

Report to Norwich Highways Agency committee
20 July 2017
Report of Head of city development services
Subject Miscellaneous waiting restrictions for implementation

Item

7

Purpose

To consider representations received in respect of a number of minor waiting restriction proposals and to recommend appropriate action in each case.

Recommendation

That the committee approves the proposals as set out in the report and asks the head of city development services to carry out the necessary statutory processes to implement the following waiting restrictions:

(1) as advertised:

Location / Plan number

Belvoir Street PL/TR/3329/770	Heartsease Lane/Plumstead Rd PL/TR/3329/756
Bishopgate PL/TR/3355/806	Mile Cross Road PL/TR/3329/768
Chapel Break area (various) PL/TR/3355/805	Partridge Way PL/TR/3329/757
Colegate PL/TR/3329/772	St Gregorys Back Alley PL/TR/3329/773
Drayton Road (Bignold Rd/Parr Rd) PL/TR/3329/764	Sprowston Road near Gilman Road PL/TR/3329/758
Bowthorpe employment area PL/TR/3329/753	Sprowston Road/ Shipfield PL/TR/3329/759
Carrow Hill PL/TR/3329/754	Sprowston Road/ Wall Road area PL/TR/3329/760
Golden Dog Lane PL/TR/3329/755	White House Court PL/TR/3329/76
Heathgate (cycle way access) PL/TR/3329/767	

(2) as amended:

Location / Plan number

The Avenues
PL/TR/3329/774

Christchurch Road area
PL/TR/3329/771

Corporate and service priorities

The report helps to meet the corporate priority a safe, clean and low carbon city

Financial implications

Fully funded from civil parking enforcement operational surplus

Ward/s: Multiple Wards

Cabinet member: Councillor Stonard – Sustainable and inclusive growth

Contact officers

Kieran Yates, Transport planner

01603 212471

Bruce Bentley, Principal transportation planner

01603 242445

Background documents

None

Background

1. In January 2016 authorisation was given to advertise waiting restrictions across the Norwich City Council area. Subsequently a number of additional proposals were agreed by members and included in the consultation to make this work cost effective to progress. All of these proposals were advertised from mid March to mid April 2017. The delay in carrying out the consultations was due to the volume of traffic regulation order work that has been generated by the Transport for Norwich programme, which is a higher priority for both the transportation team and staff at nplaw who process the orders. Representations are summarised in appendix 1.
2. Proposals that received no objections and are proposed to be implemented as advertised: No written objections were received from the following locations and therefore it is proposed to implement these restrictions as advertised, where additional suggestions were made these are addressed in the appendix:
 - Belvoir Street
 - Chapel Break area (various)
 - Colegate
 - Drayton Road (Bignold Rd/Parr Rd)
 - Carrow Hill
 - Heathgate (cycle way access)
 - Heartsease Lane/Plumstead Rd
 - Mile Cross Road
 - Partridge Way
 - Sprowston Road near Gilman Road
 - Sprowston Road/ Shipfield
 - Sprowston Road/ Wall Road area
 - White House Court
3. Proposals that received written objections, but are proposed to be implemented as advertised as explained in Appendix 1. ;
 - Bishopgate
 - Bowthorpe Employment area
 - Golden Dog Lane
 - St Gregory's Back Alley
4. Proposals where objections were received and amendments are proposed as explained in Appendix 1.
 - The Avenues
 - Christchurch Road area - As the amendments would be lesser restrictions it will not require re-advertisement if members are minded to accept this.

Local Member Views

5. Where local members have responded to the proposals, their comments have been included in Appendix 1.

Timescales

6. Should the proposals be approved for implementation, it is planned to install these waiting restrictions in the 2017-18 financial year.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	20 July 2017
Director / Head of service	Dave Moorcroft/Andy Watt
Report subject:	Annual Waiting Restrictions implementation
Date assessed:	30 June 2017
Description:	Miscellaneous waiting restrictions

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other departments and services e.g. office facilities, customer contact	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Waiting restrictions aid road safety with improved visibility and reduced risk of collisions and injury accidents

	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 proposed waiting restrictions will assist safe movement of traffic
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment
Positive
Road safety will be improved by the proposed measures
Negative
Neutral
Issues

Appendix 1 – Results of consultation

Location	Representations	Officer comment and recommendation
<p>The Avenues (near the grass verge traffic island)</p> <p>Double yellow lines were proposed in order to fill in a gap on both sides of the road within the new Controlled Parking Zone (CPZ) that previously had been proposed as permit parking.</p>	<p>Residents (3)</p> <p>Objection to loss of parking provision adjacent and opposite to their home as part of the CPZ measures, and the subsequent infilling of the remaining gaps with double yellow lines.</p> <p>These residents have noted that there is poor compliance with the recently installed double yellow lines by school parental parking on the grass verges.</p> <p>Request for bollards to make the restriction more effective.</p> <p>Resident (1)</p> <p>Supports double yellow lines as this controls verge parking. Resident campaigned with other neighbours for such restrictions to prevent the erosion of the grass verges and to stop the character of the area deteriorating.</p>	<p>Officer comment:</p> <p>There has been numerous emails between the City Council and the main objector explaining why all space in a Controlled Parking Zone must have some form of waiting restriction and may not be left as unrestricted parking.</p> <p>Consequently we devised a compromise.</p> <p>(1) installing double yellow lines on the north side gap only</p> <p>(2) installing permit parking on the south side gap only.</p> <p>As a secondary issue, the main complainant wished to make the point that the recent double yellow lines are ineffective as these are flouted by school parking and there is insufficient civil parking enforcement.</p> <p>This is noted, and it is accepted that patrols cannot be as frequent as wished for outside of the city centre. However overall the waiting restrictions do have a deterrent effect with long stay parking. Also the council does not have resources at present for bollards to control verge parking.</p> <p>Recommendation</p> <p>Implement the double yellow lines on the north side as proposed and permit parking Monday to Saturday 8am to 6.30pm on the south side gap, as shown in appendix 2b</p>

Location	Representations	Officer comment and recommendation
<p>Bishopgate</p> <p>Minor amendments to double yellow lines and permit bay</p> <p>i) to protect the gate and dropped kerb to the Great Hospital</p> <p>ii) extend the permit parking bay to increase parking provision by an additional car space.</p>	<p>Residents (1)</p> <p>Objection to the proposed yellow line amendment as these are not seen as necessary and are to allow Norwich School buses to park in the adjacent permit bay.</p> <p>Resident explained that most resident access is via the rear of the Great Hospital and not via this pedestrian gate.</p> <p>Facilities Manager: Great Hospital</p>	<p>Officer comment:</p> <p>The intention of this proposal was to protect the pedestrian gate to the Great Hospital from obstructive parking in the recently installed permit parking bay.</p> <p>Protecting the dropped kerb would benefit residents in mobility scooters getting in and out of the Great Hospital .</p> <p>The Facilities Manager of the Great Hospital confirmed that they had no objection and agreed that this minor amendment would be of benefit to residents with mobility scooters</p> <p>Recommendation</p> <p>To make the change as advertised.</p>

Location	Representations	Officer comment and recommendation
<p>Bowthorpe Employment area</p> <p>Double yellow lines on the main estate road and side junctions to facilitate safe traffic movement by HGVs and pedestrian crossing via footpaths.</p>	<p>Redpack Ltd; Barnard Rd</p> <p>Migsolv Ltd; Barnard Rd</p> <p>No objection to proposals except that the new yellow lines might displace parking near their premises. Requests for double yellow lines adjacent and opposite to both their premises to prevent obstructive parking near site access towards the western end of Barnard Rd.</p> <p>Kettle Foods, Barnard Road</p> <p>Supportive in principle of proposed yellow lines. Request for additional double yellow lines adjacent to Kettle Foods near to the water tower to prevent footway parking and into Yarrington Way to assist with access, egress and turning of larger vehicles</p> <p>Gary's Grill (mobile catering van)</p> <p>No objection to proposals.</p> <p>Brandbank</p> <p>Concerns that the yellow lines will make it more difficult for their staff to find parking near their premises. Suggests that yellow</p>	<p>Officer comment:</p> <p>Overall there is support in principle for the proposed yellow lines in the Bowthorpe Employment Area. This area is characterised by large HGVs requiring 24/7 access to adjacent premises, in particular the Fire Service training centre and Kettle Foods.</p> <p>The main concerns about the proposals are from Brandbank. However the majority of requests for yellow lines from other businesses were triggered by concerns about staff parking associated with Brandbank. Our priority as Highway Authority is to protect the highway from obstruction such as from parking, and in our view it is justified to make the proposed changes. We have advised Brandbank that they need to devise a Travel Plan for their staff to encourage sustainable travel such as car sharing, and to consider parking over a more dispersed area to prevent localised parking pressures near their premises.</p> <p>The requests for additional waiting restrictions on Barnard Road are noted. We suggest that we revisit Bowthorpe Employment Area once these proposals are implemented and parking adjusts to the changes. We can add or delete any yellow lines thereafter as required.</p> <p>However the cul de sac end of Barnard Road and the entire length of Yarrington Way are not an adopted road and we cannot install waiting restrictions on private roads without consent of the freeholder (the cul de sac end of Barnard Road</p>

Location	Representations	Officer comment and recommendation
	<p>lines are only installed on one side of Barnard Road leaving the other side available for staff parking.</p> <p>Also need for HGV layover parking due to tacograph restrictions on working time.</p>	<p>is Norwich city council district highway land), Yarrington Way is in unknown private ownership.</p> <p>HGV layover parking is not officially endorsed in this location, but will be still able to continue as space will remain. A new HGV layover facility is planned on the A47 at the Postwick junction that will be more suitable.</p> <p>Recommendation Implement proposals as advertised. Monitor parking issues and if justified proposal additional or amended waiting restrictions in the following year.</p>
<p>Carrow Hill</p> <p>Minor amendment of waiting restrictions to enable emergency access to fire hydrant.</p>	<p>Resident (1)</p> <p>Query about the length of the yellow lines, which was related to confusion interpreting the plan provided, but no objection to the proposed short extent of double yellow lines.</p>	<p>Recommendation Implement proposal as advertised.</p>

Location	Representations	Officer comment and recommendation
<p>Christchurch Road area near St Francis of Assisi School</p> <p>Double yellow lines at junctions of Christchurch Road with Jessop Road and The Avenues to facilitate traffic safety and pedestrian movement.</p> <p>School no stopping zig zag and associated No waiting restriction opposite the side access to the School on Christchurch Road. (Restrictions will now operate Mon to Fri 7am to 7pm only)</p>	<p>Residents (3)</p> <p>No objection to the proposals overall and supportive of yellow lines at the junctions, but wishes to free up parking near the school at weekends when the restrictions are not required.</p> <p>Resident (1)</p> <p>Supportive of proposals</p> <p>St Francis of Assisi Deputy Head</p> <p>Supportive of proposals</p> <p>Resident (4)</p> <p>Concerned that recent CPZ extension on adjacent streets has displaced commuter parking and caused even less space for parental school drop off. More congestion and vehicles mounting footway to pass parked vehicles outside his house, causing road safety risks to his family. Suggestion that a single yellow line for the entire length of this part of</p>	<p>Recommendation</p> <p>Amend the proposals for the school zig zag and no waiting restriction opposite so that they are both operational weekdays daytimes only, as shown in appendix 2a</p> <p>Amended times:</p> <p>No Stopping On School Entrance Markings Mon-Fri 7am-7pm (this is consistent with other part time school parking restrictions in Norwich)</p> <p>Implement the proposed double yellow lines at both junctions of Christchurch road on Jessop Road and The Avenues.</p> <p>In response to concerns about displaced CPZ commuter vehicles, we note these concerns, and will keep this under review. This proposal seeks to protect junctions and crossing points near the St Francis School. Should the CPZ need to be extended or further waiting restrictions required to disrupt commuter parking this will considered in future. However deterring commuter parking was outside the scope of this proposal that was targeted as protecting pedestrian walking routes to and from the school.</p>

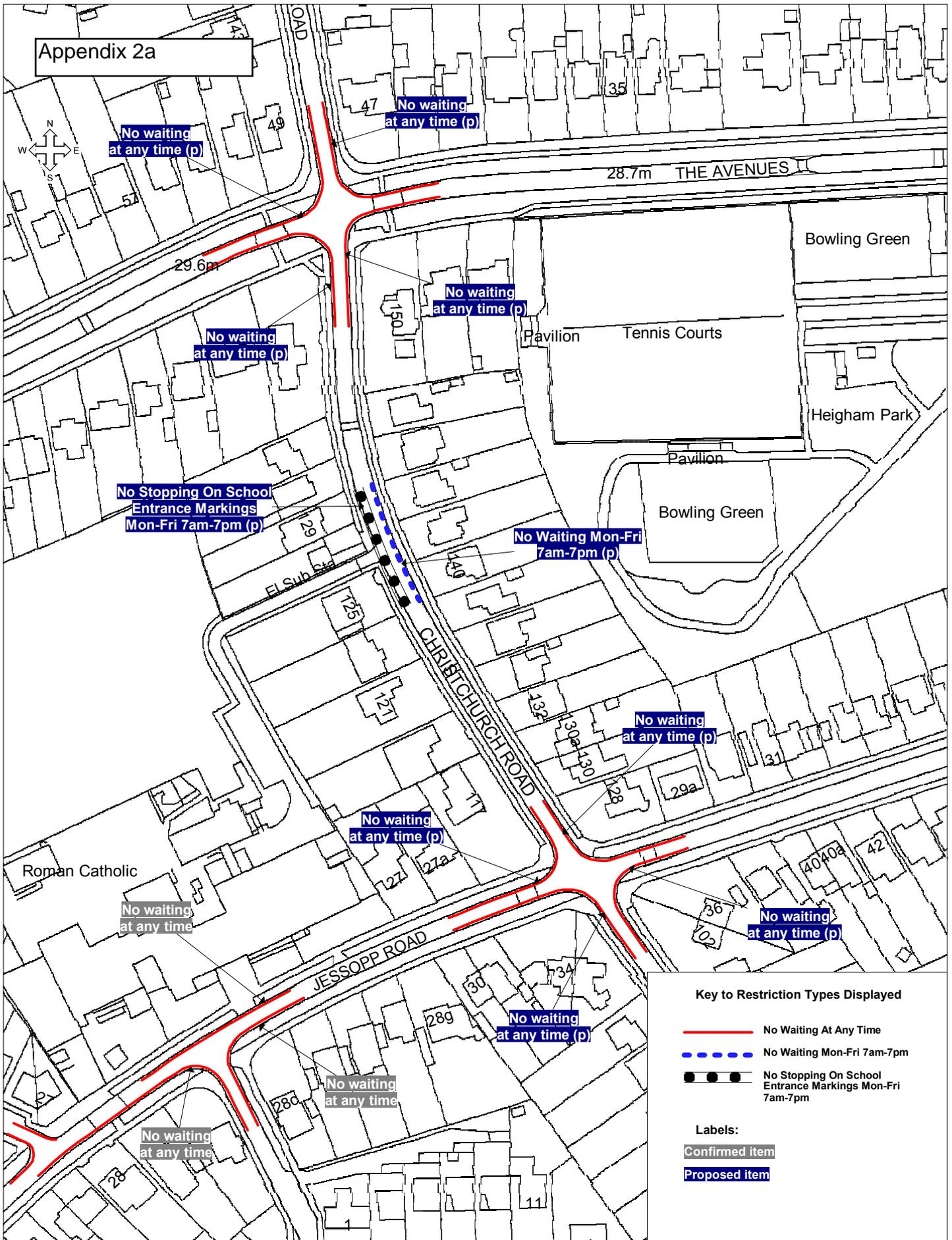
Location	Representations	Officer comment and recommendation
	Christchurch Road is considered e.g. Mon to Fri 10am to 11am & 1 pm to 2pm.	
<p>Golden Dog Lane</p> <p>Minor amendment of waiting restrictions to facilitate emergency access to fire hydrant.</p>	<p>Resident (1)</p> <p>Objection to loss of permit parking.</p> <p>Request for permit parking to be allowed in the Colegate surface car park.</p>	<p>Recommendation</p> <p>Norfolk Fire Service have requested this change to be made to allow better access to a fire hydrant, for this reason we believe it is essential to make this change as proposed.</p> <p>Regrettably it is not possible for permit holders to have free parking in the Colegate car park, but parking is always available on a pay and display basis.</p> <p>The request for replacement and additional permit parking space in this controlled parking zone is noted, and should this be possible will be undertaken in future. However space constraints in the city centre make this challenging.</p>
<p>St Gregorys Back Alley</p> <p>Installation of 'loading only at any time' restriction. Currently there is no enforceable waiting restriction on this adopted</p>	<p>St Gregorys Antiques Centre(2) – on behalf of 60 traders including Father Paul Kinsey representing the Church as landlord.</p> <p>Objection to proposals on grounds of loss of essential loading and long stay parking, and lack of necessity for making changes.</p>	<p>Officer comment:</p> <p>St Gregorys Back Alley is adopted highway, and as such within the City Centre Controlled Parking Zone must have some form of waiting or loading restriction.</p> <p>This alleyway is an important walking route and forms part of the Norwich Lanes where such routes are an intrinsic part of the character of the area. Historically this alleyway may have been used as a processional route around the church and</p>

Location	Representations	Officer comment and recommendation
<p>highway.</p>	<p>Councillor Simeon Jackson</p> <p>Concern about loss of parking for the operation of the Antiques Centre, need for longer stay parking as sometimes vans are used for house clearances and there is a need to go to and from the van for prolonged periods.</p>	<p>beating the parish boundaries each year.</p> <p>Parking of vans and cars associated with the Antiques centre, pub and general fly-parking can be obstructive and make this route unattractive and unavailable to pedestrians, particularly those with disabilities or parents with push chairs.</p> <p>For these reasons it is considered that some form of parking management is legitimate. Firstly preventing all access to vehicles was considered using bollards, but this was not feasible given that there is private parking area behind the adjacent Mash Tun public house.</p> <p>Therefore a waiting restriction was considered, either a double yellow line or a loading only restriction.</p> <p>A double yellow line would allow loading but would be unsightly and be prone to wear off on the cobbled surface.</p> <p>A loading only restriction would continue to enable essential loading for adjacent premises, but prevent parking.</p> <p>We have the option of setting a time of 15minutes loading on the restriction, but no matter what time period we specify so long as loading and unloading is continuously monitored within a 10 minute observation period it is allowed for as long as this activity occurs.</p> <p>Any parking that is necessary for longer periods needs to take place elsewhere e.g. in a surface or multi storey car park</p>

Location	Representations	Officer comment and recommendation
		<p>nearby, or in Pay & Display parking nearby on St Benedicts Street.</p> <p>Recommendation:</p> <p>Loading only restriction on St Gregorys Back Alley is implemented, without a specified time limit, as shown in appendix 2c</p> <p>Parking services have asked that we issue authorisation notes to the Antiques Centre and Pub to assist with enforcement discretion. i.e. four laminated letters, two to each business. Alternatively the Antiques Centre may call the council to register vehicle details each time they have a visit, and CEOs will be informed on patrol.</p>
<p>Sprowston Road near Wall Road</p> <p>Double yellow lines on both sides of Sprowston Road at its junction with Wall Road to facilitate road safety, adjacent to new school.</p>	<p>Resident (1)</p> <p>Supportive of proposals as these gaps are used for commuters to park for long periods and cause a bottleneck in this congested, heavily trafficked part of Sprowston Road.</p> <p>Concerned about speed of vehicles and anti social noise of late night parking nearby.</p>	<p>Recommendation:</p> <p>Implement the proposals as advertised</p> <p>The other issues are noted but are not within the scope of this consultation.</p>

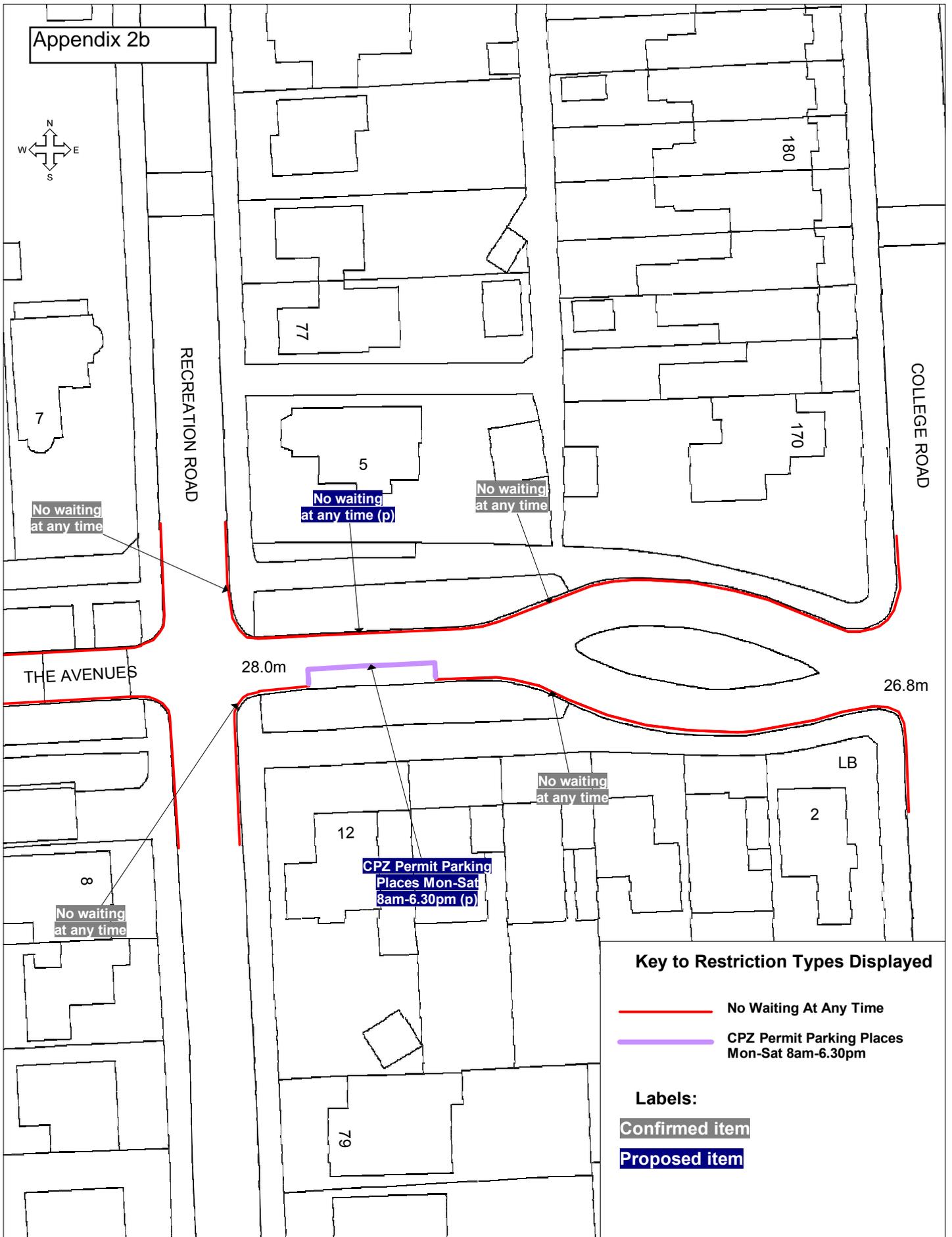
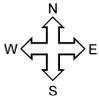
Location	Representations	Officer comment and recommendation
White House Court. Minor amendment of double yellow lines to facilitate essential access to bin store for collections.	No representations received	Recommendation: Implement as advertised.

Appendix 2a



SCALE	1 : 1500
DATE	11/07/2017
DRAWING No.	PLTR3578/798/2
DRAWN BY	JG

Appendix 2b



Key to Restriction Types Displayed

- No Waiting At Any Time
- CPZ Permit Parking Places Mon-Sat 8am-6.30pm

Labels:

Confirmed item

Proposed item

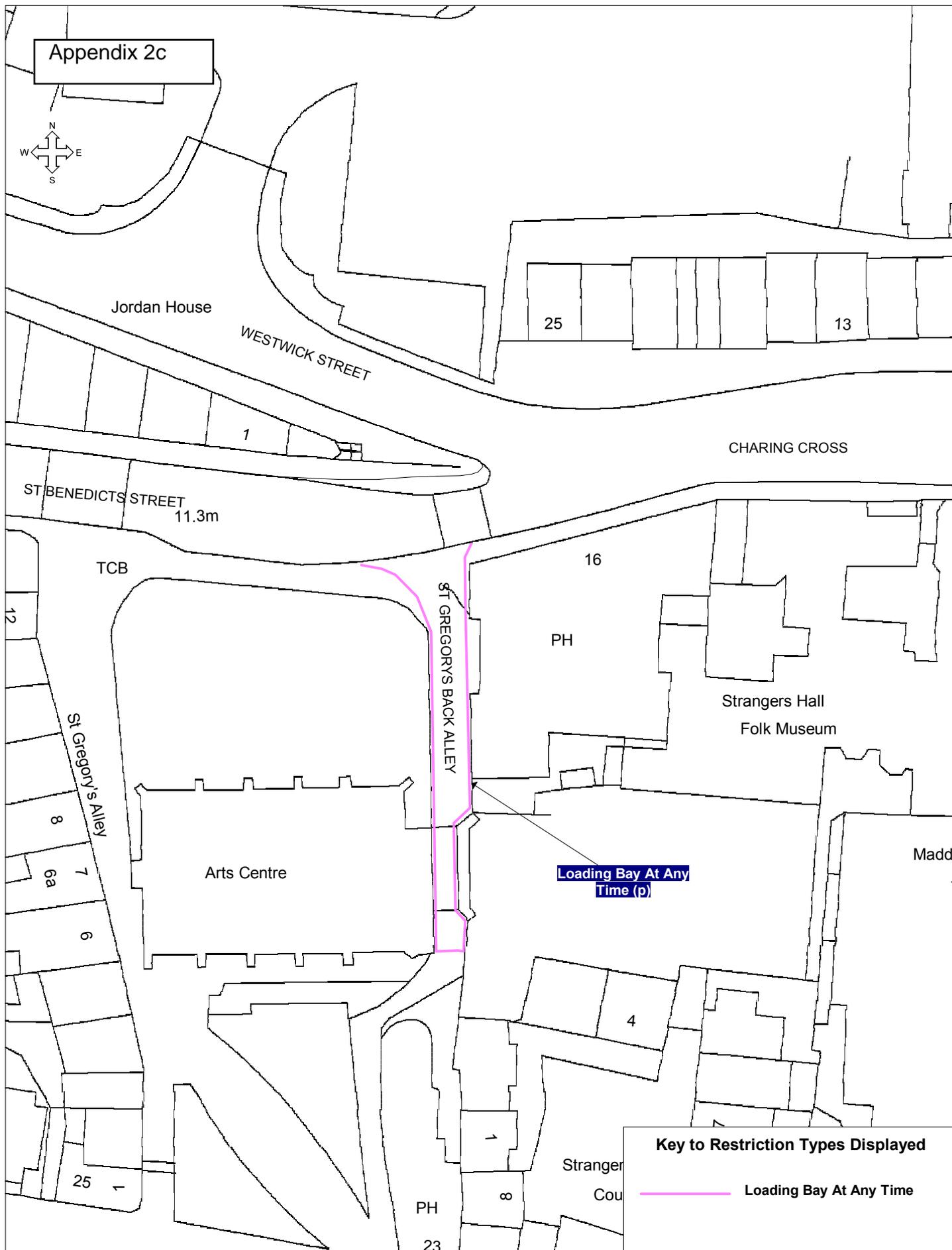
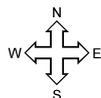


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2017 NHAC The Avenues Waiting Restrictions

SCALE	1 : 500
DATE	11/07/2017
DRAWING No.	PLTR3578/798/5
DRAWN BY	JG

Appendix 2c



Key to Restriction Types Displayed

— Loading Bay At Any Time



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2017 NHAC St Gregory's Back Alley Loading Bay

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SCALE	1 : 500
DATE	11/07/2017
DRAWING No.	PLTR3578/798/4
DRAWN BY	JG