

Norwich Highways Agency committee

Date: Thursday, 05 September 2019

Time: 10:00

Venue: Mancroft room, City Hall, St Peters Street, Norwich, NR2 1NH

Members:

County

Councillors:

Adams (chair)*
Mackie*
Clipsham
Gurney
Ward

City Councillors:

Stonard (vice chair)*
Stutely *
Carlo
Maxwell
Neale

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Agenda

Page nos

- 1 Apologies**
To receive apologies for absence
- 2 Public questions/petitions**

To receive questions / petitions from the public

Please note that all questions must be received by the committee officer detailed on the front of the agenda by **10am on Monday, 2 September 2019**

Petitions must be received must be received by the committee officer detailed on the front of the agenda by **10am on Wednesday, 4 September 2019.**

For guidance on submitting public questions or petitions please see appendix 1 of the council's constitution.
- 3 Declarations of interest**

(Please note that it is the responsibility of individual members to declare an interest prior to the item if they arrive late for the meeting)
- 4 Minutes** **5 - 18**

To approve the accuracy of the minutes of the meeting held on 21 March 2019.
- 5 'Welsh Streets' Area Permit Parking Re-consultation** **19 - 36**

Purpose - To advise members of the responses to the recent re-consultation in the 'Welsh Streets' area to extend the existing permit parking areas, and recommends that the scheme is fully implemented as originally advertised.
- 6 Proposed waiting restrictions in Catton Grove and University wards – consultation results** **37 - 52**

Purpose - To consider all responses from the consultation and approve installation of some proposed waiting restrictions.

Date of publication: **Wednesday, 28 August 2019**

Norwich Highways Agency committee

10:00 to 11:40

21 March 2019

Present: **County Councillors:** **City Councillors:**
 Fisher (chair) (v)* Stutely (v)
 Vincent (v) Malik (v) (substitute for Councillor Stonard)
 Bills Carlo
 Jones (C) Peek

Apologies: City Councillor Stonard (vice chair) (v) and County Councillor Thomson

*(v) voting member

1. Public Questions/Petitions

Public questions -

Question 1 Mr Les Rowlands, Eaton Rise Residents' Association asked the following question:

“Given the general increase in traffic volume and the speed of HGVs throughout the day and night along Ipswich Road (A140 inside the city boundary) could the Norwich Highways Agency committee consider the installation of 'average speed cameras' to enforce the 30 MPH speed limit?

This is because HGVs have a tendency to speed up and exceed the speed limit when there is little or no other traffic on the road which creates considerable 'noise pollution'. This has become a particular problem along Ipswich Road in recent years during the night and very early in the morning because increasingly HGV logistics move around at night and the early hours to avoid traffic congestion. Ipswich Road (A140) is also a key transport artery for European night time freight traffic travelling to and from Felixstowe.

I have been very impressed by Norwich City Council's Vision for Norwich (Norwich 2040): *"Transport policies have important health consequences through their effects on air pollution, noise, injuries, climatic change, and their ability to create (or not) safe conditions for walking and cycling"*.

The siting of 'average speed cameras' would help reduce the speed of traffic and would enable the council to meet and comply with the WHO/European guidelines for night time noise (max 40 decibels).

I would urge you to seriously consider this option which would be a first-step towards the council's vision for Norwich 2040 to *'reduce pressure on our city environment and infrastructure...there will be huge changes to how people work, learn, live and travel'.*"

Councillor Fisher, chair, replied on behalf of the committee, as follows:

"Thank you for your question, I think we are entering an exciting time in the Greater Norwich region with the opportunities that the Transforming Cities fund will present in delivering the Norwich 2040 vision, in terms of changing the way people move around.

However this won't offer us an immediate solution to the issues that you have highlighted, such as the speed of HGV's at night time.

The installation of speed cameras is beyond the remit of this committee; they are provided and administered by the safety camera partnership, which has strict rules where they can be deployed. Nationally, average speed cameras can only be used to enforce speed limits where there is a proven safety record associated with vehicle speeds. No such safety record exists on Ipswich Road and therefore the safety camera partnership would be unable to consider a request for average speed cameras there."

Mr Rowlands confirmed that he did not have a supplementary question.

Question 2 - Mr Peter Ellington, Swansea Road, asked the following question:

"The statement of reason issued by the Norwich City Council for proposing permit parking in the Welsh Streets is published as follows:

"The proposals are considered necessary to enable the safe access of vehicles and the management of on-street parking

The proposal to make the Orders is therefore made because it appears to the City Council that it is expedient to do so in accordance with Sub-Sections 1(a, c and f) of Section 1 of the Road Traffic Regulation Act, 1984.

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

(f) for preserving or improving the amenities of the area through which the road runs"

We consider that the proposal to include certain streets and exclude others is undemocratic and is in contradiction to the above proposal. By excluding Swansea Road, Wellington Road, Caernarvon Road, Milford Road and sections of Earlham Road and Denbigh Road an enclave of free parking is created within an area or permit parking. We consider that the following are likely consequences arising from proposed action:

- (1) It will encourage people to drive around these streets looking for parking spaces, causing a risk to pedestrians (including children walking to the local school) as they are these drivers are not fully focused on their driving whilst looking for spaces.
- (2) It will cause parking congestion (limited or no spaces available for residents or parents dropping off at school), resulting in risks to pedestrian safety and occasions when residents of these streets have to park a considerable distance from their houses – for example, people working shifts are likely to have to walk a substantial distance to their cars if and when they cannot park near their house – late at night or early in the morning. This could put them in danger (for example, the air cabin crew walking to their car parked up to 1 mile away from their house to go to an early shift at 4.30 am).
- (3) By giving permit parking resident will be able to utilise the amenity of being able to park their vehicles near their house. This will improve the safety and practical aspects of living in the area.

These three points are consistent with the Order issued by Norwich City Council for permit parking to the Welsh Streets.

Further, we partook in the survey believing that the decision was going to be made as a whole. The survey did not state that it was street by street decision: it implied that it was all or nothing and that's how we interpreted it. It is undemocratic to exclude streets from the permit zone, when the canvass was unclear to how it would be interpreted.

Question: Is it possible to include Swansea Road in the permit parking zone - the request is justified by four factors (1) excluding the street is in contradiction to the Order (see above), (2) there is a large number of HMOs in the street that did not partake in the survey, these HMOs often have multiple cars taking up lots of spaces (3) the impact on residents of Swansea road of it becoming increasingly difficult to park, as a direct consequence of non-permit holders from surrounding street consuming available on street parking on Swansea Road, (4) apparently, of those houses that voted on Swansea Road, 50% voted in favour.

Failing the above: Should the decision be reconsidered following the potential detrimental impact of the excluded streets and that it was implied that the decision would be for all Welsh Streets? Subsequently, should the petition be held again, allowing the residents to reconsider their position, given that it is being implemented street by street and the detrimental nature of this process on residents.”

Councillor Fisher, chair, replied on behalf of the committee as follows:

“I am sure that the committee will want to consider all the points that you have made during their discussions of these proposal which are on today’s agenda.

However, for clarification, I would like to make it clear that the reason that are published in support of any traffic regulation order (TRO), such as the one that backs these proposals for permit parking, are limited to those prescribed in law and are there in support of the proposals as advertised. They are not there as justification for prejudging any decisions.

I also cannot accept that there was any suggestion in the consultation that it was an ‘all or nothing’ proposal. It clearly stated in the letter that the extent of any permit parking would be adjusted dependent upon the outcome of the consultation.

I acknowledge that Swansea Road does have a high proportion of transient households, but the turnout appears to me to have been both low and inconclusive. The decision on the extent of any permit parking does, however, rest with this committee and the recommendations in the report are there for guidance.

Again, I am sure that members of the committee will discuss this issue later on.”

By way of a supplementary question, Mr Ellington reiterated his concerns about the streets that were not included in the permit parking and the impact that this would have including concern about pedestrian safety and the safety of children walking or cycling to local schools. The principal planner (transport) (Norwich City Council) said that traffic calming and a 20mph speed limit in residential streets was being rolled out across the city through the Push the Pedalways programme. However, this area was one of the first in the city to get traffic calming. He pointed out that traffic calming was beyond the scope of this consultation on residential parking permits.

Question 3 - Ms Julie Dean, Wellington Road, asked the following question:

“I am a resident of Wellington Road and I would like to ask if my street can carry out its own survey to find out how residents feel about partial permit parking in the area?

My reasons are as follows:

- When the proposal was being discussed the residents believed that permit parking would be applied to either all the streets in the area or none of them.
- Leaving some streets without permit parking will result in those streets having an increase in traffic and major parking problems. Residents will have much more difficulty finding a parking space on their own street and will not be able to park on surrounding streets that require a permit.
- Wellington Road has a mix of residents – families with young children, elderly residents, shift workers and those with limited abilities. The current proposal

will jeopardise the safety of these residents and cause considerable inconvenience to many others.

Residents need a chance to reconsider the decision that has been made to provide permit parking on some streets and not others.”

Councillor Fisher, chair, replied on behalf of the committee.

“Thank-you for your question

I said in answer to the previous question that I was sure that members would want to discuss and consider the points raised and I have no doubt that they will also wish to discuss this issue. It is, of course, entirely at your discretion whether you undertake further survey work of your own but I would not wish to see a decision of this committee based on such as survey. Ultimately, the decision on whether to progress with a permit parking scheme rests with this committee.

I have already said that I was surprised that residents believed that the consultation was ‘all or nothing’ given that it specifically stated in the letter that every resident was sent that this was not the case, but as I think you realise, everyone is aware that there are impacts on adjacent streets when permit areas are implemented.”

Ms Dean asked for clarification whether residents could carry out their own survey. The chair said that there was nothing to stop residents conducting a survey, but depending on the outcome of the committee’s discussion later in the meeting, there might not be a need for residents to carry out their own survey.

Question 4 - Mr Shan Barclay, Caernarvon Road asked the following question:

“As a resident on Caernarvon Rd since 1990, I know that our parking situation is no worse now than it was 30 years ago. In view of this I see no need for instituting permit parking and in fact quite the contrary I think it would have a detrimental effect.

It would cost us money which could be better spent and would not solve parking problems for example at night. From 8am-6.30 pm we have no need at all. In view of this what is the rationale of Norwich City Council in trying to impose this on us?”

Councillor Fisher, chair, replied on behalf of the committee:

“I am sure that you are aware from having seen the report to this committee, and heard the questions from other residents that there are differing points of view about permit parking and the role of this committee is to try to account for those views but agree a scheme that has some coherence.

I have no doubt that the committee will have an extensive discussion about the extent of permit parking shortly, but I note that the recommendation in the report is not to include Caernarvon Road in the permit area, so I am a little unsure as to why you might think that it is being imposed on you?

With regards to the problems at night, these are usually a consequence of the number of vehicles owned by local residents rather than external factors, and I'm afraid that permit parking really does not resolve this issue. We do, however, promote the use of car clubs across the city and as each new car results in as many as 15 residents getting rid of a private car this does help to reduce this pressure."

Mr Barclay confirmed that he did not have a supplementary question but said that he appreciated that sometimes there was a need to regulate parking but that he hoped that responsible residents could self-regulate between themselves rather than have it imposed on them.

Question 5 – Ms Anne Haour, Church Lane, asked the following question:

"Can the committee please outline how the proposed changes to the outer ring road, and the responses to concerns raised in the public consultation, line up with the council's corporate priority for a safe, clean and low carbon city?"

Councillor Fisher, chair, replied on behalf of the committee.

"I thought that the report was fairly clear on this point and it does explain that the overall aim of the Transport for Norwich (TfN) strategy is to increase walking, cycling and the use of public transport

However, there is still a need to accommodate and manage general traffic (including Heavy Goods Vehicles [HGVs] accessing the city) as although we encourage the use of more sustainable modes, we cannot require it. Our strategy has therefore been to manage general traffic onto the main road network (and the outer ring road is very clearly a significant element of this), which is more suited to larger vehicles and higher traffic flows, to enable sustainable transport improvements elsewhere.

In addition, the scheme is designed to reduce queuing and congestion, and this is one of the major contributors to air pollution and the scheme on average benefits both pedestrians and public transport users. I believe that you will find all these issues have been covered in the report."

Ms Haour commented that she considered that the proposals did not encourage better behaviour from drivers and that there should be a more rounded approach to prioritise pedestrians, cyclists and users of public transport rather than cars. She considered that the matter of enforcement for driver negligence and speeding was a major issue. The principal planner (transport) confirmed that the objectives of the Transport for Norwich strategy placed public transport, walking and cycling at the top of the list over other modes of transport, but it was still necessary to ensure that traffic circulated around the city. The ring road was the right place for that traffic to be. By moving traffic off side roads and on to roads that could take it; the scheme provided the opportunity to improve pedestrian crossings and bus journey times.

(In addition to the questions above, three further questions were received from residents who were unable to attend. At the chair's discretion, the questions and a

response were circulated at the meeting and published on the website. The following question was taken at the meeting because Ms Tomlinson's circumstances had changed and she was able to attend.)

Question 2 - Ms Sarah Tomlinson, Earlham Road, to ask the following question:

"The Norwich City Communications Style Guide says in Section four: making sure our communications are understandable and accessible say that 'It's important to make sure we consider our audience before we start any communication. As a local authority, our audience is often very broad and made up of a diverse spectrum of people from very different backgrounds, varying education levels and includes those whose first language is not English. In the vast majority of case (with the possible exceptions of things like reports for a small, niche and specialised audience), we would want to make sure we use plain English to get our message across in the most clear and concise way possible. Our aim is to get our message across first time, without the reader having to come back with queries'.

With reference to the communications that were sent out as part of your consultation process, I do not believe the council's own guidelines were met. I am referring to the sentence "The council will adjust the extent of any proposed permit scheme dependant on the results of the consultation". If this followed the council's own communications guidelines, it should have clearly stated that the council would implement parking restrictions only in the streets that vote in favour of the proposal. I have spoken to various neighbours, residents, friends and many people who thought that it was an all or nothing vote, not street by street. The communications were simply not plain English as your policy states.

So if people did not understand what was proposed, are the recommendations valid? Should we be asked again with clear communications and with the council getting their message across 'without the reader having to come back with queries' as your policy states? Or, if there was misunderstanding, should the all or nothing total vote count?

Councillor Fisher, chair, apologised that the communications had been misunderstood and said that this would be reviewed, he then replied on behalf of the committee as follows:

"All information sent out as part of this consultation was reviewed by specialist communications officers and altered where necessary, to ensure that the information is clear. This is a requirement of all correspondence that the Council sends out in bulk and this particular phrase has been used in numerous consultations in the past and has never caused confusion before

Whilst in hindsight it might appear that the recommendation was on a street by street basis that was not necessarily going to be the case as changes to the extent of any permit parking area are considered in the light of responses received, so it would not have been true to suggest it in any correspondence."

By way of a supplementary question, Ms Tomlinson said that she worked in communications and that she had tested the council's consultation material against the Flesch reading ease readability formula and it had scored 47.5 which meant that it was difficult to read, taking into account plain English score was between 60 and 70, The Economist 55, and university graduates aim for 30. She therefore asked whether the consultation was still valid. The chair replied that he believed that the consultation was valid but he took on board what she was saying. This was the first time that such confusion had occurred over a consultation on residents' parking permits.

2. Declarations of Interest

Councillors Carlo and Malik declared an other interest in item 4 'Welsh Streets' Area Permit Parking Consultation" in that they lived in the consultation area and were Nelson ward councillors. They also both said that they did own a car and did not have a predetermined view.

3. Minutes

RESOLVED to approve the accuracy of the minutes of the meeting held on 20 December 2018.

4. 'Welsh Streets' Area Permit Parking Consultation

(Councillors Carlo and Malik had declared an interest in this item.)

(Copies of further responses to the consultation and comments on the committee report were circulated at the meeting and, subsequent to the meeting, published on the council's website with the documents for the meeting.)

The principal planner (transport) introduced the report and referred to the further responses circulated at the meeting and three emails that he had received from residents reiterating comments made during the consultation, and said that these did not affect his recommendations as set out in the report. He confirmed that the reference to Avenue Road in recommendation (2) (c) should be replaced with The Avenues. He then answered a member's questions confirming that the existing parking bays in the Avenues and waiting restrictions on Earham Road and explaining the rationale for including the section of Earham Road (as shown on appendix 1). The scheme provided an opportunity to address verge parking in The Avenues and provide some short stay parking there for visitors to the park.

The chair referred to the report and said that he was surprised that none of the schools operated a travel plan which he considered was a necessity, particularly as one of the schools employed 74 people. The Transport for Norwich manager explained that there was an expectation for all schools to have a travel plan and some schools' plans needed to be updated. Schools had access to the county council's online software which had an inbuilt award system as an incentive schools to compete against each other. Travel plans made a big impact on how children travelled to school.

Councillors Carlo and Malik, as ward councillors for Nelson ward, commented that parking issues made up the greatest part of their case work and that it was important to

get the right scheme for the area. They recognised that there were residents in the area who wanted permit parking and had waited a long time for it such as the residents in College Road, but that there had been some confusion in the area that the consultation was on a whole scheme rather than on a street by street basis. Their concern was that following the publication of the scheme, some residents from the streets not included in the scheme had changed their minds. There was a lot of pressure on parking in the area and there was concern that the streets without parking permits would be affected by non-resident parking once the scheme was introduced. A significant number of houses in Earlham Road and the area were houses in multiple-occupation (HMOs) and the residents had several cars. It was important that problems were not stored up for the future and that residents in these streets (Caernarvon Street, Swansea Road, Havelock Road and Wellington Road, and parts of Earlham Road) had an opportunity to reconsider permit parking.

Discussion ensued on the feasibility of re-running part of the consultation. The chair said that this was an exceptional case as it was not the practice to re-consult. He pointed out that the responses from residents in Caernarvon Road had been 47 respondents against and 4 in support of permit parking. The principal planner transportation said that the recommendation in the report was a balanced recommendation. There was a clear precedent for supporting permit parking in the streets near the city and in earlier tranches residents of College Road and Recreation Road had not supported permit parking. As permit parking expanded to neighbouring streets, other residents wanted their streets to be included because of parking problems. Councillor Carlo said that the residents of College Road, Recreation Road and The Avenues had made their views clear and that they wanted permit parking, which should be implemented without delay. Officers advised the committee that a re-consultation of the remaining streets could not take place until the end of the pre-election period and until after the local elections. There would need to be some discussion with local members about changes to some of the waiting restrictions so it was likely that the consultation would commence at the end of May or early June 2019. The scheme could be implemented as recommended and in addition, there could be a re-consultation of the residents living in the streets that were excluded from the proposed scheme.

The chair moved and Councillor Stutely seconded the revised recommendation which was circulated at the meeting.

In reply to a question, the principal planner transportation confirmed that the width of The Avenues was sufficient to allow on-street parking with room for vehicles and cyclists to pass them, but it would sometimes be necessary to give way in order to pass oncoming vehicles and cycles

A member sought confirmation that there was provision for minibuses and taxis used to transport children to Parkside School. The principal planner transportation referred members to Appendix 2 of the report and explained that parking bays that following the initial consultation, 4 hour parking bays were provided for the school. He also pointed out that additional parking bays had been provided for the school in Recreation Road because the swimming park and sporting facilities were used out of school hours.

RESOLVED, unanimously, with all 4 voting members voting in favour (Councillors Fisher, Vincent, Stutely and Malik) to:

- (1) note the responses to the permit parking consultation;
- (2) agree to implement a Monday-Saturday, 8:00am to 6:30pm (8:00 to 18:30) controlled parking zone (CPZ) as shown on the plans (nos. PL/TR/3584/440/A) as set out in Appendix 1 in:
 - (a) Cardiff Road, Havelock Road and part of Earlham Road and Denbigh Road;
 - (b) College Road and Recreation Road from the junction of Avenue Road to the junction with Earlham Road;
 - (c) The Avenues between Recreation Road and Christchurch Road;
- (3) install extended yellow lines at the junctions of other streets in the area including Caernarvon Road, Denbigh Road (part), Earlham Road, Swansea Road and Wellington Road also shown on the plan no. PL/TR/3584/440/A in Appendix 1;
- (4) ask the head of city development services to complete the statutory processes to implement these proposals.
- (5) ask the head of city development services to re-consult residents in the remaining streets in the light of (2) to (4) above to give them the opportunity to reconsider whether they wish to have permit parking or not;
- (6) commence the statutory processes to introduce short stay parking provision in the vicinity of The Avenues School and Peapod Nursery, and the businesses on Cardiff Road and Havelock Road in accordance with details to be agreed with local ward members;
- (7) note that the results of this additional consultation will be considered at a future meeting.

5. Transport For Norwich – A140 Mile End Road and Colman Road Improvements to Relieve Congestion at the Daniels Road Roundabout

The chair introduced the report.

County Councillor Watkins, Eaton Division, addressed the committee on behalf of local residents and suggested that the proposal to implement the proposals as set out in the report was premature and would not alleviate the problems at the Daniels roundabout. He considered that the announcement of the Transforming Cities funding would provide the opportunity for a more comprehensive solution. His concerns about the scheme included: that the parking bays on Colman Road would defeat the object of improving traffic flow on the ring road; that the changed priorities on South Park Avenue and Unthank Road would inconvenience local drivers; that queues of traffic at the junction at Colman Road and South Park Avenue would be detrimental to air quality near the three schools; that the proposed staggered pedestrian crossings were not ideal near schools

with a crossing patrol officer; and that residents of Caroline Court had raised concerns about cars parking on the existing yellow lines which were not enforced.

The principal planner (transport) said that this Transport for Norwich scheme was to improve the efficiency of the major networks and make the city more attractive for walking and cycling. The ring road was a major route for vehicles which did mean that it took priority over side streets. He explained that it was necessary to introduce staggered pedestrian crossings on the ring road to prevent congestion. The Transport for Norwich manager explained the aim of the scheme was to prevent traffic backing up on the ring road. The bus companies were conscious of the impact of the proposals which would make overall journey times more consistent, which is what their passengers wanted. The Transforming Cities funding would provide an opportunity to tackle traffic congestion all over the Greater Norwich area. The engineer network analysis, Norfolk County Council, advised members that there had been thorough analysis of the impact of this scheme and that indicative pollution analysis from deceleration would be reduced by up to 10 per cent in the mornings and between 15:00 and 19:00, up to 7.5 to 8 per cent.

Discussion ensued in which the chair spoke in favour of progressing with the scheme. Councillor Stutely said that he supported the scheme which would help alleviate traffic congestion but that he had concerns about the safety of school children using the staggered pedestrian crossings and how this would be managed by just one school crossing patrol officer. He therefore moved, seconded by the chair, that additional recommendations to assess the impact of the scheme on the school crossing patrol and look into the feasibility of additional resources if needed. Another member said that he considered that another school crossing patrol officer would be required at this location. Councillor Stutely said that crossing patrols had an educational importance for children as well as guiding children across the road.

A member explained her reasons for opposing this scheme which she said did not remove HGVs from the ring road, pointing out that Colman Road was a residential road and that she had concerns about the safety of school children at the Colman Road and South Park Avenue junction.

In reply to a question about turning right from Waldeck Road, as set out in Appendix 1, plan 3, the principal transport planner confirmed that, locally, there were similar crossings near to junctions that functioned well.

RESOLVED, unanimously, with all 4 voting members voting in favour (Councillors Fisher, Vincent, Stutely and Malik) to:

- (1) agree to implement the proposals on Colman Road, Mile End Road, South Park Avenue and Unthank Road as shown on the plan numbered 1-4 attached as Appendix ;
- (2) ask the head of city development to complete the necessary statutory process to implement the above proposals with the exception of those items in (3) below as detailed in the report;

- (3) ask the head of city development to advertise the following minor amendments to the previously proposed traffic regulation orders, as shown on the plans in Appendix 1:
 - (a) the removal of the previously advertised short stay spaces on Unthank Road and their replacement with double yellow lines;
 - (b) changes to the proposed arrangement of the bus stop and parking spaces on the westbound section of Colman Road;
- (4) agree to delegate any objections to these minor changes to the head of city development services in discussion with the chair and vice-chair;
- (5) note that the proposed scheme will have an impact on the existing school crossing patrol operating at the Colman Road / South Park Avenue junction;
- (6) ask the Transport for Norwich manager to explore further the impact on the school crossing patrol and request that additional resources are provided if needed.

6. Transport for Norwich – Bank Plain and London Street

The chair introduced the report.

The principal planner (transport) introduced the report and said that since the report had been written the Department for Transport (DfT) had confirmed that the £6.1 million had been awarded to Greater Norwich for schemes across the policy area.

During discussion, the principal planner (transport) and the transportation and network manager (Norwich City Council) answered members' questions. In reply to a member's concern that drivers abused the access from via Bedford Street/ St Andrews Hill and Opie Street to Castle Meadow, members were advised that it would be difficult to change the current arrangements because of an existing car club bay and parking bay but as these were proposed to be removed as part of the scheme, it could be considered in the future, but would be a significant change and was outside the scope of the current proposals. The committee noted that it could be looked at in the future but was not part of the current proposal. Members also sought confirmation that the proposals set out in this report estimated at £906,000 would be funded from the Transforming Cities funding. The committee also noted that tenders would be invited for the shared bike scheme in the summer.

RESOLVED, unanimously, with all 4 voting members voting in favour (Councillors Fisher, Vincent, Stutely and Malik) to:

- (1) agree to consult on proposals, shown on the plans contained in Appendix 1, that will:
 - (a) Improve the section of London Street at its junction with Opie Street;
 - (b) Improve the area at the eastern end of London Street, at its junction with Bank Plain;

- (c) Improve Bank Plain by widening pavements and re-arranging the on street parking and loading facilities;
 - (d) Upgrade Bank Street to create a more pedestrian friendly environment;
- (2) ask the head of city development services to commence the statutory procedures associated with the following traffic regulation orders and notices associated with these proposals, which is shown on the plan contained in Appendix ;
- (a) Install new loading facilities in Bank Plain on the western side;
 - (b) Create an extended blue badge parking area and further loading facilities on the east side;
 - (c) Replace the loading bay on Redwell Street with Car Club spaces;
 - (d) Widen the light controlled pedestrian crossing on Bank Plain, and include crossing facilities for cyclists;
 - (e) Introduce a restricted zone in Bank Street, maintaining the existing one-way arrangements for motorised vehicles but allowing contraflow cycling and allowing loading only in the street;
 - (f) Remove the existing designated bays (including the car club bay, pay and display bays, blue badge spaces and loading bays) in Bank Street and Opie Street and the existing bus and coach stops on Bank Plain;
- (3) note that the responses to the consultation and any objections to the statutory notices will be considered at a future committee.

7. Permit Issuing Software Upgrade and the Introduction of Virtual Parking Permits

The chair introduced the report and said that he supported the introduction of virtual parking permits that was presented with the new software.

A member referred to the introduction of online road tax renewal and said that there was a public perception that as tax discs were no longer visible on cars there was no enforcement, and suggested that there could be a similar issue with virtual parking permits. The principal planner transportation said that he did not consider this would be an issue. There was regular enforcement of the permit parking schemes

RESOLVED, unanimously, with all 4 voting members voting in favour (Councillors Fisher, Vincent, Stutely and Malik) to:

- (1) note that the software that is used to issue parking permits needs to be replaced;
- (2) agree to the rollout of 'virtual' permits (where appropriate) once the new system is in place;
- (3) authorise the head of city development to make the necessary changes to the permit parking terms and conditions to reflect the move to virtual permits.

8. Committee Schedule 2019-20

RESOLVED, to agree, subject to approval at the city council's annual council, the schedule of meetings of the Norwich Highways Agency committee for the civic year 2019-20, with all meetings to be at 10:00 and held at City Hall, as follows:

Thursday, 20 June 2019

Thursday, 19 September 2019

Thursday, 19 December 2019

Thursday, 19 March 2020

CHAIR

Report to Norwich highways agency committee
05 September 2019
Report of Head of city development services
Subject 'Welsh Streets' Area Permit Parking Re-consultation

Item

5

Purpose

To advise members of the responses to the recent re-consultation in the 'Welsh Streets' area to extend the existing permit parking areas, and recommends that the scheme is fully implemented as originally advertised.

Recommendation

To:

- (1) note the responses to the permit parking consultation;
- (2) approve the extension of the previously approved scheme - Monday-Saturday, 8:00am to 6:30pm (8:00 to 18:30) controlled parking zone (CPZ) (as shown on the plans (nos. PL/TR/3584/440/A) and as set out in Appendix 1 to include the following streets that were previously excluded from the scheme:
 - (a) Caernarvon Road, Denbigh Road (remaining section)
 - (b) Earlham Road (part) to its junction with Christchurch Road,
 - (c) Milford Road
 - (d) Swansea Road
- (3) ask the head of city development services to complete the statutory processes to implement these proposals;
- (4) ask the head of city development services to commence the statutory process to implement short stay parking spaces as shown on the plan in Appendix 2 on Havelock Road, Milford Road and Swansea Road;
- (5) delegate the consideration of any representations to the short stay parking spaces to the head of development services in consultation with the chair and vice chair of this committee.

Corporate and service priorities

The report helps to meet the corporate priority to provide a safe, clean and low carbon city and the service plan priority of implementation of the Transport for Norwich strategy.

Financial implications

The installation costs of the scheme will be funded through on-street parking charges. Implementation costs of this additional area are estimated at £25,000.

Ward/s: Nelson

Cabinet member: Councillor Stonard – Environment and sustainable development

Contact officers:

Bruce Bentley, principal transportation planner

01603 212445

Background documents

None

Background

1. Permit parking achieves two objectives: the first is to ensure that limited on-street parking (particularly in more densely developed areas) is available for those who live or do business in the area; and the second is to support the Transport for Norwich Strategy, by discouraging commuter parking in specific areas and supporting more sustainable modes of transport.
2. Currently, the city council operates and enforces controlled parking zones (CPZs) throughout the city centre, the inner suburbs of the city and around the university. These permit parking schemes operate 24 hours a day, seven days a week, in and around the city centre, whilst the more suburban ones operate between 8am and 6:30pm (8:00 to 18:30), Monday to Saturday. Some parts of the 'University' scheme only operate between 10.00am and 4pm (10:00 to 16:00), Monday to Friday.
3. At its meeting in March, the committee agreed to extend permit parking to the residents of Cardiff Road, Havelock Road and part of Earlham Road, Denbigh Road, College Road and Recreation Road from the junction of Avenue Road to the junction with Earlham Road and Avenue Road between Recreation Road and Christchurch Road. These agreed proposals are shown on the plan in Appendix 3. The recommendation at the time was a finely balanced one.
4. Also at the meeting in March following representations from some residents who were not included in the agreed scheme, it was agreed to re-consult all those residents in the streets which had been excluded from the agreed permit parking extension. The response to this second consultation is discussed below.

The consultation

5. The 543 households that were excluded from the permit parking scheme when the extended permit area was agreed in March were re-consulted with a closing date for responses of 30 June 2019. Residents were advised that the consultation was on the basis that either the already agreed proposals would be implemented, or the whole originally proposed area would be included in the permit parking scheme. That was to ensure that everyone was aware that individual streets would not be left out as this would result in unacceptable parking pressures being placed on individual streets.
6. The overall response rate from occupiers in the area (primarily residents) was 38%, but if Bately Court and Earlham House residents are excluded from the total, this rises to 49% (the level of responses from blocks of flats are usually very low) . Details of the response rates are contained in the table in Appendix 4.
7. Almost all the responses from non-residents were received from school parents and school teachers (although it is not always possible to tell the relationship of any particular individual to the area).

Where do residents want Permit Parking?

8. Members will be aware that it is hoped to achieve a 50% response rate from residents, with an overall majority in favour of permit parking (i.e. more than a quarter of household's expressing a preference for permits) to proceed with implementing a scheme. That threshold was not achieved on any of the streets subject to this consultation the first time round, but the views of some residents have changed.
9. Overall, the threshold for implementing permit parking was reached on Wellington Road and Earlam Road (entire length) where previously residents had not supported permit parking. Swansea Road (where previously the response rate was too poor to reach any conclusion) also responded in favour of permits. Milford Road is a very short street with only 4 residential properties. One resident responded in favour.
10. Had these responses been received during the first round of consultations, then it is likely that the recommendation would have been to implement the original proposals in full, rather than leaving some streets effectively surrounded by permit parking.

Where are residents opposed to permit parking?

11. Residents in Carnarvon Road remain opposed to permit parking with 48 households there opposing the idea (47 in the previous consultation). However, the number supporting permit parking rose from 4 households to 14. There was a 55% response rate here with 23% in favour of permits.
12. The section of Denbigh Road not previously included in the permit scheme had a 40% response rate with 43% of respondents in favour of permits

Issues raised by residents and local organisations/businesses

13. Other issues raised are detailed and listed in Appendix 5 together with an officer response.
14. It is recommended that some minor amendments to the advertised scheme are made to cater for business premises within the extended zone by providing some short stay parking outside business premises. These would be on Milford Road, Havelock Road and Swansea Road and initially would be advertised as potentially spaces limited to between one and four hours parking. It is recommended that the final decision on the actual length of stay permitted is delegated to the head of development services, in consultation with the chair and vice chair once any responses, have been considered.

Issues raised by non-residents

15. The issues raised by non-residents are detailed and listed in Appendix 6, with officer comments where the issues are not covered in this report. The concerns raised were essentially split into three different issues, although a number of

detailed points were also raised. The vast majority of non-resident responses were from either parents or teachers at the school and nursery in the area.

16. The Avenues School, judging from the correspondence received, has a primarily local catchment many of whom already live in a permit parking area. The Peapod Nursery has a wider catchment and caters for the youngest children.
17. Discussions were held with the Avenue School prior to the re-consultation, and the school agreed to discuss issues further when the outcome of the consultation was known. Changes to accommodate the school (if any) are, however, likely to be on Avenue Road and will require a separate consultation.

Parent pick-up – drop off

18. A significant number of parents raised concerns that they would be prevented from picking up and dropping off their children by car at the Peapod Nursery and Avenues School. However, stopping to let children alight or get into a vehicle is permitted even in a permit area.
19. The recommended adjustments to the availability of short stay parking provision in the vicinity of the nursery would facilitate some parents who need to accompany their children into the school to park legally and might manage parent parking more effectively so that it does not impact as much on local residents.

Nowhere for teachers to park

20. The schools in the area have limited on-site parking provision and would have access to a limited number of permits. The only other provision that can be made is limited waiting bays, and some are proposed adjacent to the Peapod Nursery. If these are of value to the Avenues School (and that has yet to be ascertained) then there is potential to make similar arrangements on Avenue Road.

Travel Plans

21. None of the schools operate a travel plan.

Proposed extent of recommended permit scheme

22. After considering the consultation responses, the recommendation is to include Caernarvon Road, the rest of Denbigh Road, Milford Road, Swansea Road and Wellington Road the rest of Earlham Road (to Christchurch Road) in the extended permit parking area.
23. Short sections of short stay parking are recommended on Swansea Road, Havelock Road and Milford Road to take account of the concerns raised by an adjacent business premises. These will be formally advertised, subject to the agreement of the committee,

Next steps

24. Should members agree the recommendations in this report, it is anticipated that the new permit areas will go live later in the autumn.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	05 September 2019
Director / Head of service	Andy Watt
Report subject:	'Welsh Streets' Area CPZ Extension
Date assessed:	4 March 2019
Description:	

	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"/>	Permit parking schemes cover their own operational costs
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Uses existing processes.
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Uses existing software
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 type="checkbox"/>	<input type="checkbox"/>	

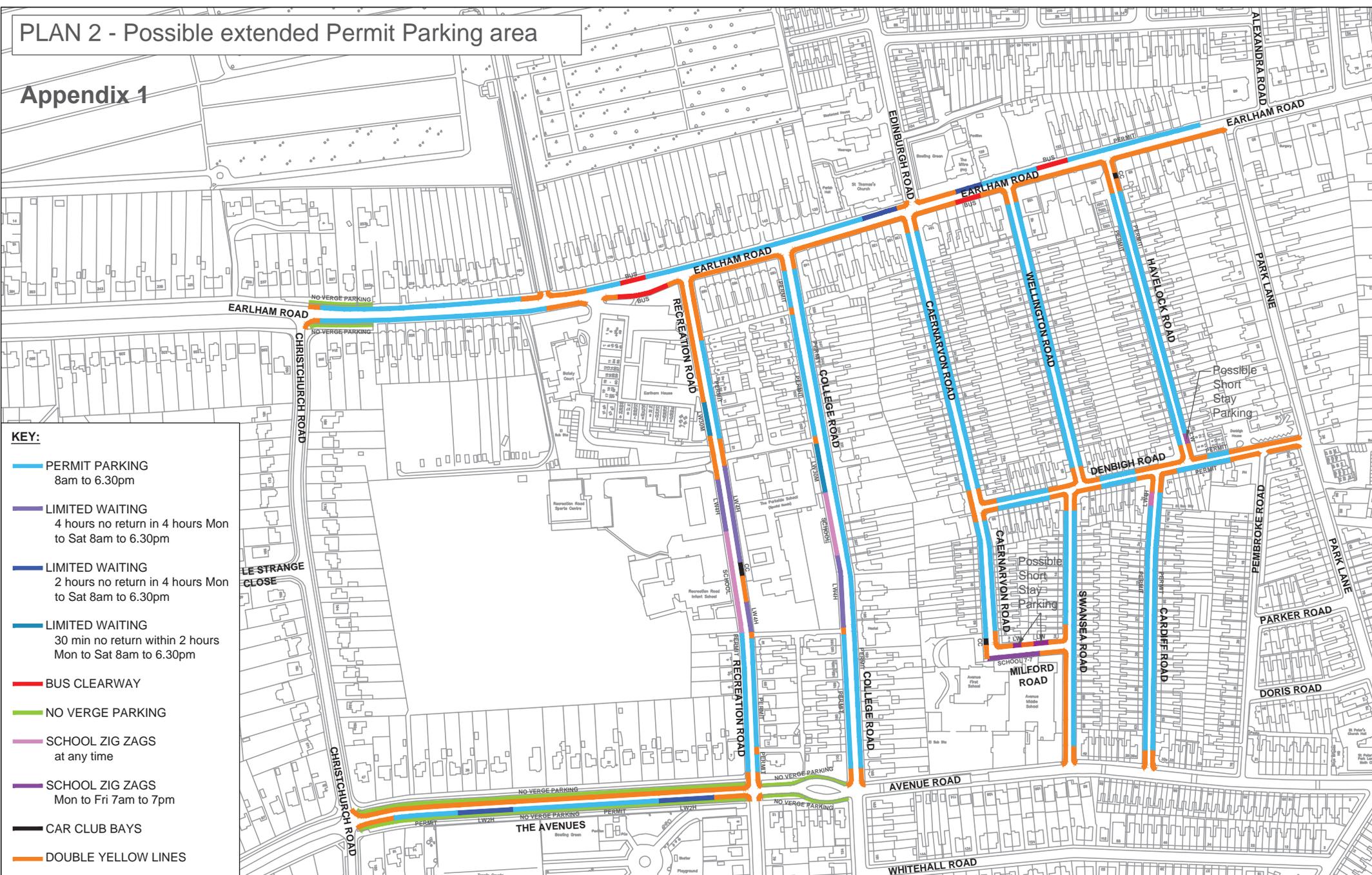
	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The permit scheme has been designed to take account of the needs of protected groups affected
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The implementation permit parking supports NATS by discouraging commute parking in the urban area
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will help to promote sustainable transport forms by discouraging commuting by car
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will improve facilities for cycling, walking and public transport in the longer term

	Impact			
(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
The proposal will reduce parking congestion in this part of the City and support NATS
Negative
N/A
Neutral
Issues
N/A

PLAN 2 - Possible extended Permit Parking area

Appendix 1



- KEY:**
- PERMIT PARKING
8am to 6.30pm
 - LIMITED WAITING
4 hours no return in 4 hours Mon to Sat 8am to 6.30pm
 - LIMITED WAITING
2 hours no return in 4 hours Mon to Sat 8am to 6.30pm
 - LIMITED WAITING
30 min no return within 2 hours Mon to Sat 8am to 6.30pm
 - BUS CLEARWAY
 - NO VERGE PARKING
 - SCHOOL ZIG ZAGS
at any time
 - SCHOOL ZIG ZAGS
Mon to Fri 7am to 7pm
 - CAR CLUB BAYS
 - DOUBLE YELLOW LINES



Title
**SOUTH WESTERN CONTROLLED PARKING ZONE EXTENSION
 PROPOSED CHANGES
 A3 MARCH 2019**

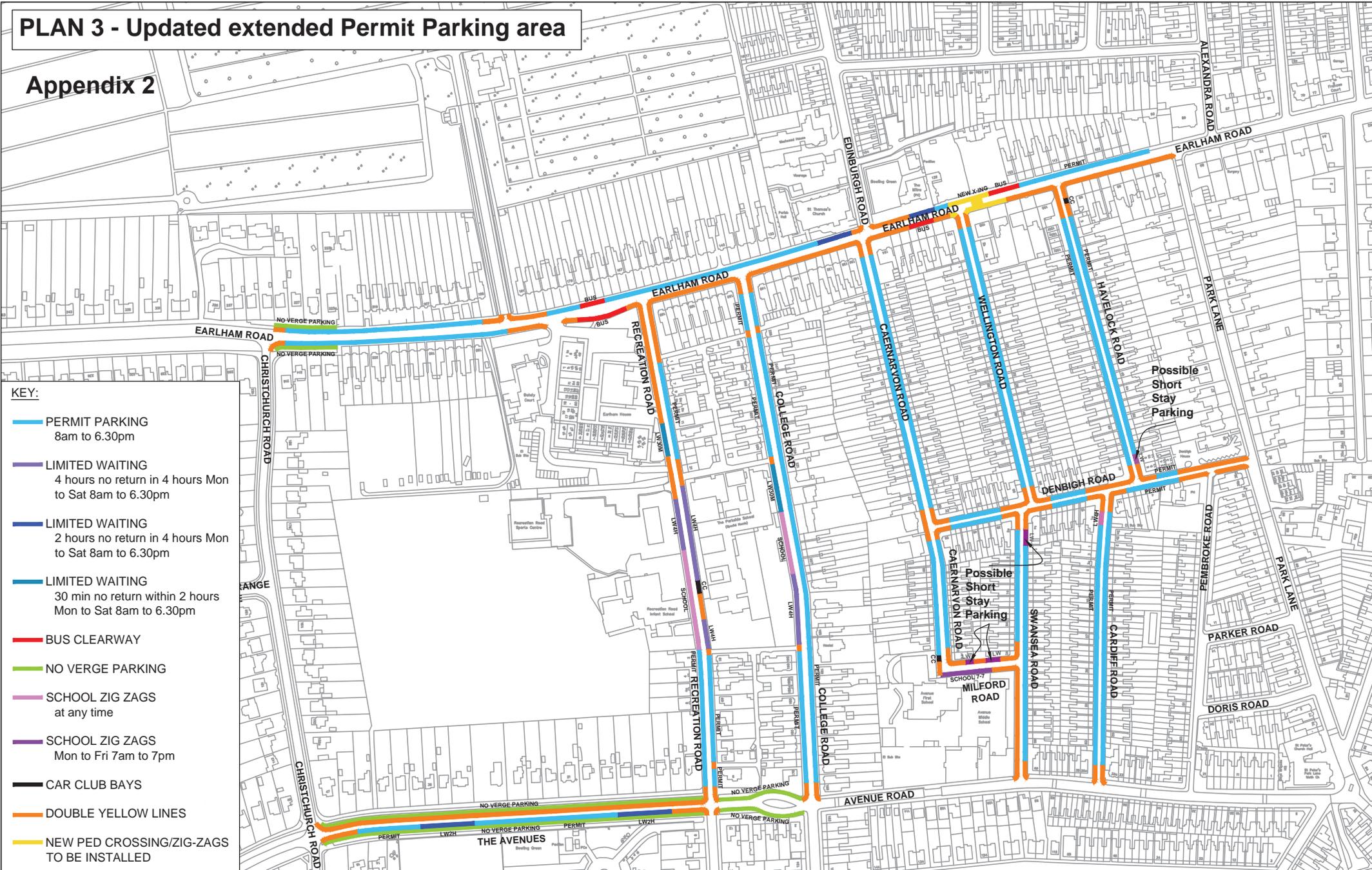
Date	01/11/2018	Scale(s)	NTS	No.	Date	Notes	REVISIONS	Int.	Ckd.
Designed by	JG	Checked by	BB	A	6/3/19	MARCH AMENDMENTS			
Drawn By	JG	DWG. No.	PL/TR/3584/440/A						

Andy Watt
 Head of City Development Services
 City Hall, Norwich, NR2 1NH
 tel 0344 980 3333
 highways@norwich.gov.uk

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PLAN 3 - Updated extended Permit Parking area

Appendix 2



KEY:

- PERMIT PARKING
8am to 6.30pm
- LIMITED WAITING
4 hours no return in 4 hours Mon to Sat 8am to 6.30pm
- LIMITED WAITING
2 hours no return in 4 hours Mon to Sat 8am to 6.30pm
- LIMITED WAITING
30 min no return within 2 hours Mon to Sat 8am to 6.30pm
- BUS CLEARWAY
- NO VERGE PARKING
- SCHOOL ZIG ZAGS
at any time
- SCHOOL ZIG ZAGS
Mon to Fri 7am to 7pm
- CAR CLUB BAYS
- DOUBLE YELLOW LINES
- NEW PED CROSSING/ZIG-ZAGS
TO BE INSTALLED



Title
**SOUTH WESTERN CONTROLLED PARKING ZONE EXTENSION
PROPOSED CHANGES
A3 AUGUST 2019**

Date
01/11/2018
Designed by
JG
Drawn By
JG
DWG. No.
PL/TR/3584/440/B

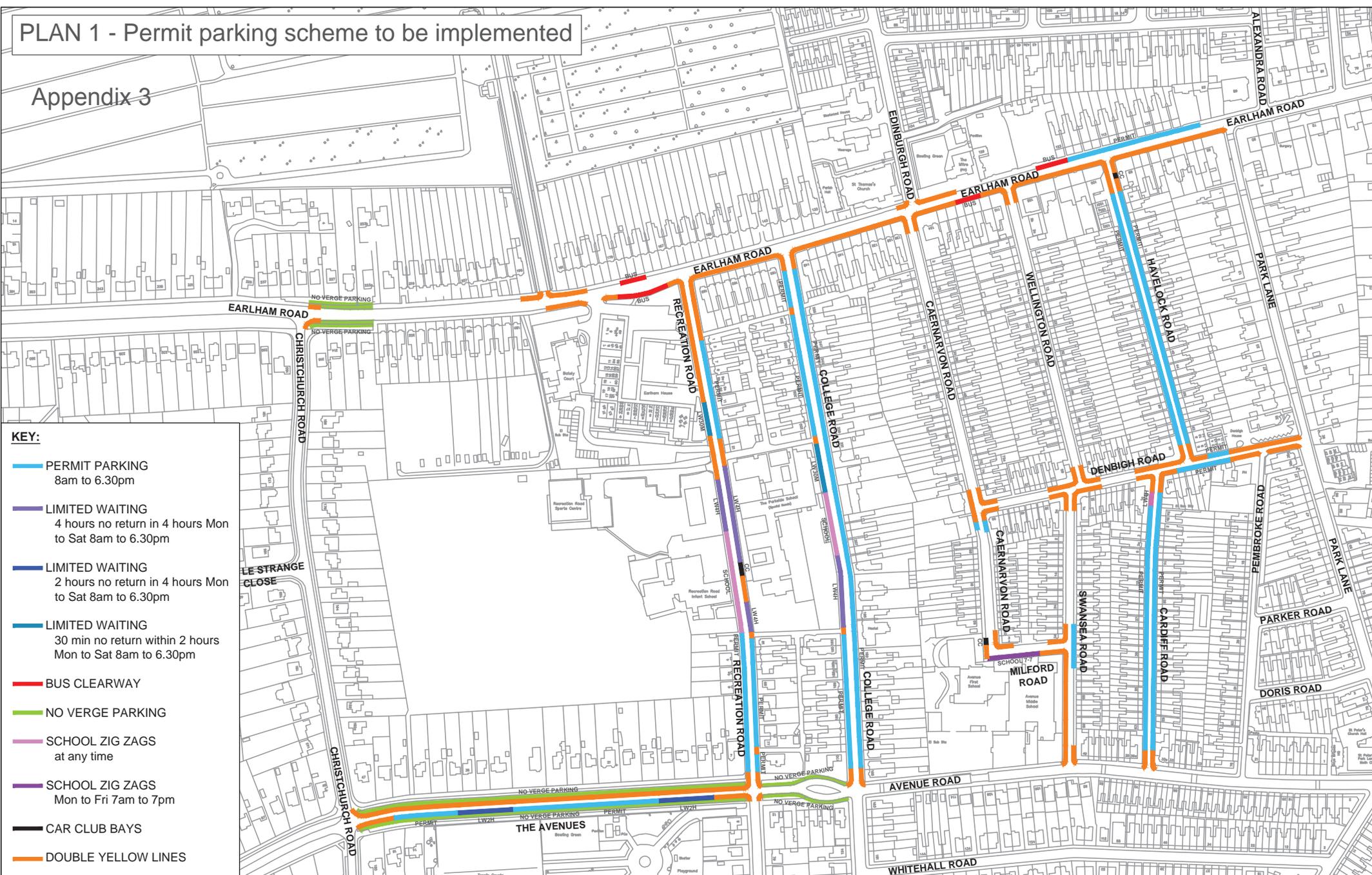
Scale(s)
NTS
NEG. No.
Checked By
BB

No.	Date	Notes	REVISIONS	Int.	Ckd.
A	6/3/19	MARCH AMENDMENTS			
B	20/8/19	PED X-ING, DYL, LWB			

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PLAN 1 - Permit parking scheme to be implemented

Appendix 3



- KEY:**
- PERMIT PARKING
8am to 6.30pm
 - LIMITED WAITING
4 hours no return in 4 hours Mon to Sat 8am to 6.30pm
 - LIMITED WAITING
2 hours no return in 4 hours Mon to Sat 8am to 6.30pm
 - LIMITED WAITING
30 min no return within 2 hours Mon to Sat 8am to 6.30pm
 - BUS CLEARWAY
 - NO VERGE PARKING
 - SCHOOL ZIG ZAGS
at any time
 - SCHOOL ZIG ZAGS
Mon to Fri 7am to 7pm
 - CAR CLUB BAYS
 - DOUBLE YELLOW LINES



Title
**SOUTH WESTERN CONTROLLED PARKING ZONE EXTENSION
 PROPOSED CHANGES
 A3 MARCH 2019**

Date
01/11/2018
 Designed by
JG
 Drawn By
JG
 DWG. No.
PL/TR/3584/440/A

Scale(s)
NTS
 NEG. No.
 Checked By
BB

No.	Date	Notes	REVISIONS	Int.	Ckd.
A	6/3/19	MARCH AMENDMENTS			

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Appendix 4

Road	No of households	YES responses	NO responses	Response rate	% of those who responded in favour	Threshold of 25% total residents in favour reached
Denbigh Road	35	6	8	40%	43%	N
Earlham Road	129	38	20	45%	66%	Y
Earlham House/ Bately Court	132	1	5	5%	17%	N
Milford Road	4	1	0	25%	100%	Y
Caernarvon Road	112	14	48	55%	23%	N
Swansea Road	53	19	5	45%	79%	Y
Wellington Road	74	21	20	55%	51%	Y

Appendix 5 – Issues raised by residents

Issue Raised	Frequency	Officer Comments
If street were not subject to permit parking problems would get worse	44	This is a likely effect if permit parking is not introduced in the whole area
No (daytime) parking issues	25	This is captured in the overall responses to the proposals for permit parking here
Already said no to permits. Council is trying to force its own views	10	The re-consultation was as a result of a decision made by the committee following representations by local residents
Shouldn't have to pay to park/ permits unaffordable	10	Permit parking is a service that the Council does not have to provide and any scheme needs to cover its costs. Those on a low income receive free visitor permits
Parking is an issue now	8	This is captured in the overall responses to the proposals for permit parking here
Parking is only an issue in the evening	8	Issues with parking in the evening are likely to be as a consequence of residents own cars
Makes money for the Council	7	Permits are priced solely to cover the costs of the permit scheme itself. This was made clear in the consultation material
The wrong operational hours are being proposed	5	The operational hours are consistent with the adjacent zones that operate satisfactorily.
Unnecessary expense	5	Permit parking is implemented in areas where residents support it, and charges cover the operational costs only
Please to be asked about permit parking again	5	The re-consultation was as a result of a decision made by the committee following representations by local residents
The committee did not agree to re-consult residents/ Re-consultation is an affront to democracy	3	
There should be DY Lines over the alleyway at the rear of 140-148 Earlam Road	3	Agreed
Teachers/ Staff need to park	3	noted
It's an inconvenience	3	noted
Permit parking is inconvenient for visitors	2	A visitor permit valid for visits of up to 4-hours and 60 'day' permits are available
Large vehicles shouldn't get permits/permits should be limited	2	Permits are valid on vehicles of up to 6 metres in length only

Appendix 5 – Issues raised by residents

Short stay parking should be provided for visitors		This is accommodated by the 4-hour visitor permit
2 permit limit for householders is unreasonable	2	There isn't enough space for one car in front of most terraced houses.
School should implement a travel plan	2	This has been raised with the school
Its makes things difficult for workmen and carers	2	The permit scheme does make provision for this
The re-consultation should have been after phase 1 was implemented	2	We have done that elsewhere, but in this case, residents persuaded the committee to agree to re-consultation now.
No provision for Earlham House	2	Earlham House is included in the recommended permit parking area
Short stay parking should not be provided outside non-residential premises. It should all be permit parking	2	Some parking provision needs to be made for non-residential uses in the area
Residents should get a free permit	1	Permit schemes need to cover their operational costs. Free permits are not an option
Residents should pay more if they have an additional vehicle	1	This has been considered, but not taken forward
Have never seen a parking warden	1	There are no parking restrictions in this area apart from double yellow lines on some junctions. We would not patrol such areas routinely
Pavement parking is an issue	1	It is not possible to resolve this in terraces streets without a substantial reduction in parking provision
parking should be provided for non-residents so that permits aren't necessary	1	noted
2 permit limit for householders is unreasonable	2	There isn't enough space for one car in front of most terraced houses.
2 permit limit for householders is unreasonable	2	There isn't enough space for one car in front of most terraced houses.
2 permit limit for householders is unreasonable	2	There isn't enough space for one car in front of most terraced houses.
Road needs speed cameras	1	This is outside the scope of a permit parking scheme

Appendix 6- Non-resident comments

Issue Raised	Frequency	Officer Comments
Need to pick-up/ drop-off children	15	See report
Peapods will close if parents can't pick-up/drop off	4	See report
Residents have problems in adjacent streets too.	4	Extending the permit zone further is beyond the scope of this project
Schools don't have enough parking for staff/ have no choice but to drive	4	See report
Permit parking issue should not have been revisited	1	The re-consultation was as a result of a decision made by the committee following representations by local residents
This is a moneymaking exercise for the Council	1	Permits are priced solely to cover the costs of the permit scheme itself. This was made clear in the consultation material
Need short stay parking close to the nursery	1	This was suggested in the consultation material – see report
On-street parking should be available to anyone	1	Permit parking seeks to resolve issues where the demand for parking exceeds supply by giving local users reasonable access to limited parking provision
Far more short stay parking should be provided for the schools	1	There is a balance to be struck between the needs of different users – see report
Will cause (unspecified) difficulties and complications)	1	See other issues
Agrees with the verge parking restriction on The Avenues, but should be extended further	1	This is beyond the scope of the agreed scheme
Support sustainable transport initiatives will benefit to air quality and safety	1	noted
Parking is only an issue at night	1	Issues in the evening are likely to be as a result of resident parking
The limited waiting on college road should only be enforced during term time	1	Limited waiting is needed for other facilities in the area that operate outside school terms and can be used by anyone.
permit parking should not operate during school hours.	1	See report
Wants to see agreed DY lines in Edinburgh Road installed	1	This is part of another scheme
Permit parking needs to be enforced	1	All our permit zones are routinely patrolled and enforced

Report to Norwich Highways Agency committee
05 September 2019
Report of Head of city development services
Subject Proposed waiting restrictions in Catton Grove and
University wards – consultation results

Item

6

Purpose

To consider all responses from the consultation and approve installation of some proposed waiting restrictions.

Recommendation

To:

- (1) approve the implementation of waiting restrictions and minor works in the following locations:
 - (a) Catton Grove Road / Lilburne Avenue / Woodgrove Parade as shown on plan No. PL/TR/3329/786
 - (b) Heyford Road and Stirling Road as shown on plan No. PL/TR/3329/786
 - (c) Earlham Road – layby outside St Marys Church as shown on plan No. PL/TR/3329/795
 - (d) North Park Avenue as shown on plan Nos. PL/TR/3329/796 and 797.
- (2) ask the head of city development services to complete the statutory processes to implement these proposals.

Corporate and service priorities

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

Financial implications

These works will be funded from the £6000 county members' budget for the Catton Grove and University Divisions

Ward/s: Catton Grove and University

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Linda Abel, senior transportation planner 01603 212190

Joanne Deverick, transportation and network manager 01603 212461

Background documents

None

Report

Background

1. A budget of £6000 has been issued to county councillors in Norfolk for members to fund small highway improvements in their wards.
2. County Councillors Stephen Morphew and David Rowntree have agreed to address concerns received from residents of parking issues in their wards in six areas using the county members' budget. After consideration it was decided appropriate to amend waiting restrictions in the following areas; Catton Grove Road / Lilburne Road, Heyford Road, Colman Road, Earlham Road and two areas in North Park Avenue.

Consultation

3. The necessary adverts were published in the Eastern Evening News on 24 May 2019. Road notices were displayed on site, information was posted on the city council web site, local residents and businesses were written to and stakeholders emailed to inform the public of the proposals. The consultation period ended on 18 June 2019.
4. In total 10 responses were received from all the consultations. Each of the five areas is addressed separately below.

Catton Grove Road / Lilburne Avenue / Woodgrove Parade

5. Woodgrove parade is a well-used retail area with local shops, cafes and takeaways. A car park is provided, which has recently been improved, but customers often choose, sometimes because of lack of space, to park on the road. This parking can often block the footpath, causing pedestrians to walk in the road near this complex junction. A disabled resident has at times found it difficult to access the nearby bus stop due to parked cars blocking the way.
6. Local residents, particularly from the block of flats on the Catton Grove Road / Lilburne Avenue junction, park on the road close to the junction. These drivers often choose to park up on the footpath causing obstruction.
7. Double yellow lines on the junction and into the Woodgrove Parade entrance and into Lilburne Avenue up to and including the entrance to the block of flats are proposed. These will help keep the area clear for pedestrian access and for traffic flow at this well used junction. The layout of proposals can be seen on Plan No.PL/TR/3329/786, attached as appendix 1.
8. Two responses to the consultation were received for this proposal, both from local residents. One agreed with the proposals, but suggested extra interventions should be considered such as adding a keep left bollard at the Lilburne Avenue/Catton Grove Road junction and providing bollards to reinforce the proposed restrictions. Making Woodgrove Parade one way was also suggested. The other responder, a resident at the nearby flats agreed the proposal was fundamentally a sound idea, however were concerned that the designated car park for residents of the flats was limited and may be used by shoppers. It was suggested the double yellow lines outside the flats should be

reduced, with extra restrictions installed to protect the entrance to the resident's car park.

Officer comments

9. There is insufficient space at this junction to provide a keep left bollard and it is not appropriate in this mainly residential street. The double yellow lines should be sufficient to stop footpath parking. However, as the parking is very short term to visit nearby shops, some drivers may choose to ignore the restrictions. There is little justification to install bollards that would be costly to install and maintain with little benefit to the public. Cycle stands could be installed which would provide a place for cyclists to store their bikes whilst visiting the retail units and at the same time prevent drivers parking on this footpath area. Many drivers use Woodgrove Parade as an unofficial one way system. An official one way system would involve a new Traffic Regulation Order for which there is no budget at the moment. An alternative way to advise the public and highlight the exit at the back of the shops could be to install thermoplastic arrows on the asphalt to direct drivers to use the back exit.
10. The proposed double yellow lines are for road safety purposes. Drivers should not park close to a junction or on the footpath. It is understandable that residents want to park their own vehicles, but priority must be given to the safety of pedestrians and there are suitable parking spaces further along Lilburne Avenue and Catton Grove Road. The concern about parked cars blocking the entrance to the residents car park could be overcome by installing a white "H" bar, which although unenforceable, would deter drivers from parking and obstructing the access.
11. It is recommended to install the waiting restrictions as advertised and shown on plan No. PL/TR/3329/786 with the addition of a white "H" bar at the entrance to the car park for flats at 1a-k Lilburne Avenue, the installation of cycle stands and directional arrows as road markings.

Heyford Road and Stirling Road

12. The existing double yellow lines in Heyford Road and Stirling Road are provided to encourage use of the nearby CO-OP store car park and prevent drivers from parking on the road near this corner, either blocking the footpath or obstructing vehicles on this road which is one of the main entrances to the estate.
13. Unfortunately some drivers choose to ignore these restrictions, and park on the road if they are quickly visiting the store. Some drivers with disabled blue badges also park on these yellow lines.
14. It is proposed to install a loading ban at any time on these existing yellow lines. This will stop drivers with blue badges parking on these restrictions and will also make the restriction much clearer to the driver and enable quicker and easier enforcement.
15. There were no responses received to this consultation. It is recommended to install the loading ban as advertised and shown on plan No. PL/TR/3329/793, attached as Appendix 2.

Colman Road

16. The grass verge on the north side of Colman Road between its junctions with Jessopp Road and South Park Avenue was regularly used for parking HGVs whilst their drivers visited the shopping parade on the south side of Colman Road. The vehicles only parked for a short time, and so it was difficult for our enforcement officers to enforce the existing single yellow line which operates Mon-Sat 8am-6.30pm. HGVs also parked on the verge outside the existing waiting restriction times.
17. Heavy vehicles were damaging the kerbs and verge and encroaching on the footpath at times. Residents requested action to stop the verge damage and improve road safety.
18. A TRO to prevent parking on the grass verge could have been beneficial in this area as large vehicles driving onto and off this verge cause problems to traffic on the main road. The existing large wooden bollards (installed from the 2018/19 members budget) would have been used to hold the necessary signs and further deter parking. The advertised proposals can be seen on plan No. PL/TR/3329/794, attached as Appendix 3.
19. Four responses were received from nearby Colman Road residents in the consultation. All objected to the proposed verge parking restriction. They stated that they did not park on the grass verge themselves, but tradesmen, deliveries and disabled drivers needed to use the grass area at the front of their houses as the back access to their properties is narrow and difficult to manoeuvre.
20. One respondent commented that the wooden bollards already install worked effectively in stopping long term parking.

Officer comments

21. The existing single yellow line stops the majority of parking on this stretch of the outer ring road during the day Monday to Saturday. The yellow line restriction covers the grass verge and footpath for the times the restriction is enforceable. However, the area can be used at any time for loading, unloading and parking for vehicles displaying a disabled blue badge.
22. The existing bollards were strategically placed to stop HGVs from parking on the grass verge and were proposed to hold the verge parking restriction signs. These bollards as spaced are not intended to be a physical barrier to all vehicles however, a recent site visit showed the grass is beginning to grow on the areas where it previously was worn away. This confirms the residents' views that the frequent pulling up on the grass verge by HGVs has now stopped.
23. It is therefore recommended that the grass verge parking restriction is not installed in this location on Colman Road.

Earlham Road – St Marys Church

24. The layby outside St Marys Church and opposite Earlham Park is mainly used by people attending church and visiting Earlham Park. Parking is limited to a maximum of 2 hours between 8am and 6:30pm for its full length. Some

inconsiderate drivers block access to the church gates and this causes particular issues for disabled people who need more area to manoeuvre their wheelchairs or mobility scooters. Vehicles also block the footpath where it meets the layby at both ends making it difficult for pedestrians and also park close to the junctions with Earham Road reducing visibility for emerging drivers. Double yellow lines are therefore proposed to overcome these issues and details are shown on plan No. PL/TR/3329/795 attached as Appendix 4.

25. Only one response was received to the consultation, from Revd Rowlandson of the Earham Parish who supported the proposals and stated she thought they will make access to the church easier and improve road safety. She also informed us that the church was proposing to make some changes to the front of the church grounds to improve access and these complemented the proposals.

Officer comments

26. The one response we have to the consultation is positive. The proposed changes to the frontage of the church have been submitted to planning for approval and these will work well with the proposed parking restriction changes in the layby.
27. It is recommended the proposed waiting restrictions are installed as advertised and shown on plan No. PL/TR/3329/795.

North Park Avenue

28. Two bus stops on North Park Avenue are redundant. The bus has now been routed through the nearby estate to give easier access to residents. There is no proposal for bringing these bus stops back into operation.
29. The area is a controlled parking zone. Residents permit parking space is limited, particularly near Percival Close. It is proposed to convert the bus stop clear ways to residents permit parking. Plan Nos. PL/TR/3329/796 and 797 showing the proposals are attached as Appendix 5 and 6.
30. Three responses were received to this consultation. All in support of the proposals, the two from residents of Percival Close stating there is a shortage of parking space for residents.

Officer comments

31. It is recommended to proceed with installing the proposals of changing the bus stop clearways into residents permit parking areas as shown on Plan Nos. PL/TR/3329/796 and 797.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	5 September 2019
Director / Head of service	Andy Watt
Report subject:	Proposed waiting restrictions in Catton Grove and University wards – consultation results
Date assessed:	15/08/2019

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	These low cost responses to parking problems will provide cost effective solutions
Other departments and services e.g. office facilities, customer contact	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	These waiting restrictions will improve road safety for all.
<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	These waiting restrictions will improve road safety for all.

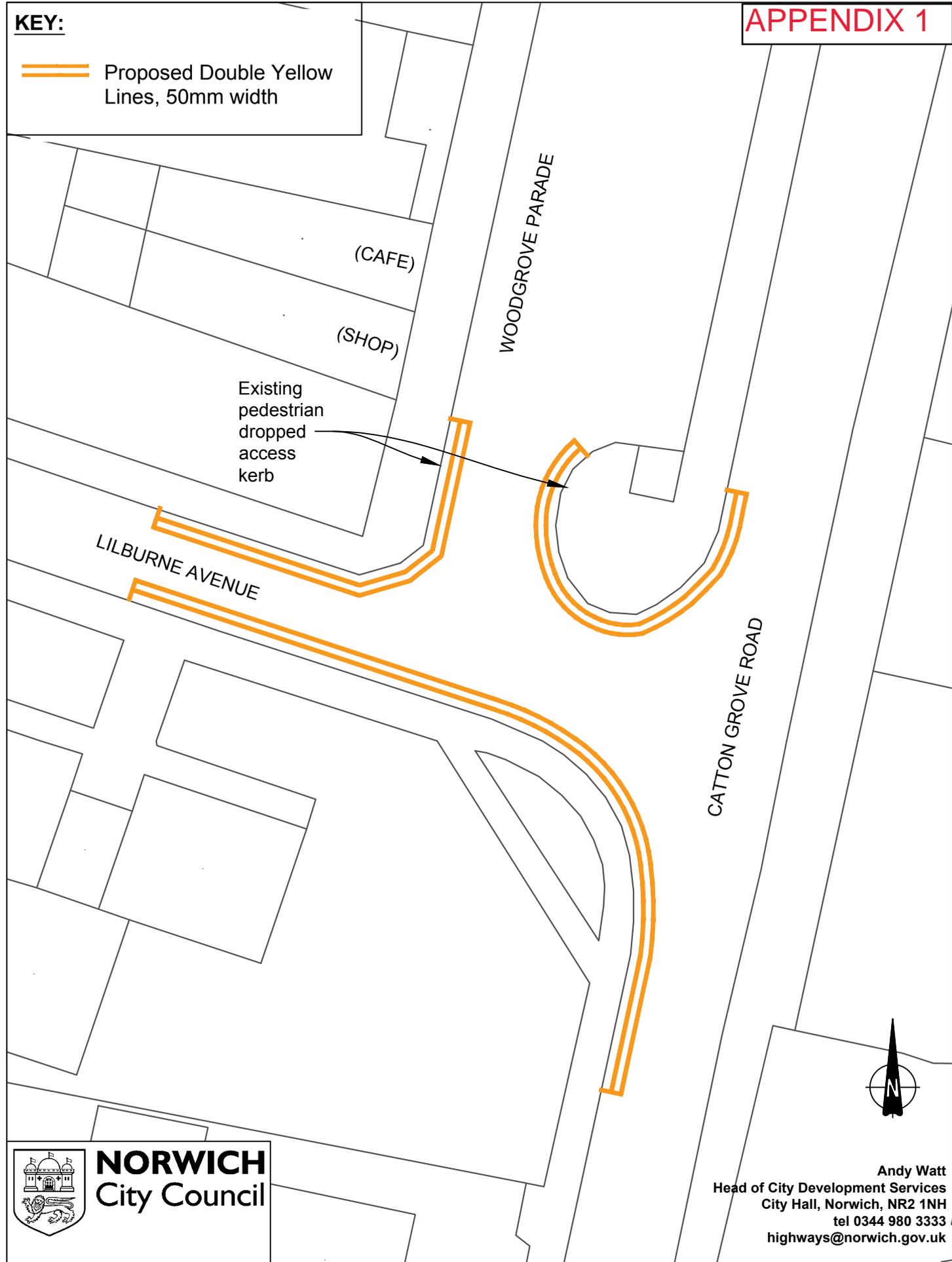
	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<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 management of parking will increase road safety on the highway.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	With road safety improvements and management of parking, the highways environment will improve.
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

	Impact			
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment	
Positive	
The proposed waiting restrictions will improve road safety for all road users.	
Negative	
Neutral	
Issues	

KEY:

 Proposed Double Yellow Lines, 50mm width



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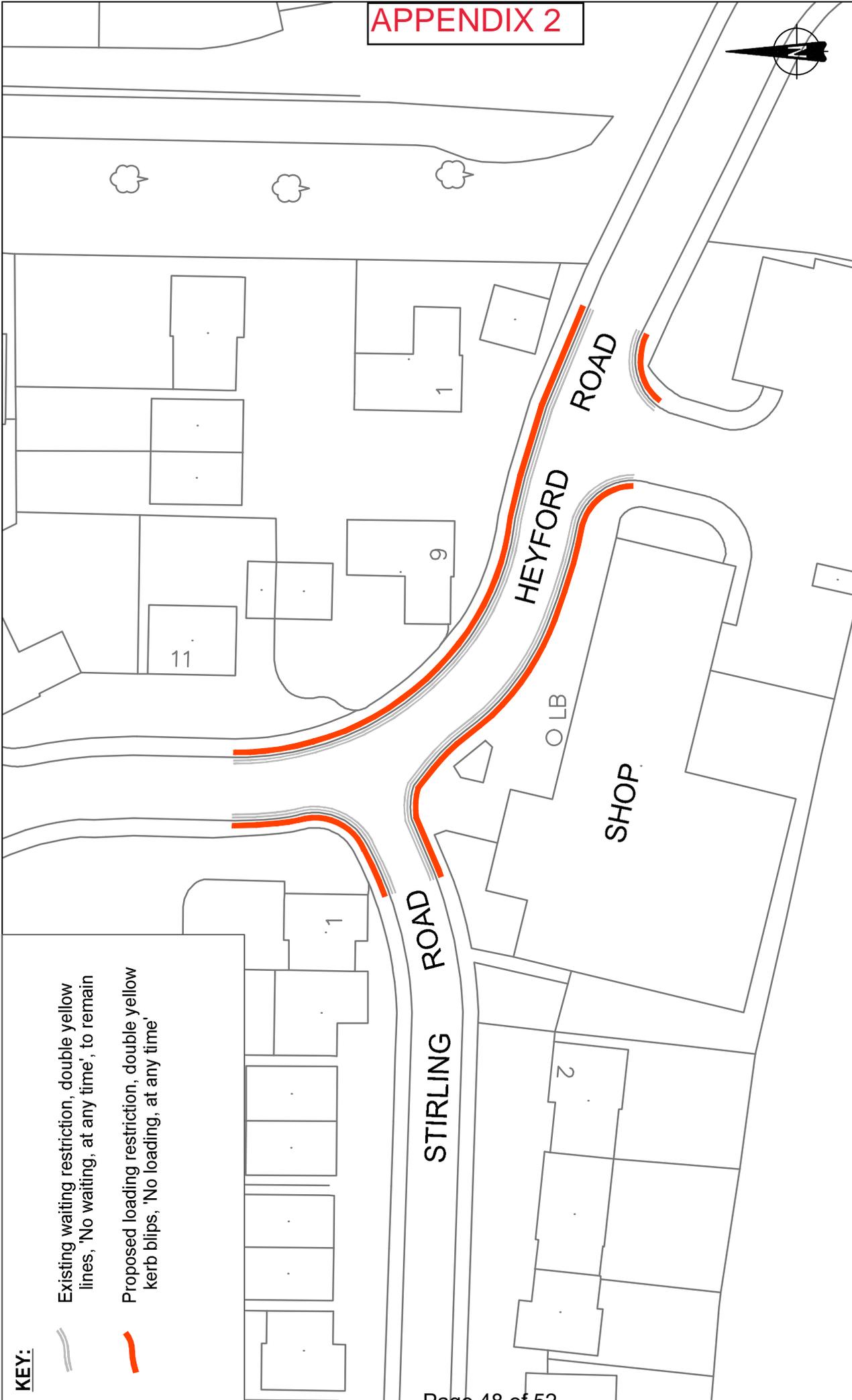
Title
CONSULTATION FOR PROPOSED ROAD MARKINGS
CATTON GROVE ROAD / WOODGROVE PARADE /
LILBURN AVENUE

Date 03/18	Scale(s) NTS
Drawn By JG	Designed By JG
Checked By LA	NEG. No.
DWG. No. 52TR/3329/786	

No.	Date	Notes	REVISIONS	Int.	Ckd.

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APPENDIX 2



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No.	Date	Notes	REVISIONS	Int	Ck'd.	Date	Scale(s)
	NOV 2018					NOV 2018	NTS
						Drawn By	Designed By
						JG	LA
						Checked By	NEG. No.
						LA	
						DWG. No.	
						PL/TR/3329/793	

NORWICH
 City Council

HEYFORD ROAD
PROPOSED WAITING RESTRICTION
NO LOADING AT ANY TIME

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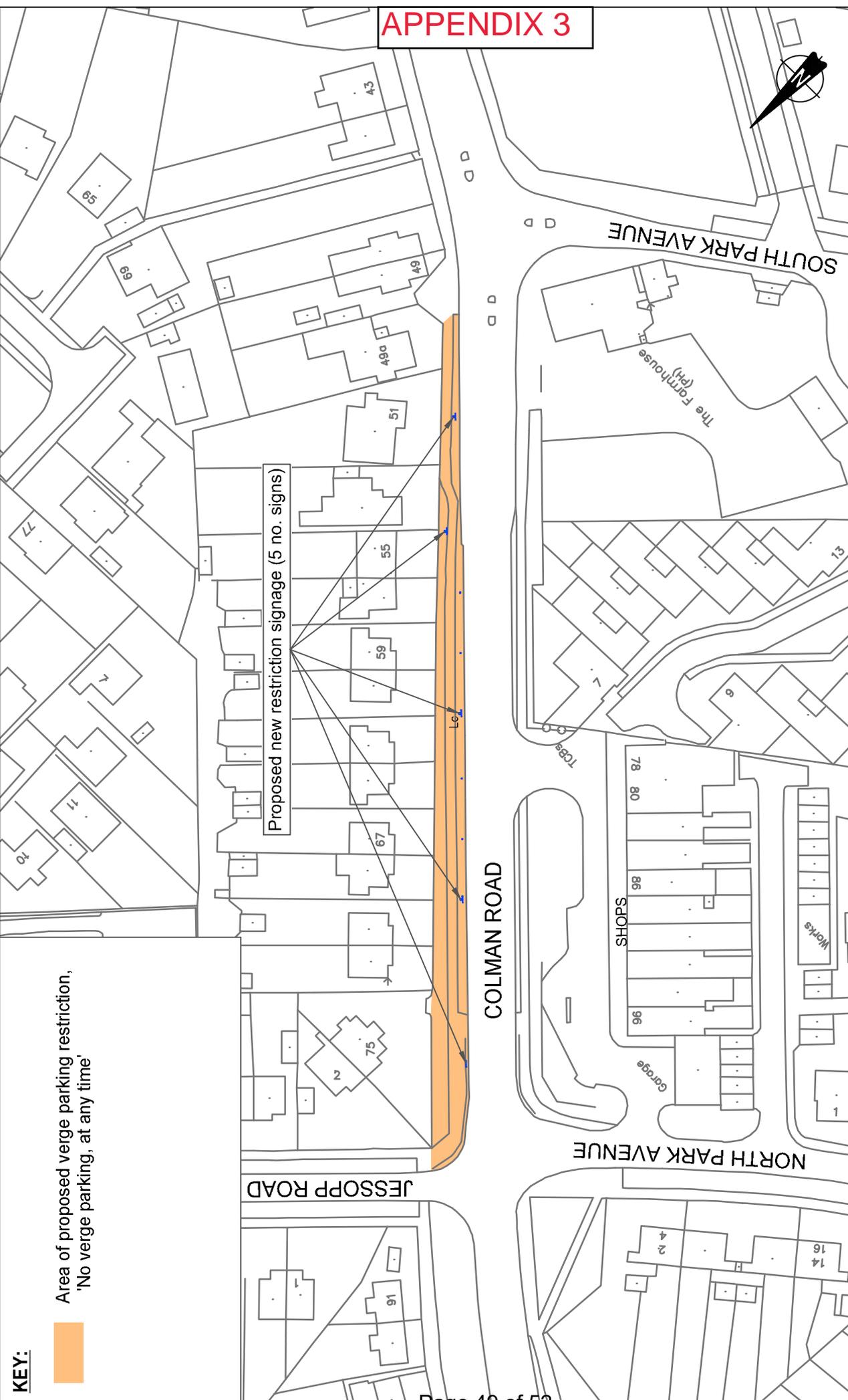
APPENDIX 3



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KEY:

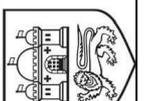
 Area of proposed verge parking restriction,
 'No verge parking, at any time'



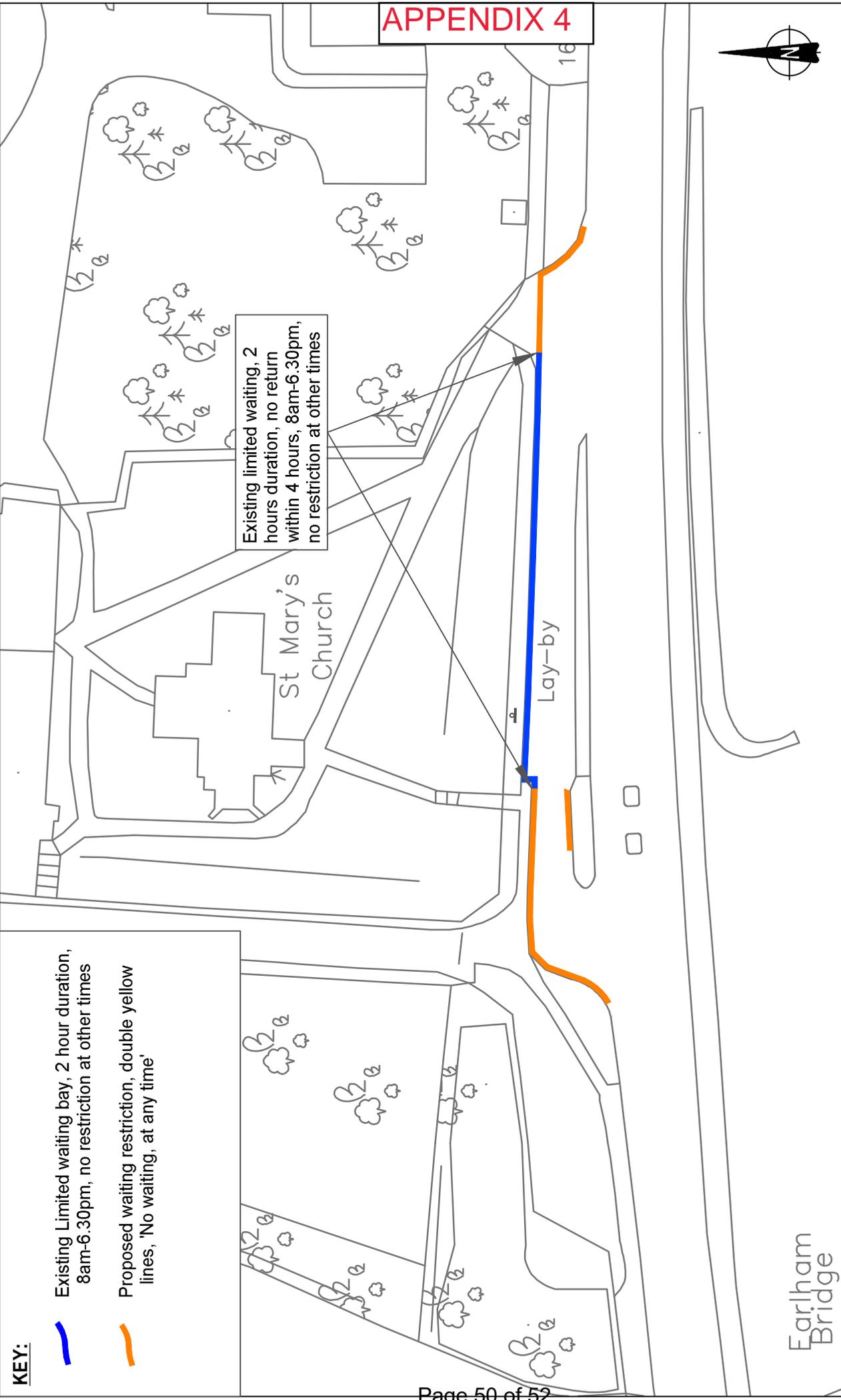
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						JG	LA
						Checked By	NEG. No.
						LA	
							DWG. No.
							PL/TR/3329/794

COLMAN ROAD
 PROPOSED WAITING RESTRICTION
 NO VERGE PARKING

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APPENDIX 4



KEY:

-  Existing Limited waiting bay, 2 hour duration, 8am-6.30pm, no restriction at other times
-  Proposed waiting restriction, double yellow lines, 'No waiting, at any time'

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No.	Date	Notes	REVISIONS	Int	Ckd.	Date	Scale(s)
	NOV 2018					NOV 2018	NTS
						Drawn By	Designed By
						JG	LA
						Checked By	NEG. No.
						LA	
							DWG. No.
							PL/TR/3329/795

NORWICH
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Earlam Bridge

Earlam Road
 PROPOSED WAITING RESTRICTION
 NO WAITING AT ANY TIME

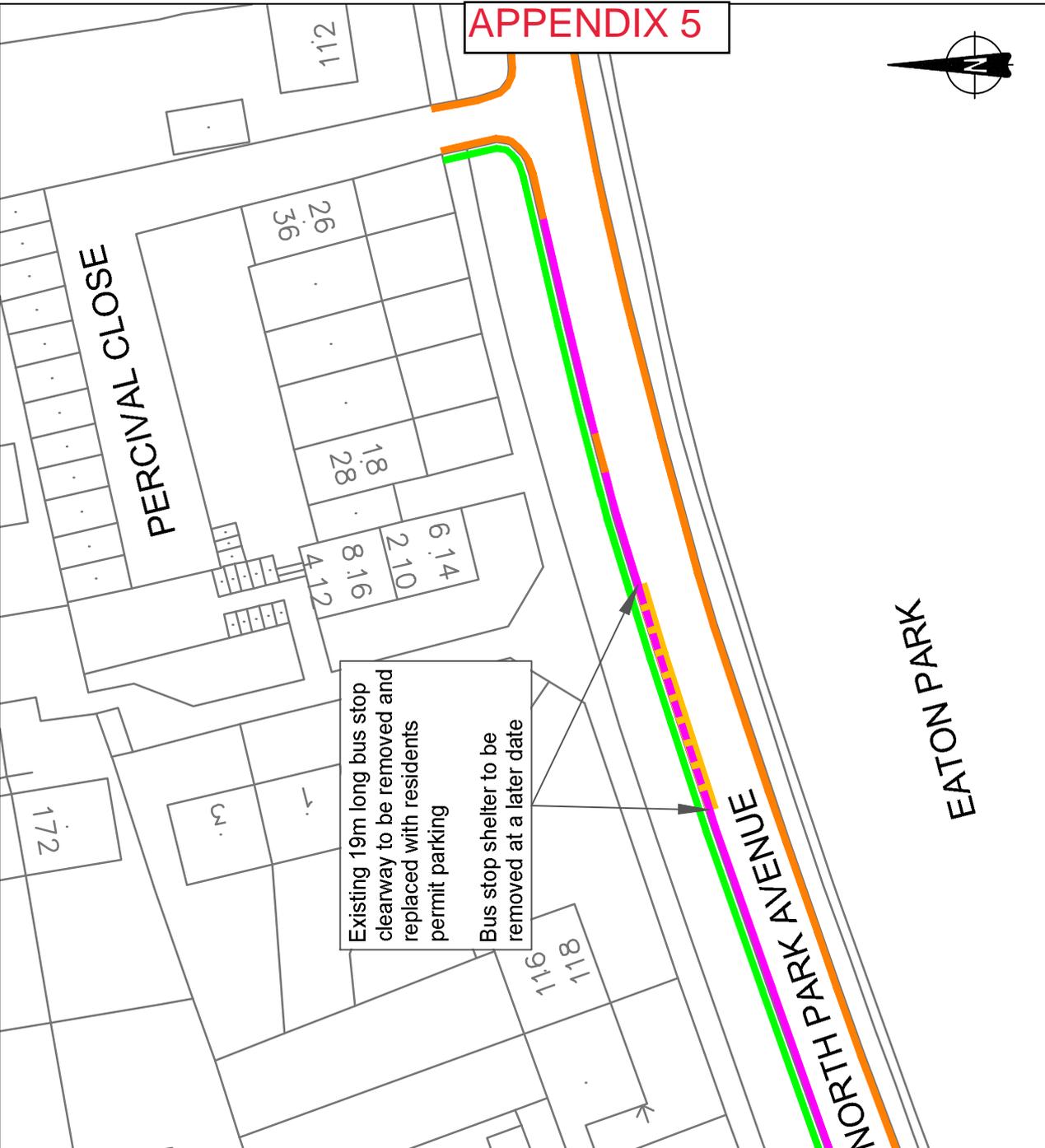
Title

APPENDIX 5



KEY:

- Existing Controlled Parking Zone (CPZ) permit parking restriction, 'Residents' parking, at any time', to remain
- Existing double yellow lines, waiting restriction, 'No parking, at any time', to remain
- Existing verge parking restriction, 'No parking on verge, at any time', to remain
- Proposed removal of existing bus stop clearway restriction, 'No stopping, at any time, except buses', to be removed
- Proposed new Controlled parking Zone (CPZ) permit parking restriction, 'Residents' parking, at any time'



Existing 19m long bus stop clearway to be removed and replaced with residents permit parking

Bus stop shelter to be removed at a later date

NORWICH City Council

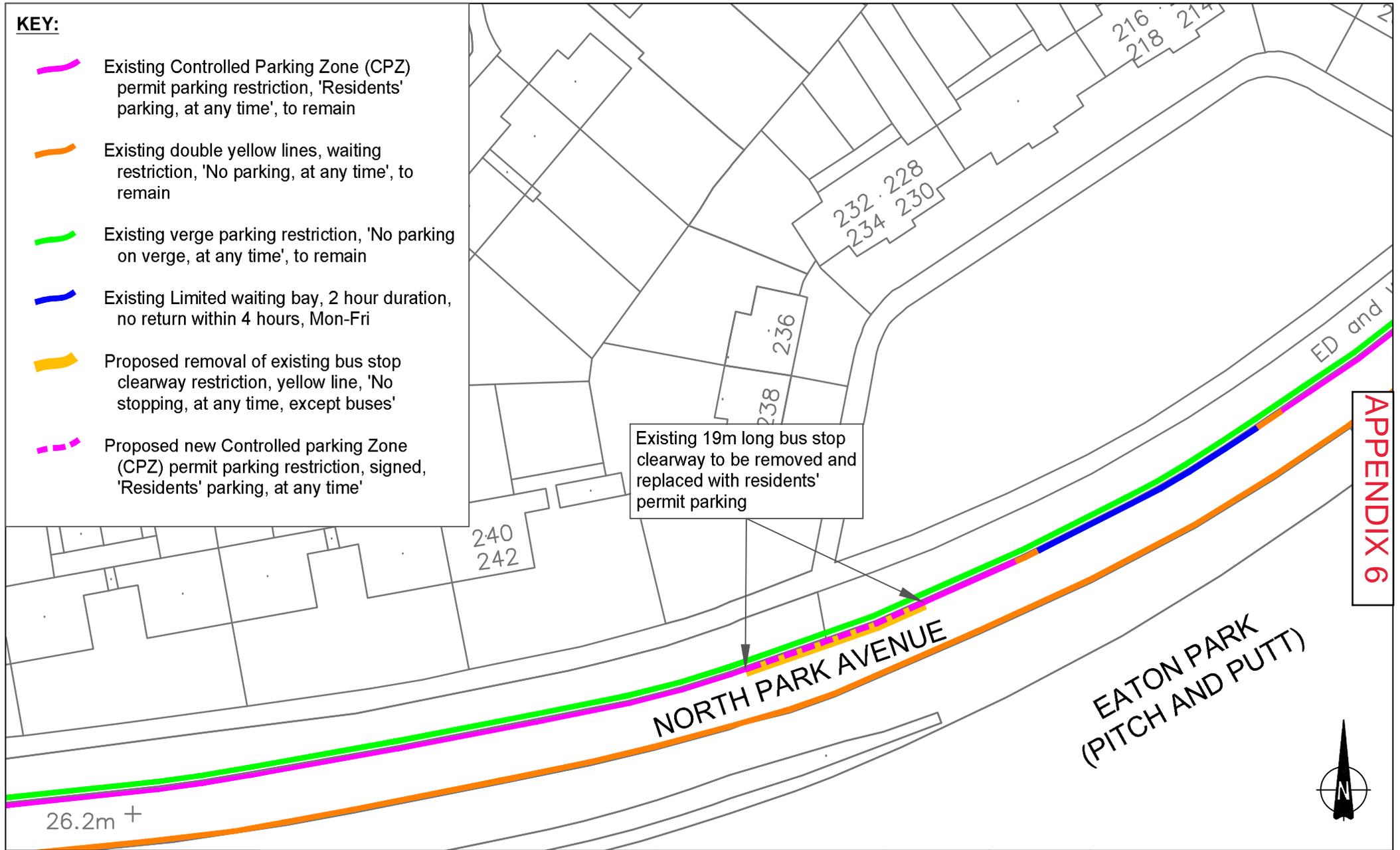
Title
NORTH PARK AVENUE (O/S 118)
PROPOSED IMPROVEMENT
RESIDENTS' PERMIT PARKING

No.	Date	Notes	REVISIONS	Int	Ckd.	Date	Scale(s)
	NOV 2018					NOV 2018	NTS
						Drawn By	Designed By
						JG	LA
						Checked By	NEG. No.
						LA	
						DWG. No.	
						PL/TR/3329/796	

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KEY:

-  Existing Controlled Parking Zone (CPZ) permit parking restriction, 'Residents' parking, at any time', to remain
-  Existing double yellow lines, waiting restriction, 'No parking, at any time', to remain
-  Existing verge parking restriction, 'No parking on verge, at any time', to remain
-  Existing Limited waiting bay, 2 hour duration, no return within 4 hours, Mon-Fri
-  Proposed removal of existing bus stop clearway restriction, yellow line, 'No stopping, at any time, except buses'
-  Proposed new Controlled parking Zone (CPZ) permit parking restriction, signed, 'Residents' parking, at any time'



APPENDIX 6



NORWICH City Council

Title
**NORTH PARK AVENUE (O/S 240)
 PROPOSED IMPROVEMENT
 RESIDENTS' PERMIT PARKING**

No.	Date	Notes	REVISIONS	Int.	Ckd.	Date	Scale(s)
						NOV 2018	NTS
						Drawn By JG	Designed By LA
						Checked By LA	NEG. No.
						DWG. No. PL/TR/3329/797	

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