

**Report to** Norwich highways agency committee  
24 July 2014  
**Report of** Head of city development services  
**Subject** Sprowston Road ALDI Traffic Regulation Order  
representations received

**Item**

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## **Purpose**

To consider representations received to the proposals to install double yellow lines around the junction, and along the service road to the new ALDI store on Sprowston Road.

## **Recommendation**

The committee is recommended to authorise the head of city development services to arrange for the necessary statutory procedures to implement waiting restrictions to extend the existing double yellow lines on Sprowston Road south to a point 16 metres south of the new access road to the ALDI store, and along the entire length of the new access road as shown on Plan No. A1-12062 S278/38 in Appendix 1.

## **Corporate and service priorities**

The report helps to meet the corporate priority 'A prosperous city' and the service plan priority to implement the local transport plan

## **Financial implications**

This proposal has been funded by the developer of the new store

## **Ward/s:**

Catton Grove

**Cabinet member:** Councillor Stonard – Environment, development & transport

## **Contact officers**

Bruce Bentley, Principal Transportation Planner

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## **Background documents**

Correspondence from external stakeholders

## **Report**

### **Background**

1. A new ALDI store has recently been completed on Sprowston Road, accessed via a new service road. This service road is subject to adoption as a public highway, and in time will also lead to new housing development. As part of the development, it was agreed with the developer that double yellow lines would be provided at the new junction, and that a bus stop would be moved,. The work to move the bus stop was undertaken some time ago, but the yellow lines have never been implemented
2. Following agreement with local members and the chair and vice chair of NHAC, proposals were advertised to extend the existing double yellow lines around the new junction as far as the bus stop. Representations had already been received from an adjacent property owner and a member of the public requesting lines to protect their access, and improve visibility, and this arrangement would have protected access to the forecourts of the adjacent shops as well as preventing parking in the new junction

### **Consultation**

3. Following consultation it became apparent that the local businesses preferred not to have the lines extended across their forecourt, but the business closest to the junction objected to all the lines, whilst the adjacent property owner wanted them to extend to protect their access. Officers proposed a compromise that extended the lines just to protect the junction, and the access, whilst retaining the opportunity to park on-street in front of the other business forecourts. All the occupiers and owners agreed to this compromise, with the exception of one business, who maintained the objection to any lines at all.

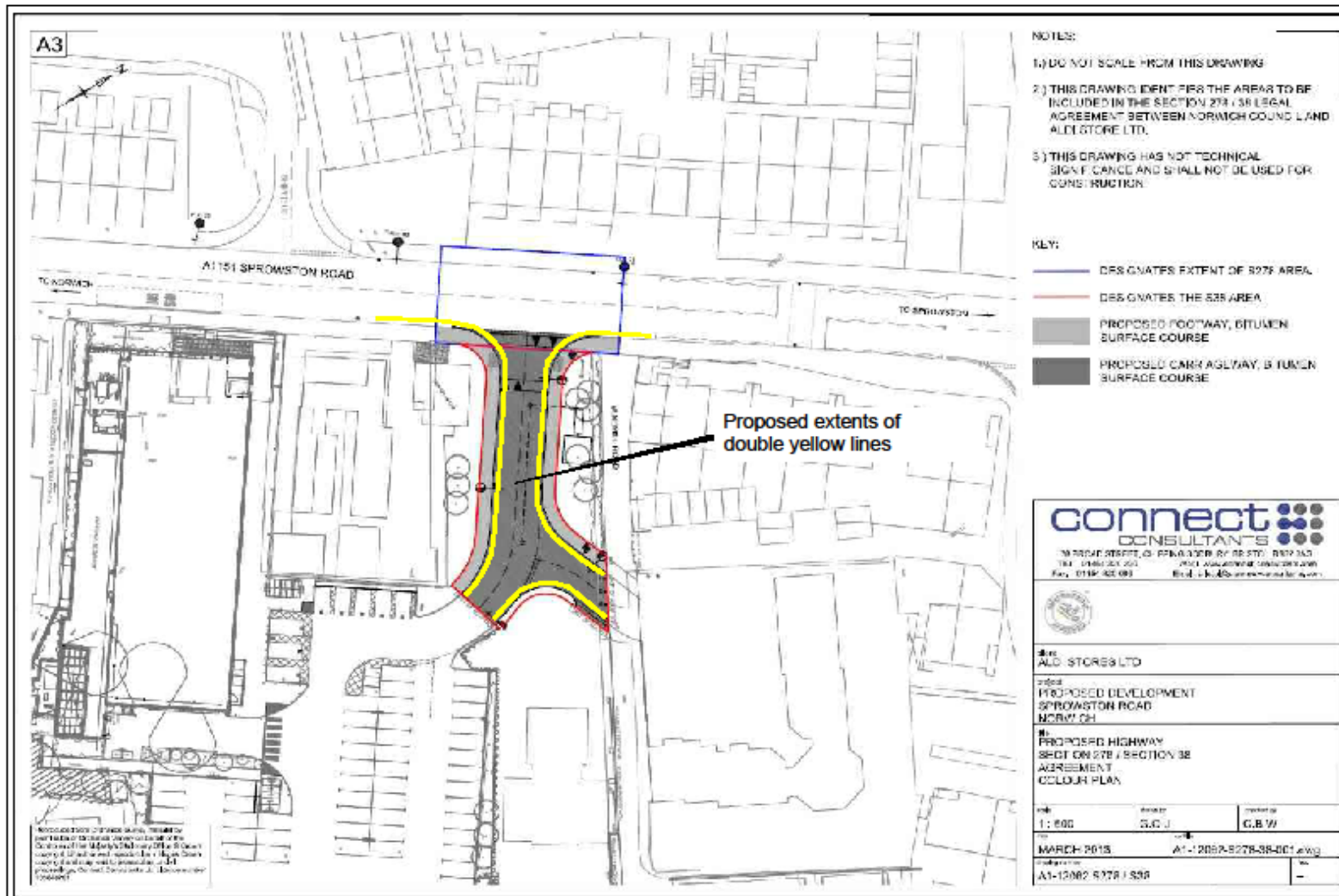
### **Discussion**

4. The proposed double yellow lines are intended to ensure adequate visibility onto the busy Sprowston Road. This would be consistent with other junctions in the vicinity, and ensure adequate visibility for those people exiting the new junction. In any case, the Highway Code says that you should not park within 10 metres of a junction, which is effectively the frontage of the first business adjacent to the junction, so it is not reasonable for the occupier there to think that it is appropriate to park in this location. Extending the proposed lines to 16m from the junction ensures that they also protect the adjacent access to the rear of premises, which is something that the owner of the property has requested

### **Implementation**

5. The yellow lines will be installed by the developer as part of the adoption of the new estate road

## Appendix 1 – Proposed yellow lines



**Appendix 2** – Waiting restriction proposals: representations received

<b>Representation received</b>	<b>Officer response</b>
Telephone conversation with local business Businesses would prefer that the yellow lines did not extend across the entire frontage as originally suggested. Agreed to the revised proposal as currently recommended	Agreement to revised proposals noted. The recommendation is to reduce the length of the lines, so that on-street parking is still permitted in front of the business forecourt
Email from Local business. Yellow lines will prevent customer parking outside premises and does not meet the needs of elderly or disabled customers. Customers do not block access to premises next door	Parking this close to a junction is dangerous and contrary to advice in the highway code. Proposed arrangement provide parking spaces 7 metres from the property
Email from owner of property. Access is routinely blocked by parked cars. Supports the proposal to extend the DY lines across the access to their premises and supports the revised proposals	Support for revised proposals noted. Revised proposal maintains visibility at the junction, and prevents obstruction of this access
Resident of Sprowston Road; Concerned that extending double yellow lines will prevent them parking outside their house	This is a misunderstanding: there are no changes proposed in the vicinity of this residents home