

**Report to** Norwich highways agency committee

**Item**

21 July 2016

**5**

**Report of** Head of city development services

**Subject** The Avenues (East); response to residents' report

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### **Purpose**

To consider the city council's response to the report compiled by local residents entitled "A parking strategy for The Avenues / Christchurch Road and associated routes"

### **Recommendation**

Members are recommended to:

- (1) note the contents of the report submitted by the residents and the officer responses
- (2) ask the head of city development to carry out the necessary statutory process to implement the new waiting restrictions shown on plan number PL/TR/3329/765

### **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 implementing the Transport for Norwich Strategy

### **Financial implications**

The cost of the waiting restrictions proposed can be covered by the civil parking enforcement budget.

**Ward/s:** Nelson & University

**Cabinet member:** Councillor Bremner – Environment and sustainable development

### **Contact officers**

Kieran Yates, Transportation Planner 01603 212073

Joanne Deverick, Transportation & network manager 01603 212461

### **Background documents**

None

# Report

## The report submitted by residents

1. In response to parking and traffic issues in The Avenues area east of Colman Road, a number of residents formed a working group to consider these issues and seek various improvements. A public meeting was held at the St Francis of Assisi school where a presentation from residents was made of the issues, and discussion with local residents and local schools ensued. Local ward members and an officer from the transportation team attended the meeting
2. This working group has looked at a number of streets that generally include an area bounded by Earlham Road to the north, The Avenues and Avenue Road to the south, Christchurch Road to the west and Park Lane to the east. The study area straddles both the Nelson and University wards.
3. This area is predominantly residential but is notable for having a concentration of schools that include Recreation Road Infant School, Avenue Junior School, Peapod Nursery, The Parkside School and St Francis of Assisi School. Heigham Park and Earlham House shopping centre are also located within the study area.
4. The residents' group produced a report in February 2016 entitled 'A parking strategy for The Avenues/Christchurch Road and associated routes; to improve road safety and reduce environmental damage'. A copy is included in appendix 1 of this report.
5. The report contained a number of suggestions to improve road safety and solve the parking problems. These can be summarised as follows;
  - a) New zebra pedestrian crossings at various locations
  - b) Double yellow lines at various junctions in the study area
  - c) Verge parking restrictions at various locations
  - d) Bollards to prevent parking on verges and footways at several junctions including:
  - e) Speed activated speed limit signage in three locations:
  - f) New off street car parking areas
6. Additionally, implicit in many of the points made in the residents report was the damage to grass verges and islands was unacceptable, and should be repaired and protected. There was also an implication that much long stay parking in the area is from staff at the local schools and Earlham House shops, and that these organisations should make better on-site parking provision for their staff and encourage sustainable travel such as car sharing, walking, cycling or using the bus
7. Following submission of the report representatives of the residents group met with the head of city development services and the portfolio holder to discuss the report, and it was agreed that a full response to the report should be brought to this committee.

## **Assessment of residents report**

### **Current situation**

8. The whole of the study area is within a 20mph zone that was implemented in the mid 1990's as part of the Park Lane area traffic action plan. The eastern half of the area is included within a controlled parking zone (CPZ) that operates Monday to Saturday 8am to 6:30pm. The pink pedalway runs along the length of The Avenues / Avenue Road. There are no bus services running through the study area, but there are frequent bus services on both Earlham Road and Unthank Road. The area is well served by the Norwich car club.
9. Prior to the implementation of the traffic action plan there were a high number of accidents in the area, however in the last five years there have been 3 recorded injury accidents in the study area, one on Recreation Road, one on College Road and one on The Avenues.

### **Zebra crossings**

10. Zebra crossings have been requested at 5 locations in the area
  - i) Avenue Road adjacent to Avenue Road School
  - ii) The Avenues near its junction with Recreation Road/Heigham Park
  - iii) Christchurch Road adjacent to side entrance to St Francis School
  - iv) Jessop Road adjacent to main entrance to St Francis School
  - v) Recreation Road near the Recreation Road School
11. Zebra crossings are usually implemented on roads that carry a reasonable amount of traffic, a significant proportion of which is through traffic. This tends to be on the B and C class network. All locations suggested by the residents are on the U class network and it would be highly unusual for a formal crossing to be provided on a U class road, especially in a traffic calmed, 20mph zone. For these reasons zebra crossings cannot be justified at the locations that have been suggested.

### **Parking restrictions**

12. New parking restrictions have been requested at the following locations
  - i) Jessop Road/Christchurch Road junction - double yellow lines on corners where they do not currently exist
  - ii) Avenue Road (north side) double yellow lines near the island
  - iii) Avenue Road - replacing the car club parking space with double yellow lines
  - iv) The Avenues (north side) verge parking restrictions opposite Heigham Park
  - v) The Avenues (south side) verge parking restrictions adjacent to Heigham Park
13. It is planned to undertake a consultation with residents later this year with a view to extending the existing controlled parking zone (CPZ) zone P to include College Road, Glebe Road, Girton Road, Jessop Road between Recreation Road and Potersfield Road, The Avenues between Recreation Road and College Road and Recreation Road between Jessop Road and The Avenues. As part of the CPZ extension double yellow lines would be introduced at all junctions and consideration could be given to restrictions around the island.

14. Should the consultation result in the CPZ being extended this will help control the commuter parking in the area associated with the local schools and shops. However this will mean that these organisations will have to make alternative parking arrangements for those staff who currently park on street, as each organisation will only be entitled to 2 time unlimited business permits.
15. The car club bay is considered to be in an appropriate location and there is no evidence to suggest that it is a safety hazard. It has been proven that each car club vehicle can reduce car ownership and parking pressures in an area by between 8 and 12 vehicles and therefore overall has a positive effect on parking in the area. No action is proposed in regard s of the car club bay.
16. There is some justification for providing additional double yellow lines at the Christchurch Road and Jessop Road junction and these can be progressed through the annual waiting restrictions programme which is funded by the civil enforcement parking budget. In considering this request officers have looked more widely at the Christchurch Road area and are also suggesting double yellow lines at The Avenues / Christchurch Road junction and outside the school entrance on Christchurch Road. A plan showing the restrictions is attached as appendix 2.
17. Verge parking restrictions on The Avenues in the vicinity of Heigham Park have previously been consulted on and failed to find support among the majority of residents on The Avenues. They were therefore not implemented. There are no grounds to consider revisiting this issue in isolation ahead of any city wide review of verge parking.

### **Bollards to protect verges**

18. The report asks for bollards to prevent parking on verges and footways at several junctions including:
  - i) The Avenues (both sides of road) adjacent and opposite Heigham Park
  - ii) Junction of The Avenues with Christchurch Road and Recreation Road
19. Currently there is no highway funding available for bollards to protect verges. Verge parking is a city wide issue that was last considered in 2006. The city council's scrutiny committee is keen to revisit the issue, along with pavement parking. This work will be undertaken when staff resources allow and verge parking on the Avenues will be considered as part of that. However it is unlikely that funding will be available for widespread verge protection measures, or to provide formal parking spaces on verges.

### **Speed activated signs**

20. Speed activated speed limit signage has been requested in three locations:
  - i) Avenue Road (adjacent to Avenue Road School)
  - ii) The Avenues (adjacent to Heigham Park)
  - iii) Jessop Road (adjacent to St Francis of Assisi School)
21. Currently the city council has two speed activated signs that are deployed to locations for short periods of time (approximately 6 weeks) to ensure that drivers do not become accustomed to them. Presently there is a waiting list of two years before



these signs may be deployed in the locations requested, and priority is given to those areas where speeds are known to exceed the posted limit

22. As part of the work on the pink pedalway a number of week-long automatic traffic counts were undertaken in the area. These showed that on The Avenues to the east of Christchurch Road the average speed of 7 days was 18.6mph and the 85th percentile was 23.9mph. Nationally this is considered to be very good compliance with a 20mph restriction.
23. The locations will be added to the list of sites where the use of speed activated signs has been requested but it should be noted that the sites will be in the low priority category given the good compliance with the speed limit

### **New off street parking**

24. The residents reports suggests a number of new off street parking areas are utilised or created at the following locations
- i) St Francis of Assisi; replace electrical substation with staff car park
  - ii) Avenue Junior School: replace vegetation with staff car parking spaces
  - iii) Recreation Road Infant School; no spaces identified
  - iv) Earlham House Shopping Complex: rear car parking area
  - v) Heigham Park; replacement of two grass tennis courts with visitor parking
  - vi) Scout Hut site; use of the site for daytime parking
25. Parking on school sites is the responsibility of the education authority and it is unlikely that it would be considered as a priority for financial investment in the current climate. It is suggested that the residents continue to liaise direct with the schools over these suggestions as they are outside the control of the city council or highway authority.
26. Heigham Park belongs to the city council. It is a historic park and it has been confirmed that the covenants on it restrict it to leisure and recreation use; it would not be permitted to convert tennis courts to parking areas.
27. Earlham House is in private ownership. Neither the city nor county council is in a position to negotiate on behalf of the residents with the landlord. Therefore they need to make a direct approach to the land lord.

### **Community infrastructure levy funding**

28. It has been suggested that the community infrastructure levy (CIL) funding could be used to fund some of the proposals made by residents. Each year a proportion of the CIL funds for Greater Norwich are shared between local authorities to tackle local priorities. The funds are used to tackle the local consequences of city growth e.g. traffic or parking issues affecting a local community.
29. In principle some of the elements suggested by the residents that are justifiable on highway grounds but as yet unfunded could be considered for CIL funding. However this is a competitive bid which covers a range of issues such as children's play areas, open space, community centres as well as highways and the amount of funds available is subject to variance each year. In 2015/16 £40,000 city wide which meant only a fraction of the schemes identified could be funded.

## **Conclusions**

30. The residents have produced a thorough and detailed report. However the issues they have raised are not unique to their area; they can be seen in many locations across the city and it is not possible to prioritise action on many of the issues raised.
31. There are plans to promote consult on a CPZ extension that will cover part of the area and address some of the parking concerns. Others will be dealt with by promoting double yellow lines in the vicinity of the St Francis of Assis school.
32. Formal crossings are not considered appropriate in a 20mph traffic calmed area, and the use of speed reactive signs needs to be targeted at areas where there is poor compliance with the existing speed limit.
33. With ever increasing pressure on budgets funding needs to be focused on safety issues and in the current climate aesthetic issues such as verge protection are difficult to support, although a city wide review of verge and pavement parking is planned.

**A Parking Strategy for**  
**The Avenues/Christchurch Road and Associated Routes.**  
**February 2016**

***To improve road safety  
and reduce environmental damage***



**Prepared by a local residents group**  
**in consultation with the local schools**

**February 2016.**

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## **A Parking Strategy for The Avenues/Christchurch Road and Associated Routes.**

### **Background to Concerns**

Over the past 10 years traffic volumes and short term parking needs along The Avenues and the associated networks have led to serious road safety issues and significant environmental damage to the verges and trees.

These concerns have been expressed regularly by local residents/parents/motorists and pedestrians. Following a public meeting at **St Francis of Assisi School on Thursday 4<sup>th</sup> June 2015**, an informal residents steering group was established to formulate draft proposals which will be considered by all local interested parties.

*Clearly the concerns of local residents, parents, their children/local schools and all road users need to be taken into account in order that practical and effective solutions can be found.*

### **Key Aims**

- 1. To improve road safety especially during the very busy 'drop off/pick up' periods by parents whose children are attending one of the four local schools**
- 2. Develop measures to increase sustainable short term parking spaces for car users**
- 3. Protect and enhance the environment, to reverse the extensive environmental damage to the roadside verges and trees**

### **Summary of the Surveys 2015**

#### **a) Vehicle Count Analysis (for table see Appendix 1)**

#### **Background**

Taking the street plan, we carried out a survey of the key roads surrounding the 4 local schools (see attached)

#### **Summary of findings**

##### **Area A - comprised of roads close to or adjoining Avenue Junior School**

- Over the 4 survey dates (both Holiday and Term time) road side parking along Cardiff, Swansea and Caernarvon Roads appeared constant which suggests the cars parked are predominantly owned by the residents of the street. During both am and pm audits it was noted there were very few available spaces.
- The exception in this area was Avenue Rd south side, where parking was light outside term time but completely lined with cars once the schools were open.

##### **Area B-College and Recreation Road, Jessopp Rd and The Avenues are used by Avenue Junior and Recreation Rd infant Schools**

- In term time a significant increase in cars parked was evident on all roads, to the extent that motorists illegally parked on yellow lines and mounted the grass verges close to major intersections, in order to drop off children at the nearby schools.

**Area C- Christchurch Rd, The Avenues, Le Strange Close, Jessopp Rd and Gould Rd  
(used by parents of St Francis)**

- **These roads all show a marked increase in roadside parking** during term time especially along Christchurch Rd, where again with all road side spaces occupied, motorists parked illegally close to junctions, causing hold ups and queues along Jessopp Road.
- There is the additional pressure at these times of 'non school traffic' using this section of Christchurch Road as a 'rat run' to and from Earlham Rd.
- **Meadow Rise** is particularly affected as parents seek to find car spaces prior to dropping off or collecting children from St Francis of Assisi.

**b) Analysis of the Travelling Arrangements for Children and Staff (For table see appendix 2)**

***Meetings were held with senior members of St Francis of Assisi School, Recreation Rd and Avenue Rd Schools who kindly completed the 'travel to school' questionnaire and contributed with their views and suggestions.***

**Summary of findings – excluding Parkside School**

- **Almost 1400 children and staff travel** into the area between 8.30am/9.00 and 3.30/4.30pm.
- **653 vehicles enter the area specifically to** drop off or find car parking spaces in connection with the schools.
- **Over 60% of children (528 pupils) attending Recreation Rd Infants /Avenue Rd Juniors walk to school .**
- **80% (343 pupils) of the children attending St Francis of Assisi travel by car** due to the catchment area which extends far beyond the local area.
- **In addition to the scarcity of safe parking along The Avenues** the large number of children walking to schools **are vulnerable due the absence of safe pedestrian crossings**, plus the significant danger of cars parked close to road junctions, thus obscuring vision of oncoming drivers/cyclists.

### **c) 30 minute Observation Survey at Road intersection (The Avenues/Recreation Rd)**

#### **Summary**

The table below provides an indication of the high density of activity crossing over this junction.

**Date Thur 17<sup>th</sup> Dec 2015. time 8.40am-9.10am**

<b>Vehicles</b>	<b>Bikes</b>	<b>Pedestrians</b>
Cars 229	Commuting Cyclists 101	Small groups walking to school 146 (circa 300 individuals)
Taxis 23	School Cyclists 30	Walking to work 59
Trade Vans 15		
Motor bikes 2		

### **Results and Concerns**

#### **Road Safety (See Photographs)**

- The surveys clearly confirm there is a significant increase in traffic volumes occurring throughout the morning and afternoon school drop off/pick up periods, the results of which include daily unsafe and illegal car parking on roads especially close to junctions.
- With the implementation of the new Pink Pedal way scheme, more cyclists have been encouraged to travel through this highly congested area at peak times adding to pressures already apparent.
- In the past a number of serious road accidents involving cyclists have not all been officially reported.
- In view of the above it is the view of this steering group that the risk and likelihood of there being future serious and potentially fatal road accidents is extremely high.

#### **Serious environmental damage to The Avenues (College Rd to Christchurch Rd see Photographs)**

- Since Linda Abel's Norwich City strategic verge parking report Sept 2006 the degradation of the verges and trees on both sides of The Avenues has continued and become severe. (see attached photographs)

The kerbed verge to the traffic island on The Avenues close to College Rd has been eroded by a width of over 1 metre as vehicles now regularly mount the verge to pass parked cars.

## **Additional relevant Issues requiring further Analysis**

### **1. Norwich City Verge parking byelaw**

A local resident has discovered an outdoor plaque which would have been positioned on verges within the area it reads...

***'City of Norwich' It is an offence against the bylaws to drive or place a vehicle on this grass verge in a manner liable to cause injury to the turf or trees.***

The plaque is still in place on Westgate Close.

Hugo Malik has contacted the City Council to discuss this bylaw and the implications.

***Clarification is required to establish if this bylaw is enforceable***

### **2. The Pink Pedalway Scheme The Avenues (Bluebell Rd-Colman Rd)**

It is encouraging to see that environmental issues of this section are being addressed as verges have been reinstated and the mature trees protected by grassy areas and bollards.

**(Avenue Road)** : As part of the scheme the north side of the road is no longer available for parking, which has displaced cars adding to the congestion of the Avenues and ancillary roads.

**The Avenues (Colman Rd –College Rd)**

***Why was this congested section not included in the Pink Pedalway Scheme?***



## **Draft Proposals: To effectively manage Road Safety and Parking**

Clear evidence exists which confirms the current level of traffic movements within this area will continue to increase as the western sector of the city expands.

With road safety being of paramount importance to ignore this issue would be irresponsible.

The proposals outlined below are designed to

- Improve the safety of all road users by eliminating illegal and/or dangerous parking,
- introduce safer areas for pedestrians to walk
- identify new areas for additional car parking

### **Proposal 1: Road Safety**

#### **Control of the key road intersections (Background)**

We have focused our attention on junctions and road stretches which attract the highest volume of pedestrians crossing -

#### **Recreation Road with The Avenues**

A crossing point for many children and parents using the Recreation Rd School and Avenue Junior School,

***Survey Example Thurs 17<sup>th</sup> Dec 2015 during a 30 minute period (8.40am-9.10am)***

#### ***Pedestrian Count***

**Circa 300 school pedestrians and 60 pedestrian commuters** crossed this junction.

**101 commuters on cycles** and a further 30 cyclists with children going to these schools.

#### ***Vehicles Count***

229 cars, 14 trade vans, 23 taxis and 2 motorcyclists

We believe that similar levels of high dense and chaotic movements of people and vehicles occur on Jessopp Rd and Christchurch Rd for St Francis of Assisi and similarly on The Avenues/Swansea Rd area for Avenue School.

#### **Double Yellow Lines (See Plan)**

- The use of yellow lines at junction corners to be repainted and in the case of Jessopp Rd and Christchurch Rd new double yellow lines at each corner where they do not currently exist.
- To reinstate the double yellow lines on Avenue Rd where they were removed to create a parking bay for the Norwich Council car share scheme as this bay currently creates a visibility issue for those travelling across The Avenues on College Rd.
- Introduce double yellow lines on the north side of the mid road lozenge (see map), Currently parents park cars along this section reducing visibility for traffic at the College Rd/Avenues intersection and restricting passing commercial traffic, which regularly mount the curb thus causing significant damage to the Lozenge.

## Verge side Bollards (see Plan)

### Intersections.

In conjunction with yellow lines at the intersections, verge side bollards be introduced to **prevent illegal parking** and ensure visibility is restored for both pedestrians and road users approaching these areas.

### North side Avenues (Christchurch Rd to Recreation Rd)

Off road verge parking during the 'drop off' and collection times on this section of The Avenues is bumper to bumper and often encroaches onto driveways. Residents of houses with driveways leading onto The Avenues have restricted visibility when they wish to drive on to The Avenues.

### South side Avenues (Christchurch Rd to Recreation Rd)

Off road verge parking is causing very extensive damage to the grass verges and tree roots. Parked vehicles are a danger to other road users , particularly cyclists



## Zebra Crossings (See Plan)

It is essential to create a safe crossing environment for all pedestrians and lollipop attendants in these high traffic zones.

- **Proposed Sites for Zebra Crossings**
  - Main entrance** to Avenue School on Avenue Rd
  - Heigham Park corner** of The Avenues and Recreation Rd
  - Opposite main entrance** of St Francis of Assisi on Jessopp Rd

## **Active Speed Awareness Signs (See Plan)**

We recommend active speed signs along Jessopp Road, The Avenues and Avenue Rd.

During many observation surveys it was clear drivers (and cyclists) were exceeding the 20 mph limit with speeds in excess of 30mph.

Active speed awareness signs are preferred over the static speed limit signs.

### **Summary**

**These proposals form a list of single measures that can be acted upon singularly to improve safety as soon as possible. It does not present a comprehensive 'shopping list' but one that is deserved of such a massive population of children and adults using these popular and successful schools.**

**We appreciate that funds for all may not be immediately available but with the appropriate consultation, work should commence with a view to improving road safety and protecting the environment.**

## **Proposal 2: Additional capacity for car parking within the area**

Parking needs within this area have changed dramatically over the past 10 years and by adopting proposal 1 additional car parking spaces would be required for:

- parents to drop off and collect children during term time
- day time parking

Clearly finding new spaces for car parking is a contentious issue as land is in short supply.

### **Additional School Parking**

#### **1. St Francis of Assisi**

In conversation with the School, it has become evident an electrical substation situated at the side entrance on Christchurch Rd has the potential to provide parking for a number of staff cars.

It is recommended the appropriate organisations are approached to establish the viability of this opportunity.

#### **2. Avenue Junior School**

Again in conversation with the School it was considered that a small area within the boundary of the school could be adapted for additional staff car parking.

#### **3. Recreation Rd Infant School**

Further discussion to be had to discuss potential opportunities.

#### **4. Earlham House Shopping Complex**

There is an underutilised car parking area adjacent to the school and consultation with the owner is proposed.

## **5. Location of a new 'short stay' Car Park.**

**Heigham Park** provides a wonderful range of recreational facilities for the local community but it's increasing popularity has added to the on street parking problems. It is believed that a plan can be devised to enhance this historic park's facilities and significantly reduce the external parking issue.

..Increase the current tennis facilities by creating 2 new all weather courts on the redundant bowling green located in the centre of the Park.

..Take the area of 2 grass tennis courts (adjacent to the 'old tennis club house') and create a car park which would provide spaces for up to 40 cars with direct access to and from the Avenues.

### **This new facility would provide:**

- **Safe short term parking** for parents dropping and collecting children from Avenue Rd, St Francis and Recreation Rd schools.
- **Suitable parking** for the ice cream vendor and council vehicles.
- **An opportunity for the wider community** to travel by car to Heigham Park and enjoy it's recreational facilities all year round.
- **The same number of tennis courts would exist** and with 2 all weather courts sportsman have the opportunity of playing all year rather than just the four months of summer.
- **The opportunity to re establish** a practical use for the redundant '**Thatched Tennis Club House**'

Clearly this proposal would require a great deal of discussion, and hearing the views of all interested parties would be essential.

## ***Conclusion***

Significant increases in general traffic flows and the acute need for short term safe parking has had a major impact on the local Community.

This report clearly identifies the need for a managed and comprehensive plan by

**Norwich City Council** to resolve the serious issues of major traffic congestion and dangerous parking along the Avenues and associated roads.

### **It requires measures to:**

- restrict illegal/dangerous parking
- provide safer crossings for pedestrians
- Create suitable alternative areas in which cars can be parked safely.

### **Such a plan will:**

- Reduce the current high and unacceptable risk of serious/fatal accidents occurring during the drop off/collection times of children attending the local Schools
- Protect and enhance the environment, reverse the extensive environmental damage to the road side verges and trees

## ***The Next Step.***

**Discussions with all local interested parties and Norwich City Council in order to set a time table to implement change!**

## Support Documents

### Parked Vehicle Count

**Date 24/8/15**

**Time 8.30am-9.15am**

**2.15pm-3.15pm**

	AM	AM		PM	PM
<b>Team A (Jolyon /Stephen)</b>	West	East		West	East
<b>Cardiff Rd</b>	26	26		26	25
<b>Swansea Rd</b>	12	16		10	14
<b>Caernarvon Rd</b>	11	9		8	8
	North	South		North	South
<b>Milford</b>	4	3		3	2
<b>Avenue Rd (Park Lane- College Rd)</b>	9	22		5	20
<b>Team B (Doug)</b>	West	East		West	East
<b>College Rd (Earlham – Avenues)</b>	36	35		35	30
<b>College Rd (Avenues- Bensley)</b>	12	10		13	13
<b>Recreation Rd (Earlham – Avenues)</b>	7	28		8	32
<b>Recreation Rd (Avenues – Bensley)</b>	9	25		16	12
	North	South		North	South
<b>Bensley Rd</b>	6	5		7	6
<b>The Avenues (College Rd- Christchurch Rd)</b>	4	7		5	4
<b>Jessopp Rd (College Rd- Christchurch Rd)</b>					
<b>Team C (John)</b>	West	East		West	East
<b>Christchurch Rd (Le Strange-Westgate Cl)</b>	25	6		9	5
<b>Elizabeth Fry Rd</b>	11	5		9	4
	North	South		North	South
<b>The Avenues (Christchurch –Elizabeth Fry)</b>	3	4		2	4
<b>Gould Road</b>	11	9		10	8
<b>Jessopp Rd (Christchurch Rd –Coleman Rd)</b>	16	3		4	8
<b>Le Strange Close (Total)</b>	8			8	
<b>Meadow Rise (Total)</b>	11			10	

### Parked Vehicle Count

**Date 28/8/15.**

**Time 8.30am-9.15am**

**2.15pm-3.15pm**

	AM	AM		PM	PM
<b>Team A (Jolyon /Stephen)</b>	West	East		West	East
<b>Cardiff Rd</b>	26	30		28	32
<b>Swansea Rd</b>	8	19		8	19
<b>Caernarvon Rd</b>	13	5		8	8
	North	South		North	South
<b>Milford</b>	2	2		1	2
<b>Avenue Rd (Park Lane-College Rd)</b>	6	21		3	17
<b>Team B (Doug)</b>	West	East		West	East
<b>College Rd (Earlham –Avenues)</b>	41	45		41	41
<b>College Rd ( Avenues-Bensley)</b>	13	16		14	13
<b>Recreation Rd (Earlham –Avenues)</b>	10	28		10	27
<b>Recreation Rd (Avenues –Bensley)</b>	12	15		8	10
	North	South		North	South
<b>Bensley Rd</b>	8	8		6	6
<b>The Avenues (College Rd-Christchurch Rd)</b>	4	3		6	8
<b>Jessopp Rd (College Rd-Christchurch Rd)</b>	3	6		8	6
<b>Team C (John)</b>	West	East		West	East
<b>Christchurch Rd (Le Strange-Westgate Cl)</b>	21	5		8	5
<b>Elizabeth Fry Rd</b>	7	14		7	14
	North	South		North	South
<b>The Avenues (Christchurch –Elizabeth Fry)</b>	1	2		0	2
<b>Gould Road</b>	5	4		4	5
<b>Jessopp Rd (Christchurch Rd –Coleman Rd)</b>	3	5		4	5
				10	
<b>Le Strange Close (Total)</b>	9				
<b>Meadow Rise (Total)</b>	8			11	

### Parked Vehicle Count

Date 8/9/15

Time 8.30am-9.15am

2.15pm-3.15pm

	AM	AM		PM	PM
<b>Team A (Jolyon /Stephen)</b>	West	East		West	East
<b>Cardiff Rd</b>	29	19		24	25
<b>Swansea Rd</b>	16	12		11	25
<b>Caernarvon Rd</b>	12	10		14	11
	North	South		North	South
<b>Milford</b>	5	10		6	2
<b>Avenue Rd (Park Lane-College Rd)</b>	8	33		7	36
<b>Team B (Doug)</b>	West	East		West	East
<b>College Rd (Earlham –Avenues)</b>	50	53		51	55
<b>College Rd (Avenues-Bensley)</b>	14	15		13	8
<b>Recreation Rd (Earlham –Avenues)</b>	35	25		36	29
<b>Recreation Rd (Avenues –Bensley)</b>	21	20		20	20
	North	South		North	South
<b>Bensley Rd</b>	9	8		6	7
<b>The Avenues (College Rd-Christchurch Rd)</b>	23	18		29	28
<b>Jessopp Rd (College Rd-Christchurch Rd)</b>	8	9		12	9
<b>Team C (John)</b>	West	East		West	East
<b>Christchurch Rd (Le Strange-Westgate Cl)</b>	22	6		25	17
<b>Elizabeth Fry Rd</b>	5	11		18	9
	North	South		North	South
<b>The Avenues (Christchurch –Elizabeth Fry)</b>	6	22		17	25
<b>Gould Road</b>	11	9		16	15
<b>Jessopp Rd (Christchurch Rd –Coleman Rd)</b>	16	13		23	9
<b>Le Strange Close (Total)</b>	8			5	
<b>Meadow Rise (Total)</b>	18			36	

#### Parked Vehicle Count

Date 10/9/15

Time 8.30am-9.15am

2.15pm-3.15pm

	AM	AM		PM	PM
<b>Team A (Jolyon /Stephen)</b>	West	East		West	East
<b>Cardiff Rd</b>	27	24		28	27
<b>Swansea Rd</b>	29	24		10	26
<b>Caernarvon Rd</b>	16	12		16	13
	North	South		North	South
<b>Milford</b>	5	13		6	14
<b>Avenue Rd (Park Lane-College Rd)</b>	8	31		7	27
<b>Team B (Doug)</b>	West	East		West	East
<b>College Rd (Earlham –Avenues)</b>	50	54		45	45
<b>College Rd ( Avenues-Bensley)</b>	16	16		14	17
<b>Recreation Rd (Earlham –Avenues)</b>	36	46		14	36
<b>Recreation Rd (Avenues –Bensley)</b>	19	20		14	19
	North	South		North	South
<b>Bensley Rd</b>	8	7		7	8
<b>The Avenues (College Rd-Christchurch Rd)</b>	10	13		16	13
<b>Jessopp Rd (College Rd-Christchurch Rd)</b>	10	10		10	9
<b>Team C (John)</b>	West	East		West	East
<b>Christchurch Rd (Le Strange-Westgate Cl)</b>	25	12		30	15
<b>Elizabeth Fry Rd</b>	6	12		10	7
	North	South		North	South
<b>The Avenues (Christchurch –Elizabeth Fry)</b>	2	5		6	2
<b>Gould Road</b>	12	11		16	15
<b>Jessopp Rd (Christchurch Rd –Coleman Rd)</b>	13	7		20	7
<b>Le Strange Close (Total)</b>	4			4	
<b>Meadow Rise (Total)</b>	16			34	

### Analysis of the Travelling Arrangements of Children and Staff

Recreation Road

Avenue Junior



	Children %		Staff %			Children %		Staff %	
Walk	210	61.7	10	18		318	69.1	22	43.1
Cycle	40	11.7	3	5.4		38	8.2	5	9.8
Bus	0	0	1	1.8		0	0	1	1.9
Car	90	26.4	41	74.5		104	22.6	23	45.1
Taxi	0	0	0	0		0	0	0	0
Total	340	100	55	100		460	100	51	100

#### St Francis of Assisi

#### Parkside School

	Children %		Staff %			Children %		Staff %	
Walk	57	13.2	14	24.5					
Cycle	19	4.4	3	5.2					
Bus	4	0.9	0	0					
Car	343	79.9	40	70.1					
Taxi	6	1.3	0	0					
Total	429	100	57	100					

NB Parkside School figures to follow

#### Totals

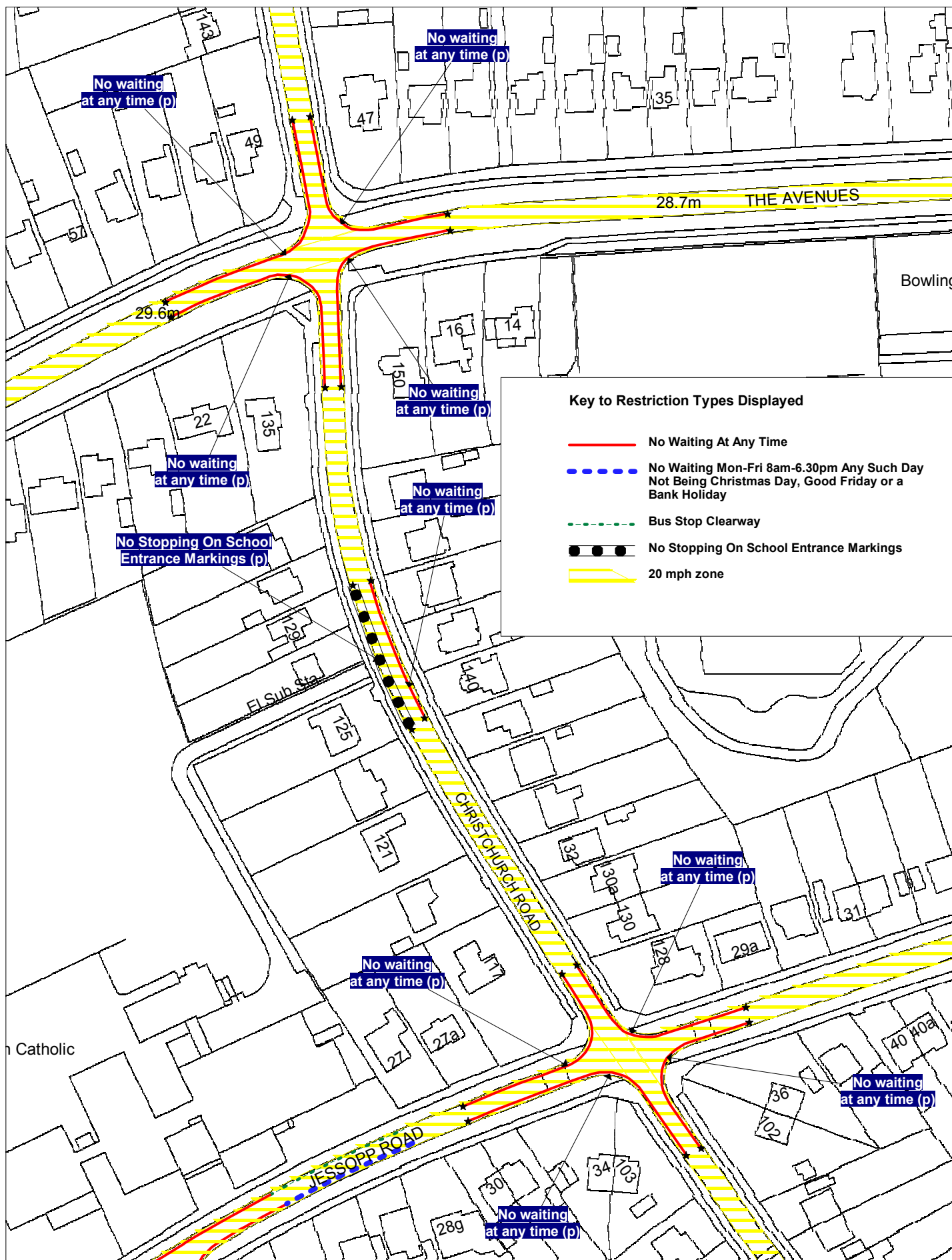
Walk	585
Cycle	97
Bus	4
Car	537
Taxi	6
Total	1229

**Congested Roads and Verges**  
**The Avenues/Christchurch Rd/College Rd/Jessopp Rd**









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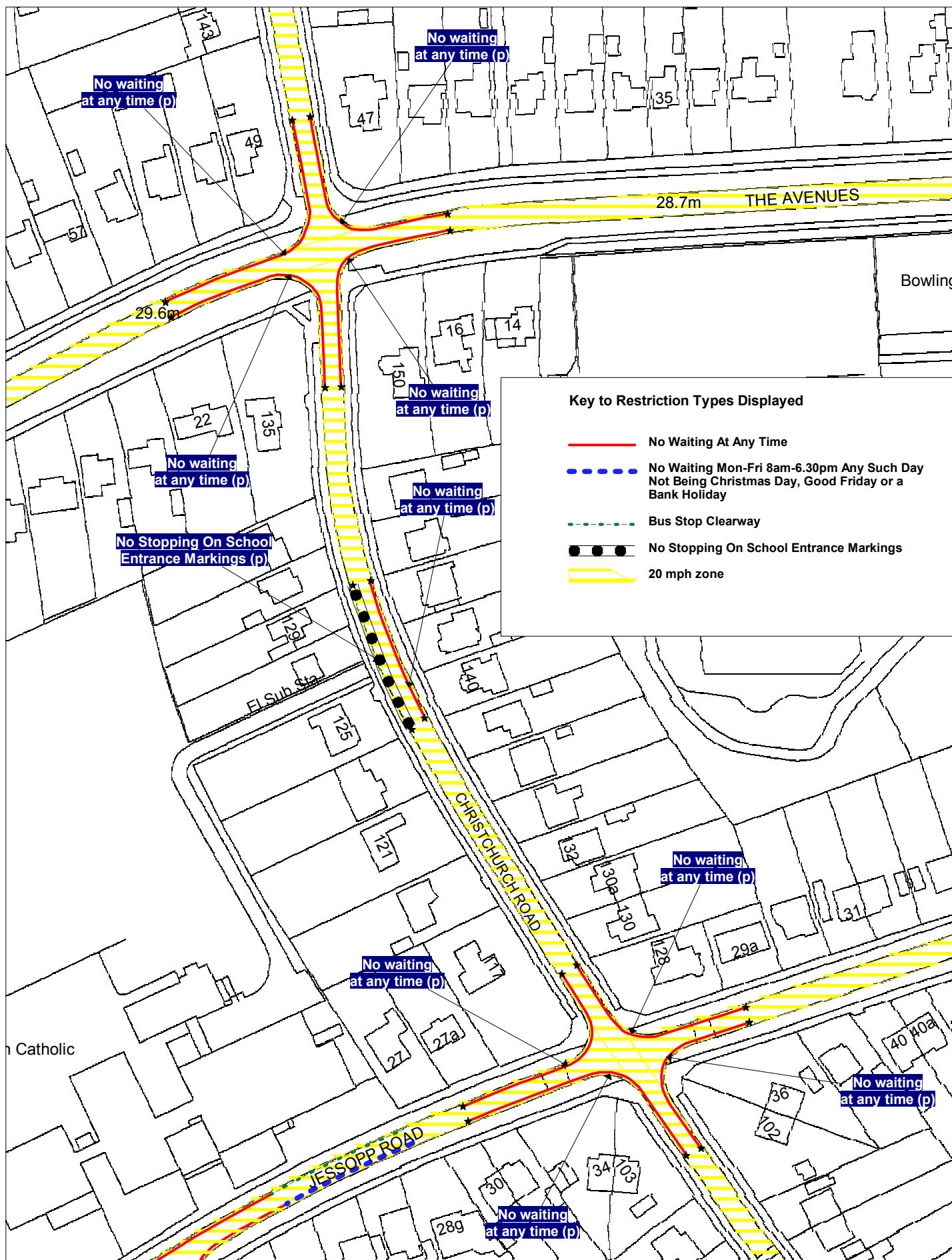
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**Annual Waiting Restrictions 2016**  
- Christchurch Road  
**Appendix 2**



SCALE	1 : 1250
DATE	14/03/2016
DRAWING No.	PL/TR/3329/765
DRAWN BY	JG



**Key to Restriction Types Displayed**

- No Waiting At Any Time
- - - No Waiting Mon-Fri 8am-6.30pm Any Such Day Not Being Christmas Day, Good Friday or a Bank Holiday
- . . . Bus Stop Clearway
- ● ● No Stopping On School Entrance Markings
- 20 mph zone



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**Annual Waiting Restrictions 2016**  
- Christchurch Road



SCALE	1 : 1250
DATE	14/03/2016
DRAWING No.	PL/TR/3329/765
DRAWN BY	JG