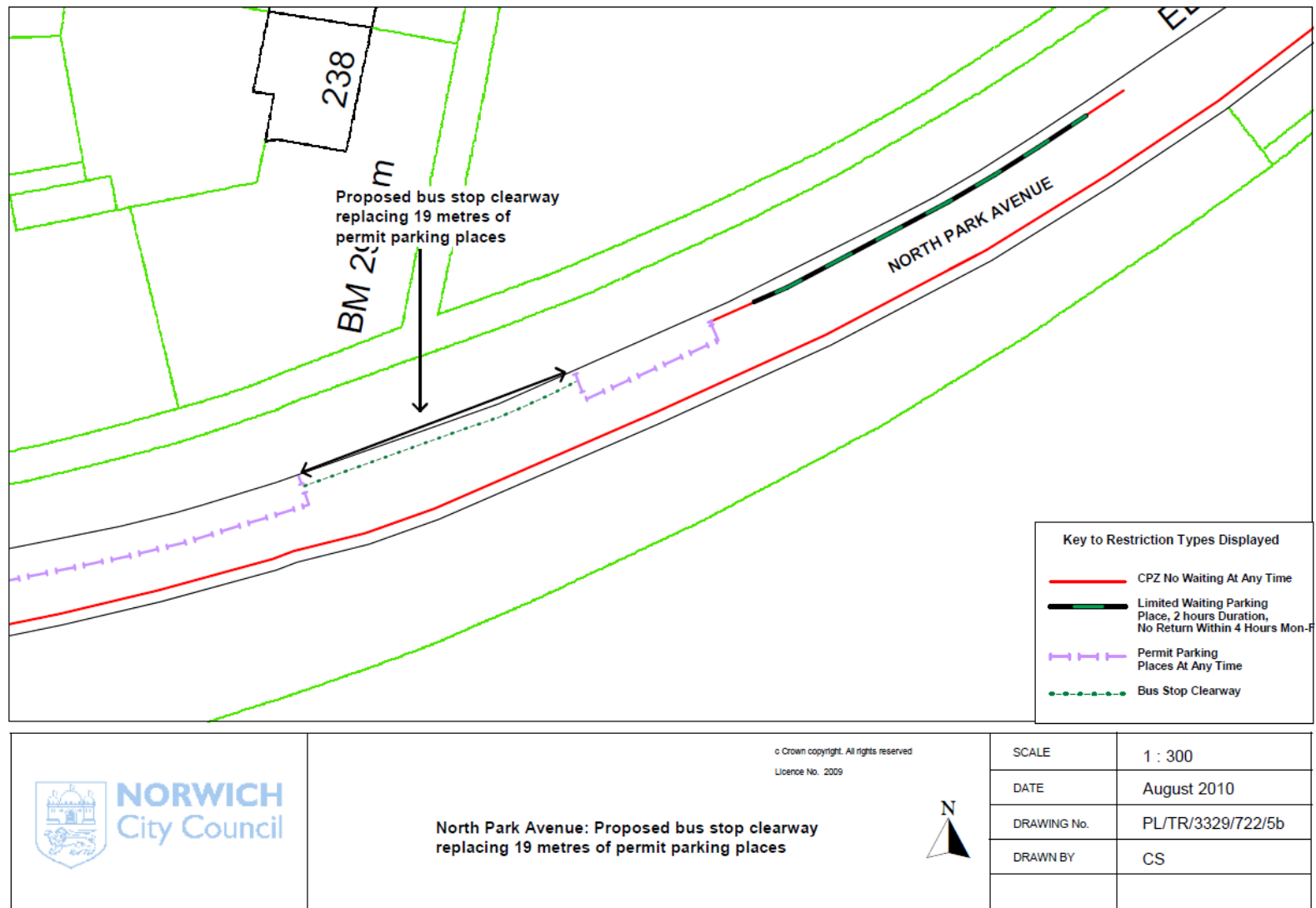
Appendix 3 – Proposed waiting restrictions (plans shown not to scale)

North Park Avenue (near Percival Close)



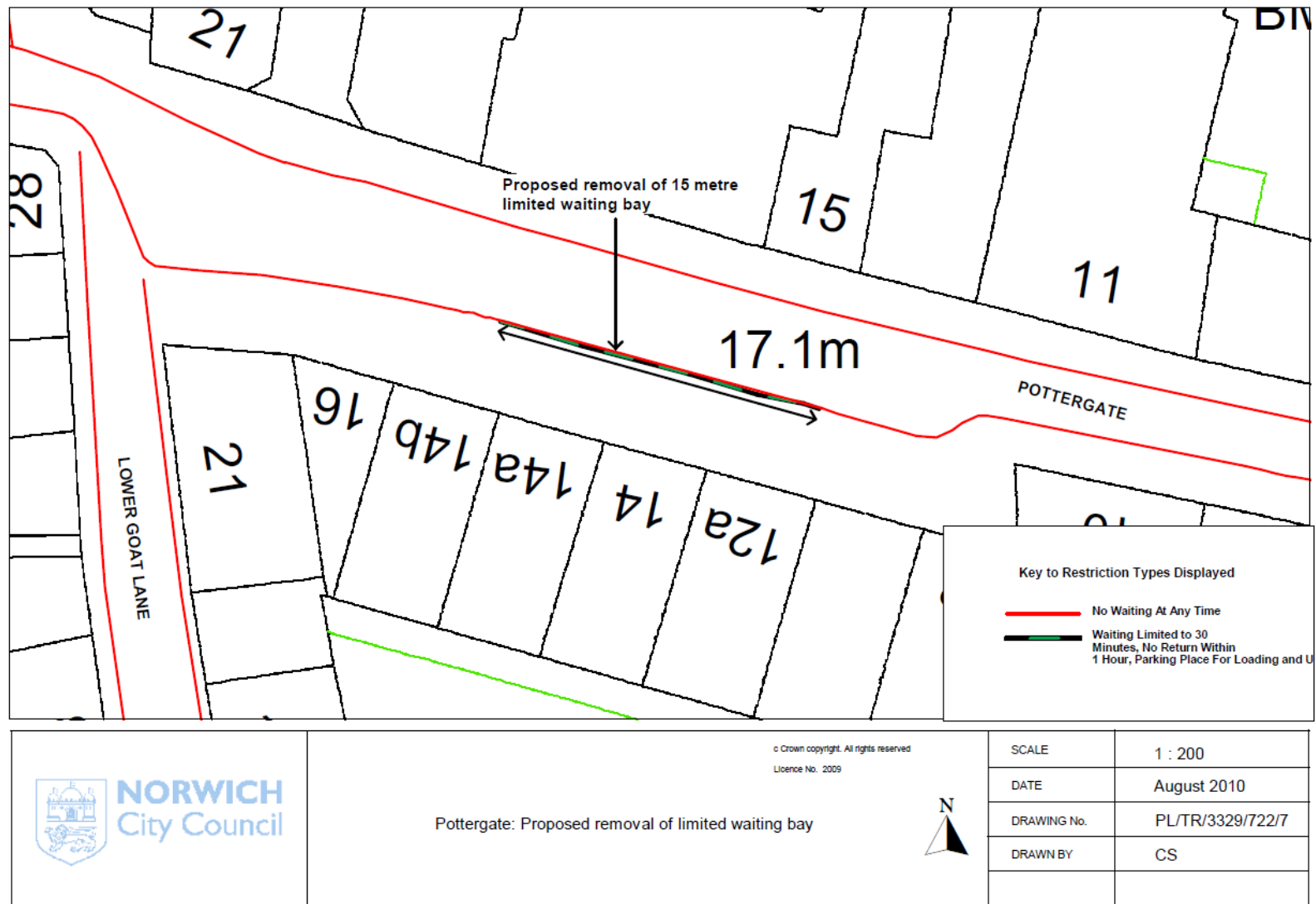
Appendix 3 – Proposed waiting restrictions (plans shown not to scale)

North Park Avenue (near Bluebell Road)



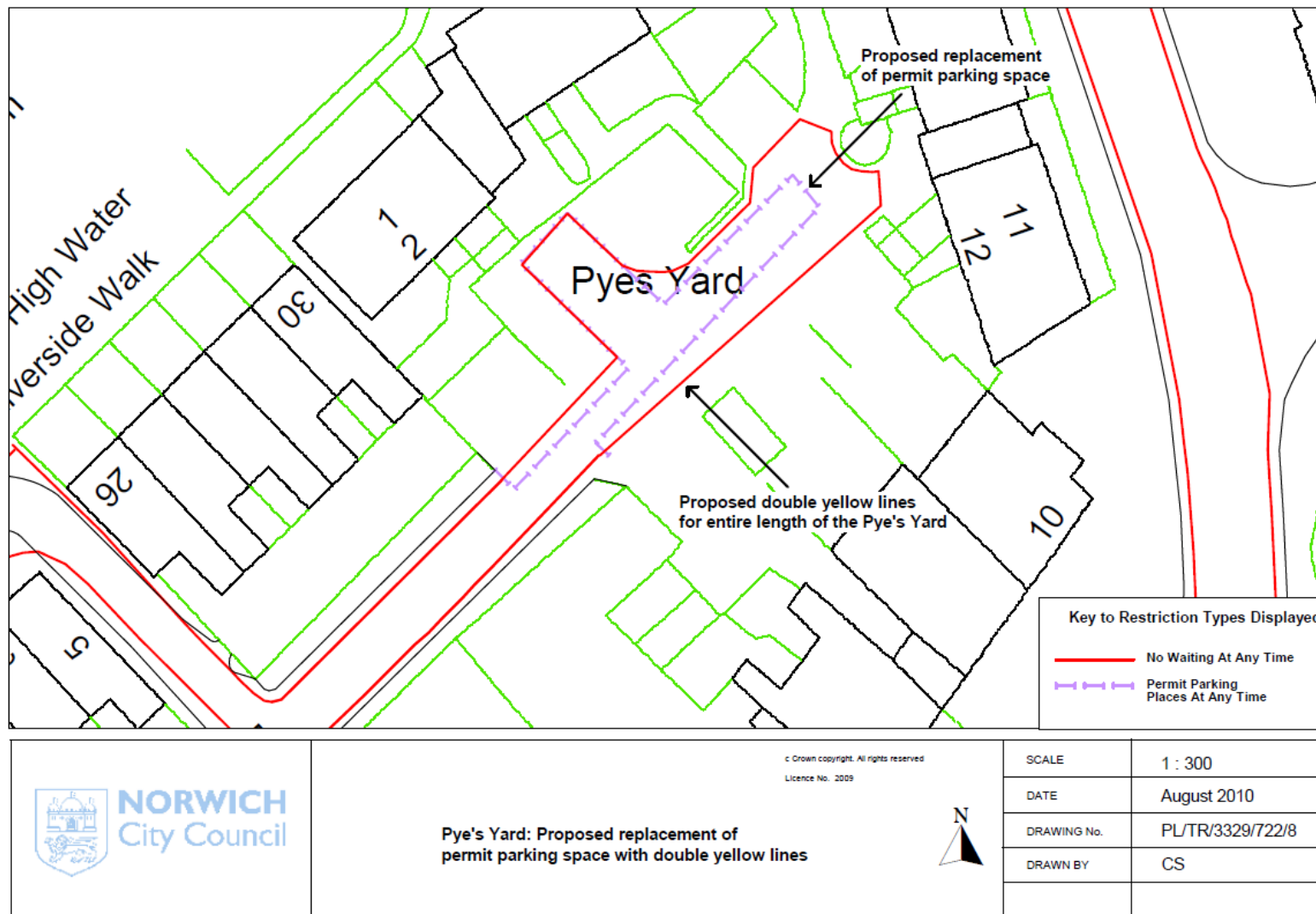
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Pottergate



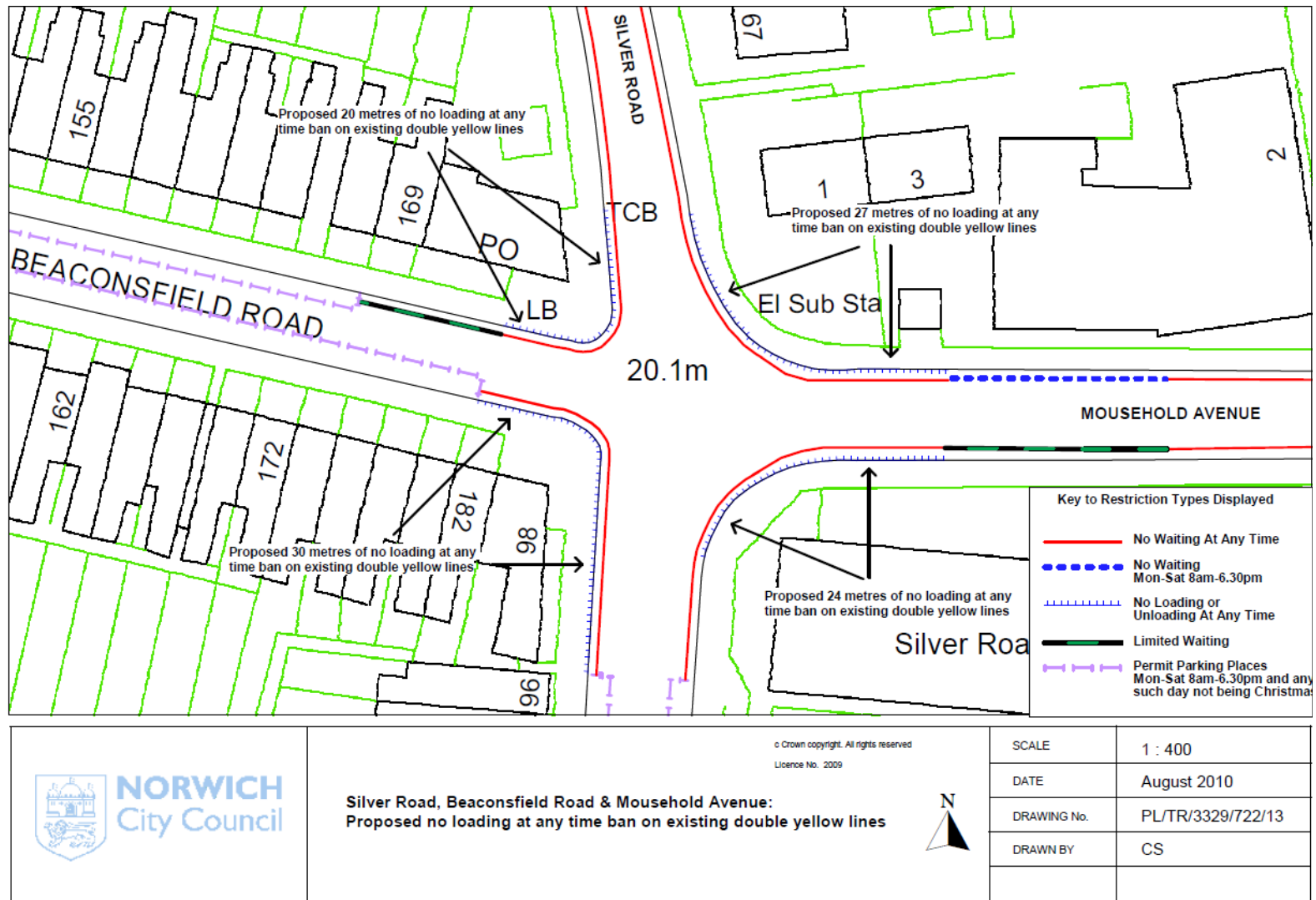
Appendix 3 – Proposed waiting restrictions (plans shown not to scale)

Pyes Yard



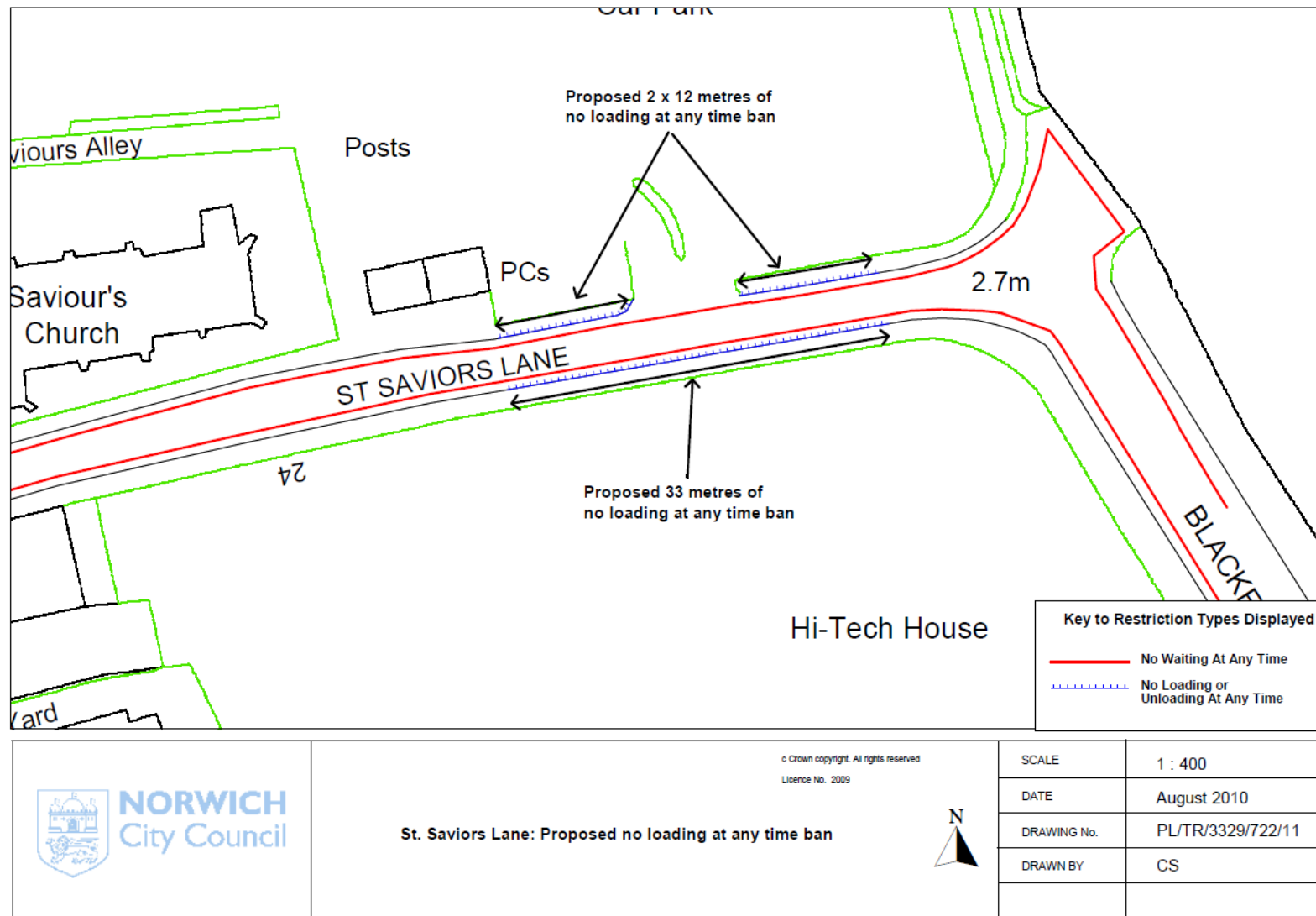
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Silver Road



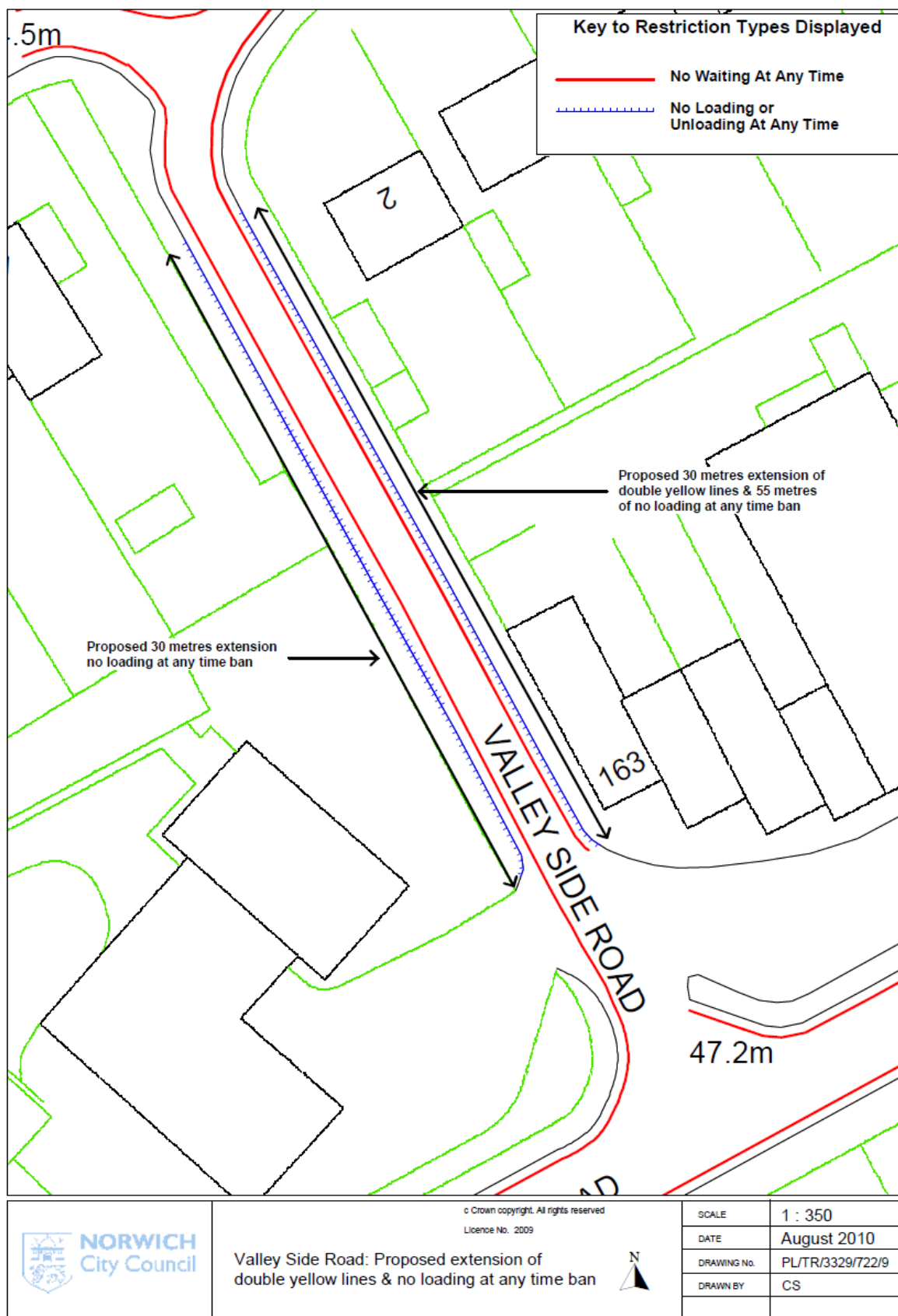
Appendix 3 – Proposed waiting restrictions (plans shown not to scale)

St Saviours Lane



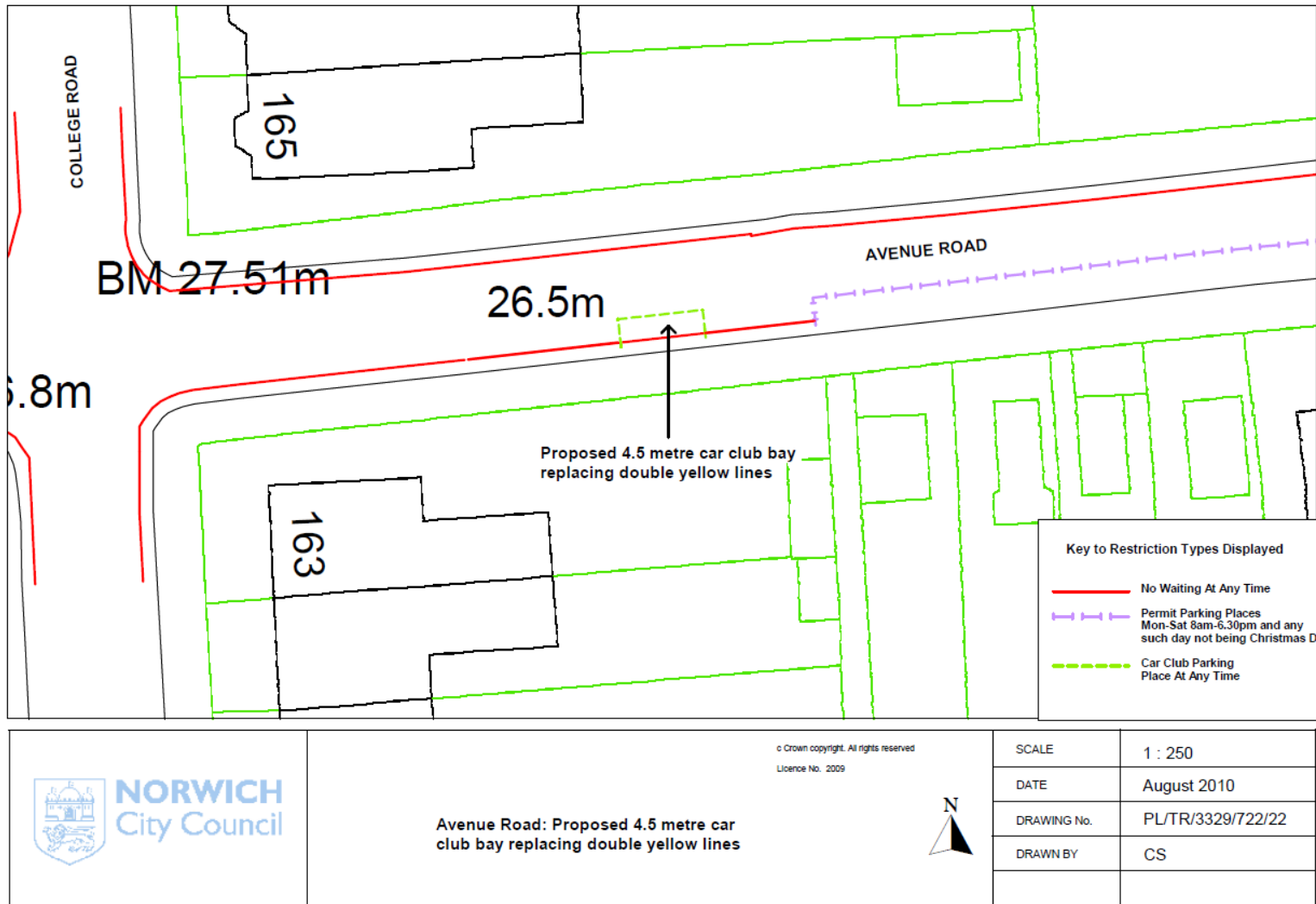
Appendix 3 – Proposed waiting restrictions (plans shown not to scale)

Valley Side Road



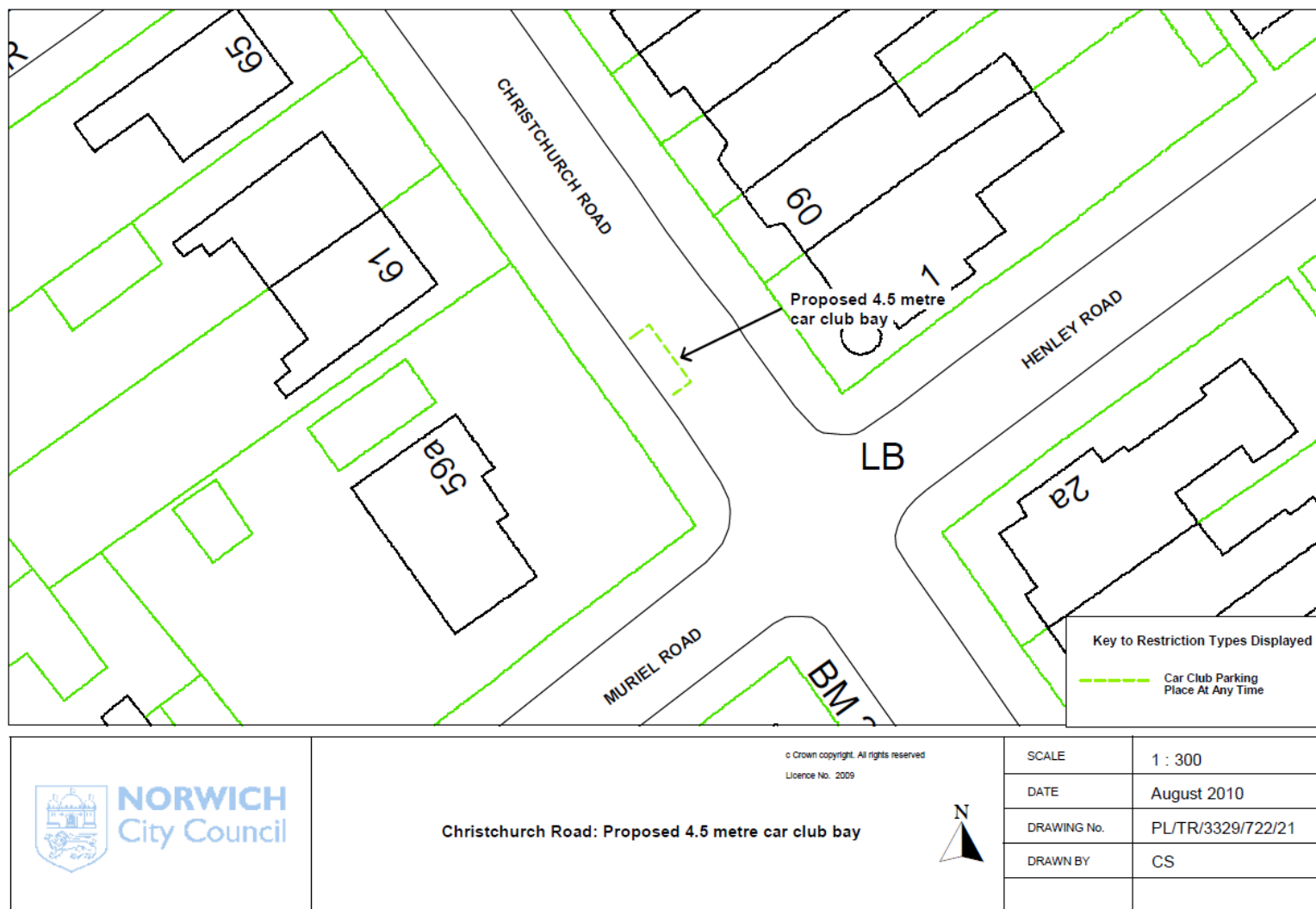
Appendix 4 – Plans for **proposed car club bay locations**
(Not to scale).

Avenue Road



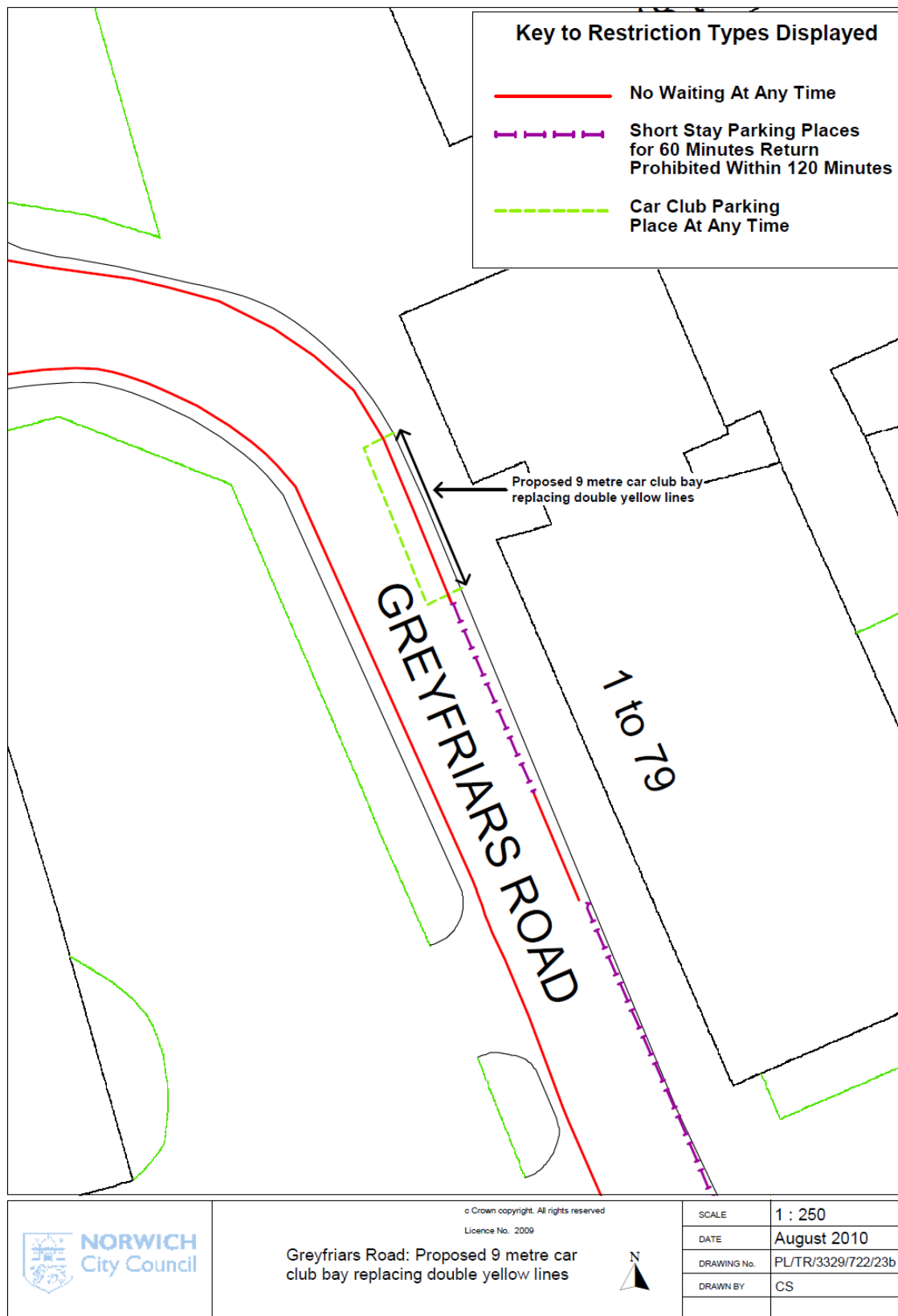
Appendix 4 – Plans for **proposed car club bay locations**
(Not to scale).

Christchurch Road



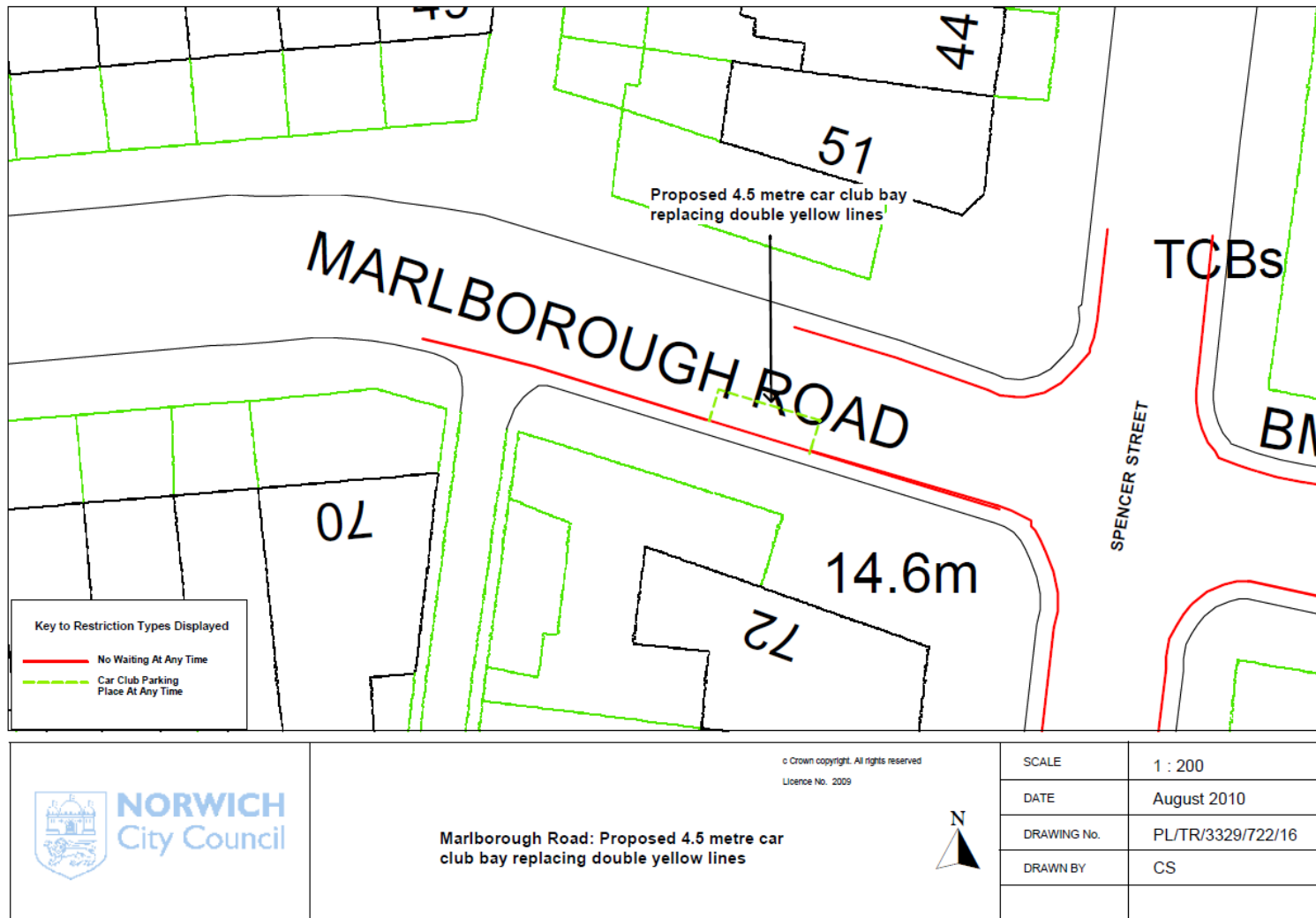
Appendix 4 – Plans for **proposed car club bay locations**
(Not to scale).

Greyfriars Road



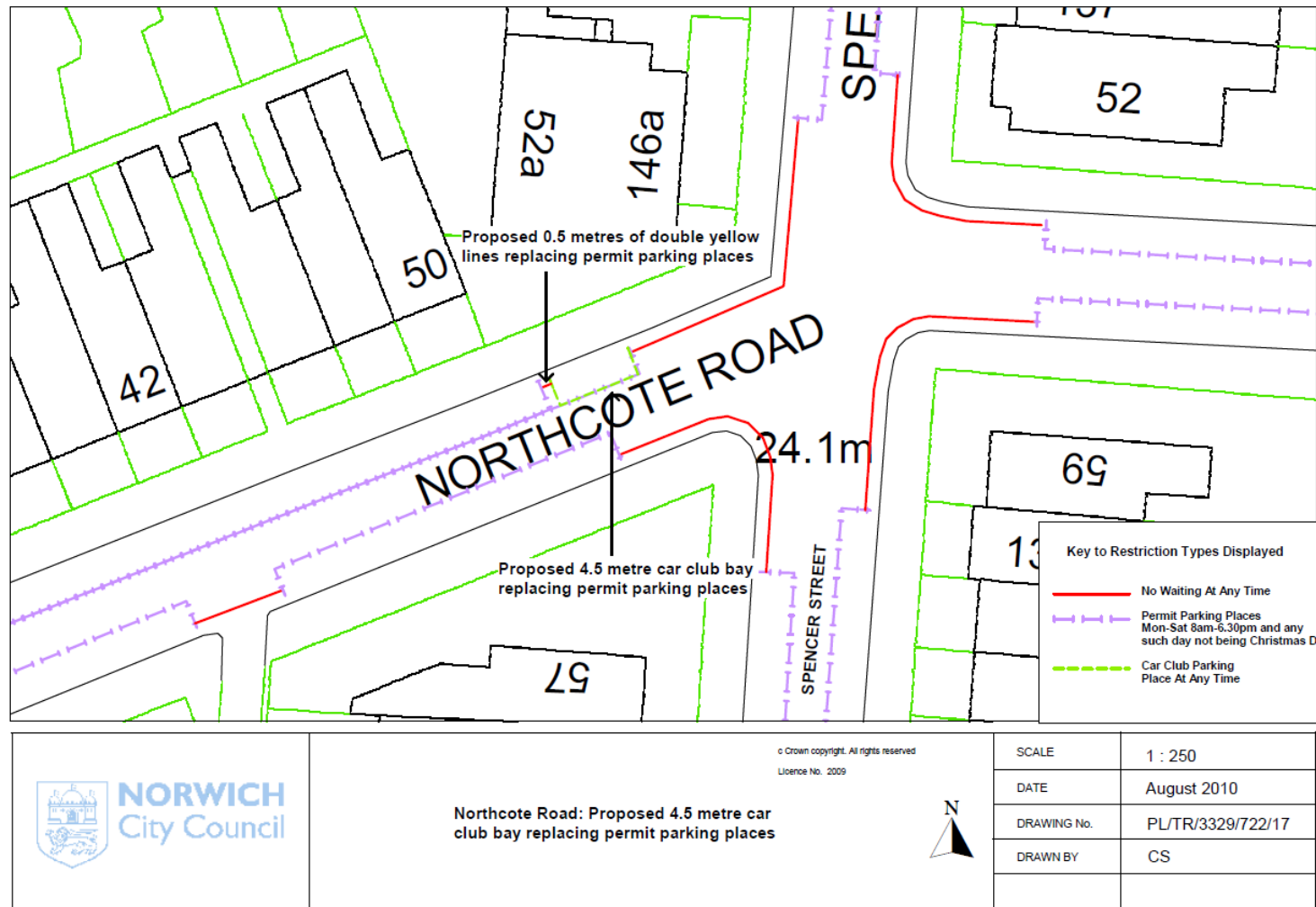
Appendix 4 – Plans for **proposed car club bay locations**
(Not to scale).

Marlborough Road



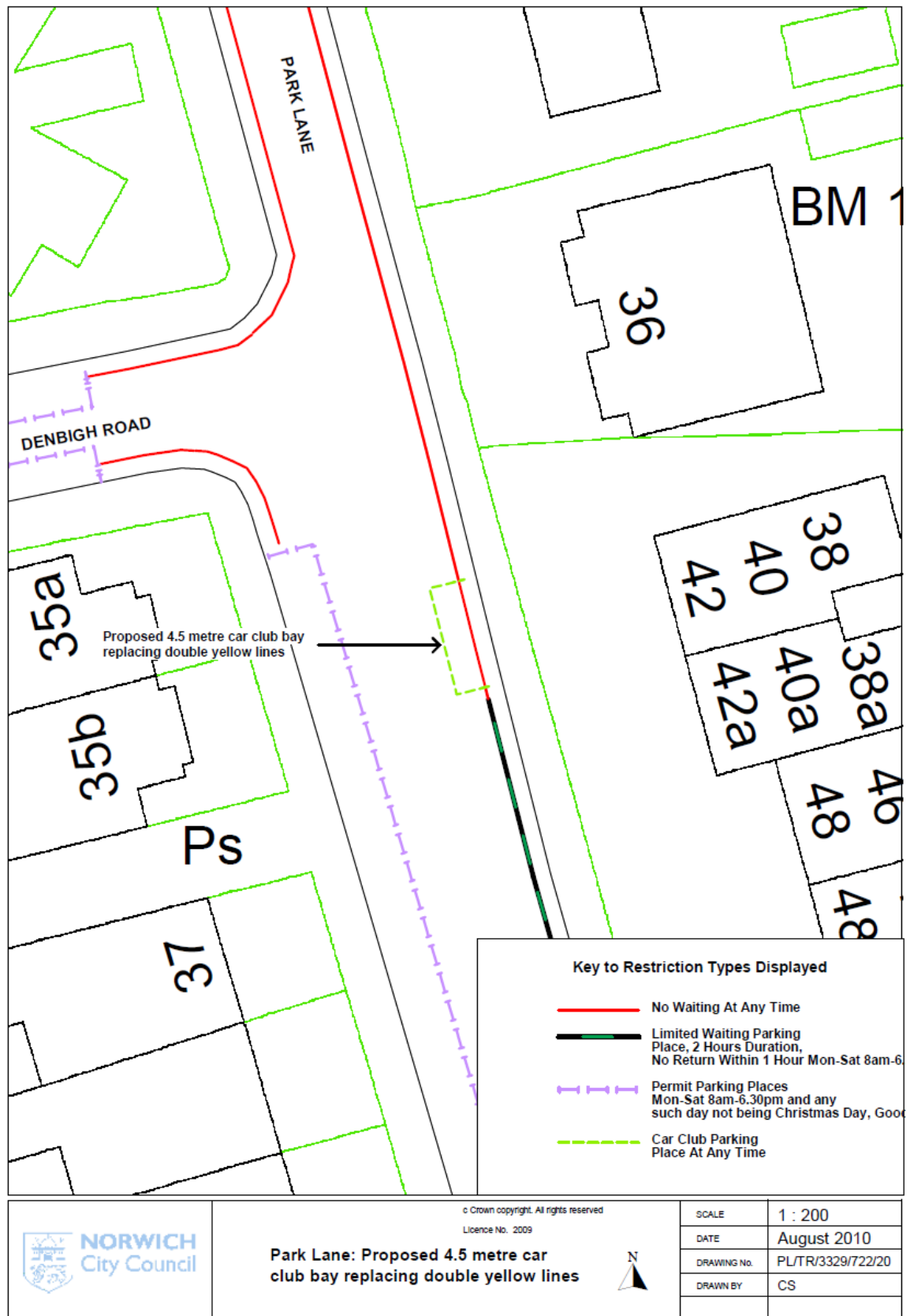
Appendix 4 – Plans for **proposed car club bay locations**
(Not to scale).

Northcote Road



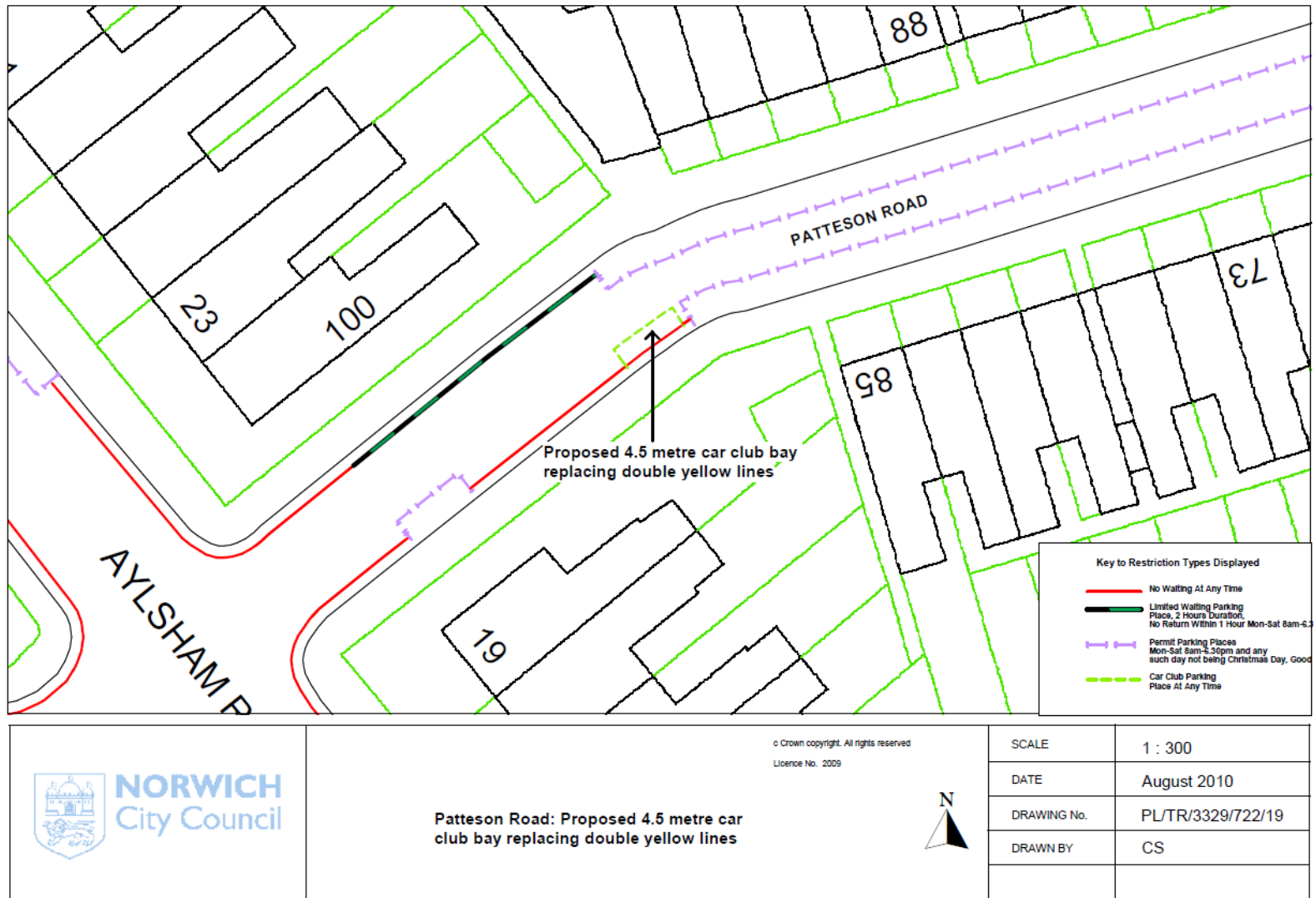
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(Not to scale).

Park Lane

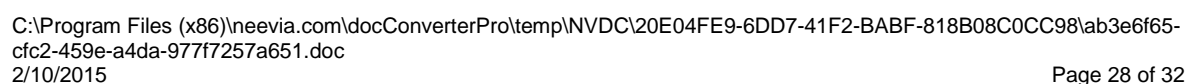


Appendix 4 – Plans for **proposed car club bay locations**
(Not to scale).

Patteson Road

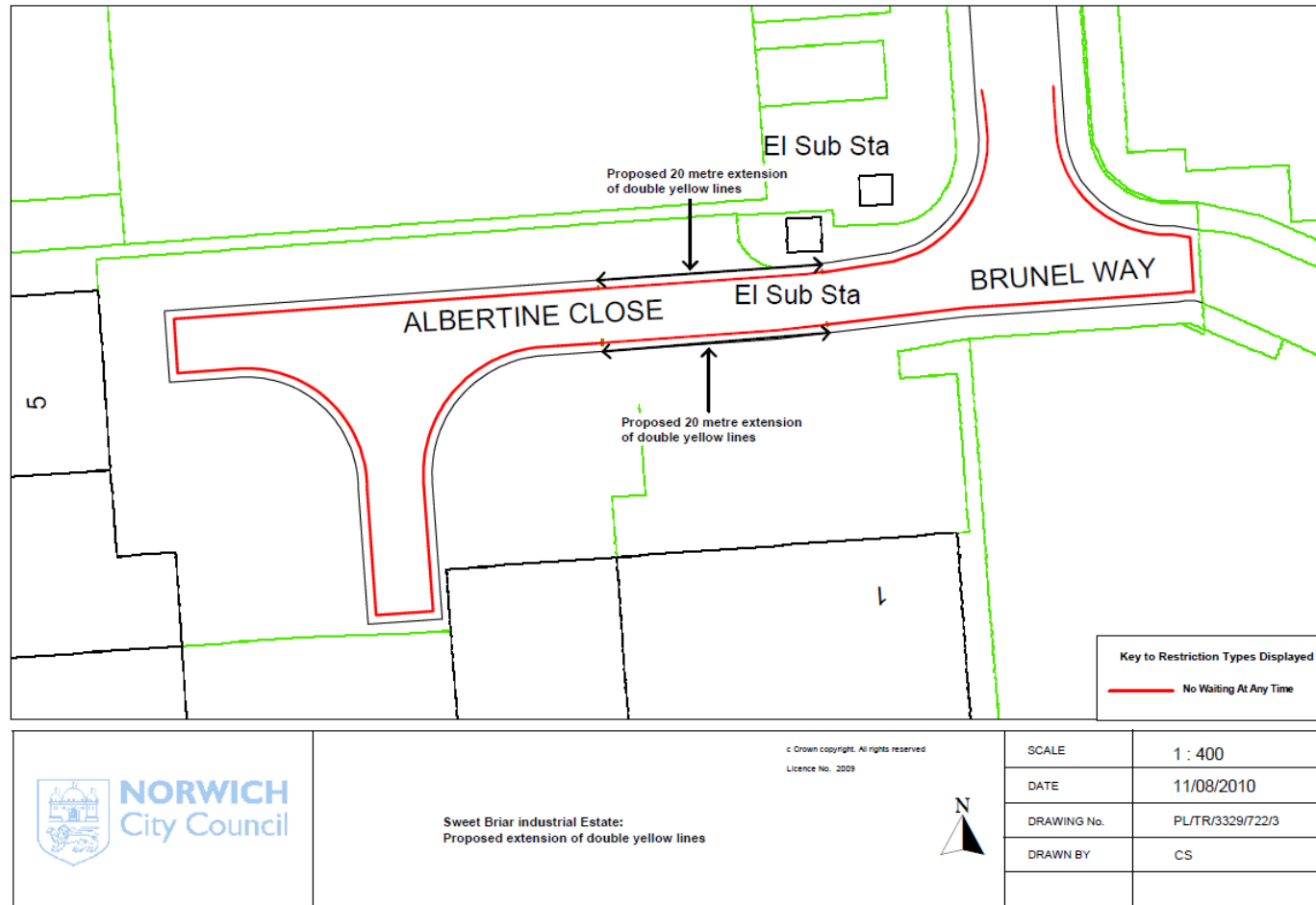


Spencer Street



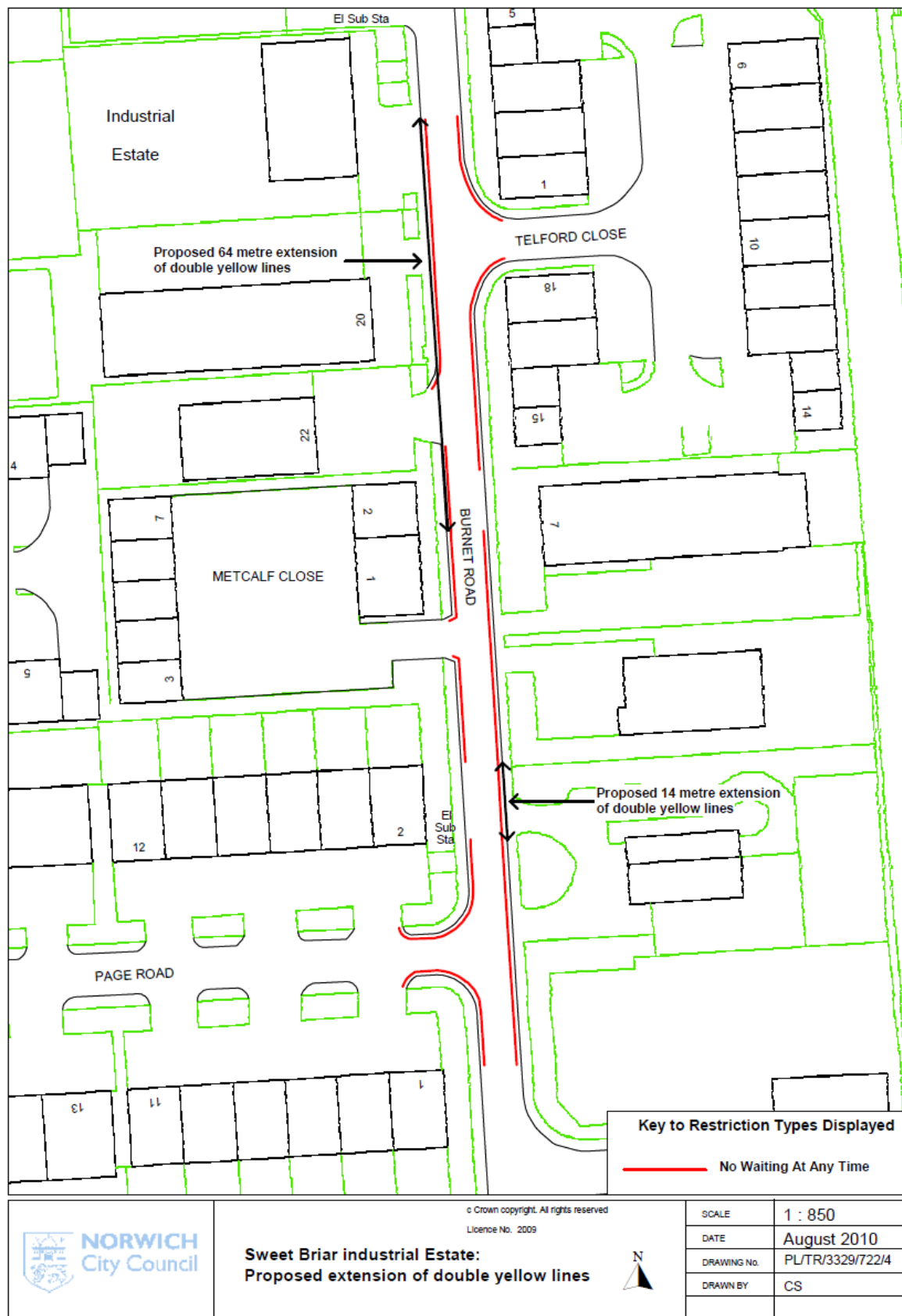
Appendix 5 – Plans for restrictions for **Sweetbriar Industrial Estate**
(Not to scale).

Albertine Close (Sweetbriar Industrial Estate)



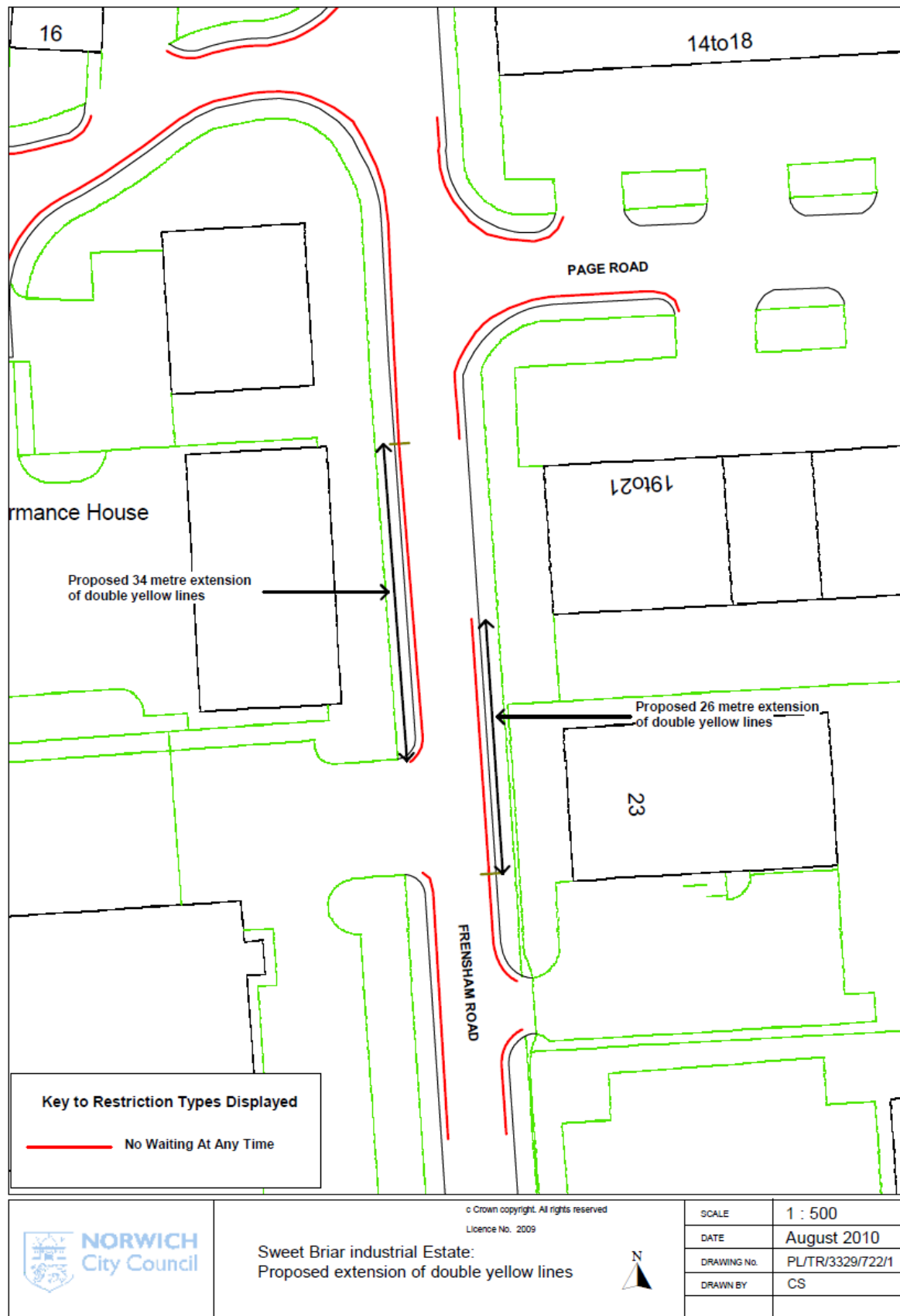
Appendix 5 – Plans for restrictions for **Sweetbriar Industrial Estate** (Not to scale).

Burnet Road (Sweetbriar Industrial Estate)



Appendix 5 – Plans for restrictions for **Sweetbriar Industrial Estate**
(Not to scale).

Frensham Road (Sweetbriar Industrial Estate) – southern end



Appendix 5 – Plans for restrictions for **Sweetbriar Industrial Estate**
(Not to scale).

Freshnam Road (Sweetbriar Industrial Estate) – northern end

