

Report to	Norwich highways agency committee 28 November 2013	Item
Report of	Head of city development services	7
Subject	Controlled parking zones: miscellaneous waiting restrictions amendments	

Purpose

To consider requests for new or amended waiting restrictions or other minor administrative changes and to agree them being advertised as proposed Traffic Regulation Orders.

Recommendation

The committee is recommended to authorise the Head of city development services to arrange for the necessary statutory procedures associated with the amendments to waiting restrictions at the following locations and to make the corrections to traffic regulation order descriptions as detailed in paragraph 5

Location	Plan number
1. Corton Road	PL/TR/3329/737-1.1
2. Duke Street	PL/TR/3329/737-2
3. Gaol Hill	PL/TR/3329/737-9
4. Magdalen Close	PL/TR/3329/737-7
5. Magdalen Street	PL/TR/3329/737-8
6. Riverside (adj riverside path)	PL/TR/3329/737-10
7. Saunders Court	PL/TR/3329/737-3
8. Thorpe Road	PL/TR/3329/737-4
9. Waterloo Road	PL/TR/3329/737-5
10. Wessex Street	PL/TR/3329/737-6

Corporate and service priorities

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

Financial implications

£20,000 funded from civil parking enforcement operational surplus for 2013/14

Ward/s: All wards

Cabinet member: Councillor Stonard – Environment, development & transport

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Background documents

Correspondence from external stakeholders

Background

1. Periodically this committee considers proposals for waiting restrictions (typically yellow lines, parking bays and loading restrictions) that have been requested by various organisations and individuals including elected members, residents, businesses, schools or emergency services.
2. The requests are assessed using agreed policy that was adopted in 2001 and updated in 2003 and 2008. The aim is to introduce proposals that offer value for money where there is a good chance of improvements to road safety, decongestion or the movement of traffic that would benefit the wider community.
3. Since the overall budget for transport improvement works was reduced in 2010 no amendments to waiting restrictions have taken place, other than those funded by developers. There are now a number of locations within controlled parking zones where amendments are needed to ensure the safe and effective operation of the CPZs. It has been agreed that up to £20,000 of the civil parking enforcement funding can be used to make these changes, on the basis that this income is generated from within the CPZs
4. The proposed changes are described in the table attached as appendix 1 and appendix 2 contains plans of the proposed amendments
5. Additionally there are a number of locations where there is a minor discrepancy between what has been implemented on the ground and what is written in the traffic regulation order (TRO). It is good housekeeping to remove these discrepancies and therefore it is proposed to make the following corrections within the TROs as part of the amendment order that will be needed for the waiting restriction changes.

i) Churchill Road

Correct description of extent of double yellow line as installed on street

ii) Denbigh Road

Correct description of extent of double yellow line as installed on street

iii) Dereham Road BRT

Correct description of extent of double yellow line as installed on street

iv) Glendinning Road

Correct description of extent of double yellow line as installed on street

v) Friars Quay

Correct description of permit parking bays as installed on street

vi) Magpie Road

Correct description of extent of double yellow line as installed on street

vii) Norfolk Street

Correct description of limited waiting bay as installed on street

viii) North Park Avenue

Correct description of operating hours of permit parking bays as installed on street

ix) Plough Yard

Remove reference to non operational permit parking bay

x) St Mary's Plain

Correct description of double and single yellow lines as installed on street

xi) Wingfield Road

Correct description of double yellow lines as Aylsham Road not Wingfield Road.

6. There are a number of requests from outside the controlled parking zones which have been assessed to have some merit. These will be kept on file and considered in the future when local transport plan budgets allow. Similarly no requests for grass verge parking restrictions or extensions or changes to operational hours of controlled parking zones have been proposed at the current time, as they do not have the same safety and congestion benefits and would be unaffordable within the £20,000 budget available.

Appendix 1 – Waiting restriction requests where action is proposed

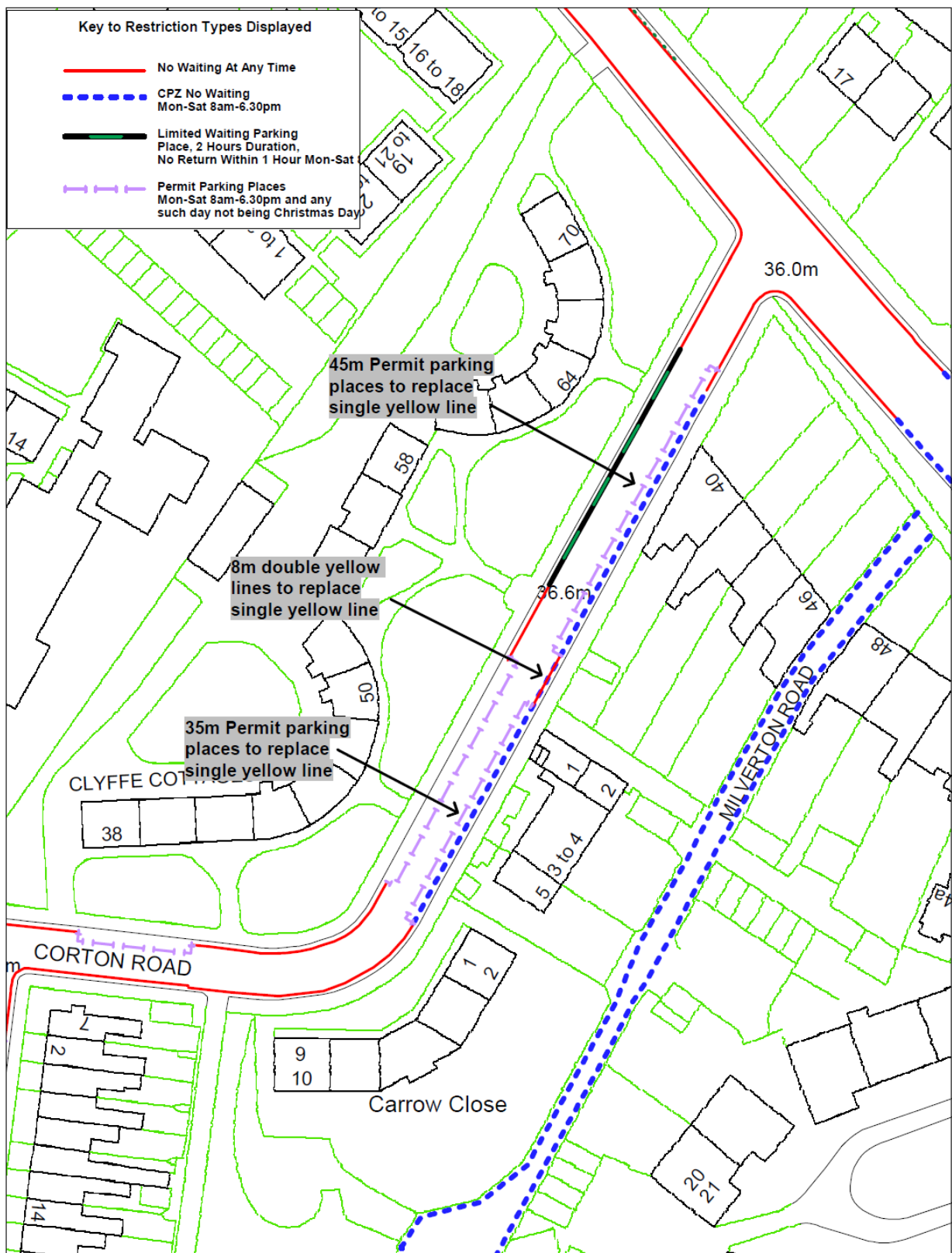
Location and enquirer	Summary
<p>Corton Road</p> <p>Local councillors and MP</p>	<p><u>Request for additional permit parking bays:</u></p> <p>Residents of controlled parking zone 'Z' have requested additional permit parking spaces. It is proposed to convert a length of single yellow lines on Corton Road to provide 16 spaces for permit holders, operational hours would be Monday to Saturday 8am to 6.30pm, with no restriction at other times. A short section of double yellow line would protect a garage access.</p> <p>Proposal: PL/TR/3329/737-1.1</p> <ul style="list-style-type: none"> • Permit parking: Monday to Saturday 8am – 6.30pm • Double yellow lines: no waiting at any time
<p>Duke Street</p> <p>Parking services</p>	<p><u>Road safety concerns raised by merging of two lanes of traffic in a single lane adjacent to a contra flow cycle lane</u></p> <p>Parking on a length of single yellow lines results in the loss of a running lane of Duke Street on weekday evenings and all day Sundays; drivers are required to merge lanes at a point where contraflow on street cycling is permitted causing road safety risks to cyclists. An additional small stretch of single yellow lines opposite St Andrews car park will also be converted to double yellow lines to ensure parking is not displaced locally. In the interests of road safety it is proposed to replace the two lengths of single yellow line with double yellow lines.</p> <p>Proposal: PL/TR/3329/737-2</p> <ul style="list-style-type: none"> • Double yellow lines: no waiting at any time
<p>Gaol Hill</p>	<p><u>Parking enforcement difficulties at Gaol Hill (Norwich Market)</u></p>

<p>Parking services</p>	<p>The 30 minute limited waiting bay adjacent to Norwich Market is experiencing high levels of parking abuse due to the difficulty of observing loading and unloading in the market. A 15 minute loading bay operational at any time is proposed that would better share out use of the bay and greater compliance with the restriction; it also enables more efficient parking enforcement observation periods.</p> <p>Proposal: PL/TR/3329/737-9</p> <ul style="list-style-type: none"> • 15 minute loading bay: at any time
<p>Magdalen Close</p> <p>Parking services/ Transportation officers</p>	<p><u>Access difficulties to communal bin store dropped kerb:</u></p> <p>NPS Norwich Ltd acting on behalf of the council have implemented a communal bin store and dropped kerb for council managed flats at Magdalen Close. It is proposed to extend adjacent double yellow lines by 5 metres to enable bin collection access.</p> <p>Proposal: PL/TR/3329/737-7</p> <p>Double yellow line: no waiting at any time</p>
<p>Magdalen Street</p> <p>Parking services</p>	<p><u>Bus services affected by vehicles loading and unloading on Magdalen Street:</u></p> <p>Two way traffic flow is being impeded by loading and unloading on Magdalen Street throughout the day causing delays to bus services. A passing place for buses is proposed (no waiting or loading at any time restriction) whilst maintaining provision for off peak loading bays either side. A number of businesses (8 to 18 Magdalen Street) on this section of Magdalen Street also have rear access for loading via the Colegate surface car park. Two business properties at 20a to 22 Magdalen Street and residential properties on upper floors would need to use the off peak on street loading space nearby.</p> <p>Proposal: PL/TR/3329/737-8</p> <ul style="list-style-type: none"> • Double yellow line: no waiting at any time

	<ul style="list-style-type: none"> • Double kerb flash: no loading at any time
Riverside (adjacent riverside path) Transportation officers	<u>Inadequate loading and unloading facilities for floating business</u> The floating restaurant on the River Wensum does not have any official loading or unloading facilities and has come to rely on vehicular access via the Riverside path and cycle way. It is planned to install a lockable bollard on the riverside path and alternative loading facilities are required. A redundant bus stop on Riverside Road is suitable for conversion into a part time loading bay and part time taxi stand. Proposal: PL/TR/3329/737-10 <ul style="list-style-type: none"> • 30 minutes (no return in 1 hour) loading bay: 4am – 9pm (on any day) • Taxi stand (no stopping for other vehicles): 9pm – 4am (on any day)
Saunders Court (Adjacent to St Leonards Road, Thorpe Hamlet) Local resident/transportation officers	<u>Waiting restrictions omitted from street in controlled parking zone</u> Saunders Court is located adjacent to St Leonards Road within Thorpe Hamlet, and is within the CPZ. It was an oversight that Saunders Court was not included in the original CPZ and now commuters, football supporters etc park there to the detriment of local residents. It is proposed to install a combination of double yellow lines and permit parking in allocated bays, in doing so it will increase the provision of permit parking bays in the locality. Proposal: PL/TR/3329/737-3 <ul style="list-style-type: none"> • Double yellow line: no waiting at any time • Permit parking bay: permit holders only Mon – Sat 8am – 6.30pm
Thorpe Road Local resident/transportation officers	<u>On street parking causing bottleneck for busy arterial route causing delays to general traffic, local bus and park and ride services.</u> Double yellow lines are proposed on the northern side of Thorpe Road (conversion of a section of single yellow line and unrestricted parking).to prevent outbound delays to

	<p>traffic and bus services on this busy highway.</p> <p>Proposal: PL/TR/3329/737-4</p> <ul style="list-style-type: none"> • Double yellow lines: no waiting at any time
<p>Waterloo Road</p> <p>Local business and MP</p>	<p><u>Inadequate parking provision for local business and resident visitors</u></p> <p>An extent of double yellow lines on Waterloo Road adjacent to a local business and residential properties has been identified as excessive provision. Conversion of two sections of double yellow lines into 2 hour limited waiting (operation hours Monday to Saturday 8am to 6.30pm, no restriction at other times) will enable customers and visitors to use this parking facility.</p> <p>Proposal: PL/TR/3329/737-5</p> <ul style="list-style-type: none"> • Limited waiting bays: 2hours maximum (no return in 1 hour) Mon – Sat 8am – 6.30pm
<p>Wessex Street</p> <p>Parking services</p>	<p><u>High level of parking contraventions adjacent to pharmacy, surgery and school:</u></p> <p>To regularise pick up and drop off in this location at limited waiting bay is proposed (30 minute max at any time) and to protect the school entrance a zigzag (no stopping at any time)</p> <p>Proposal: PL/TR/3329/737-6</p> <ul style="list-style-type: none"> • School zig zag markings: no stopping (at any time) • Limited waiting bay: 30mins maximum no return in 30 mins (at any time)

Appendix 2 – Waiting restriction proposals



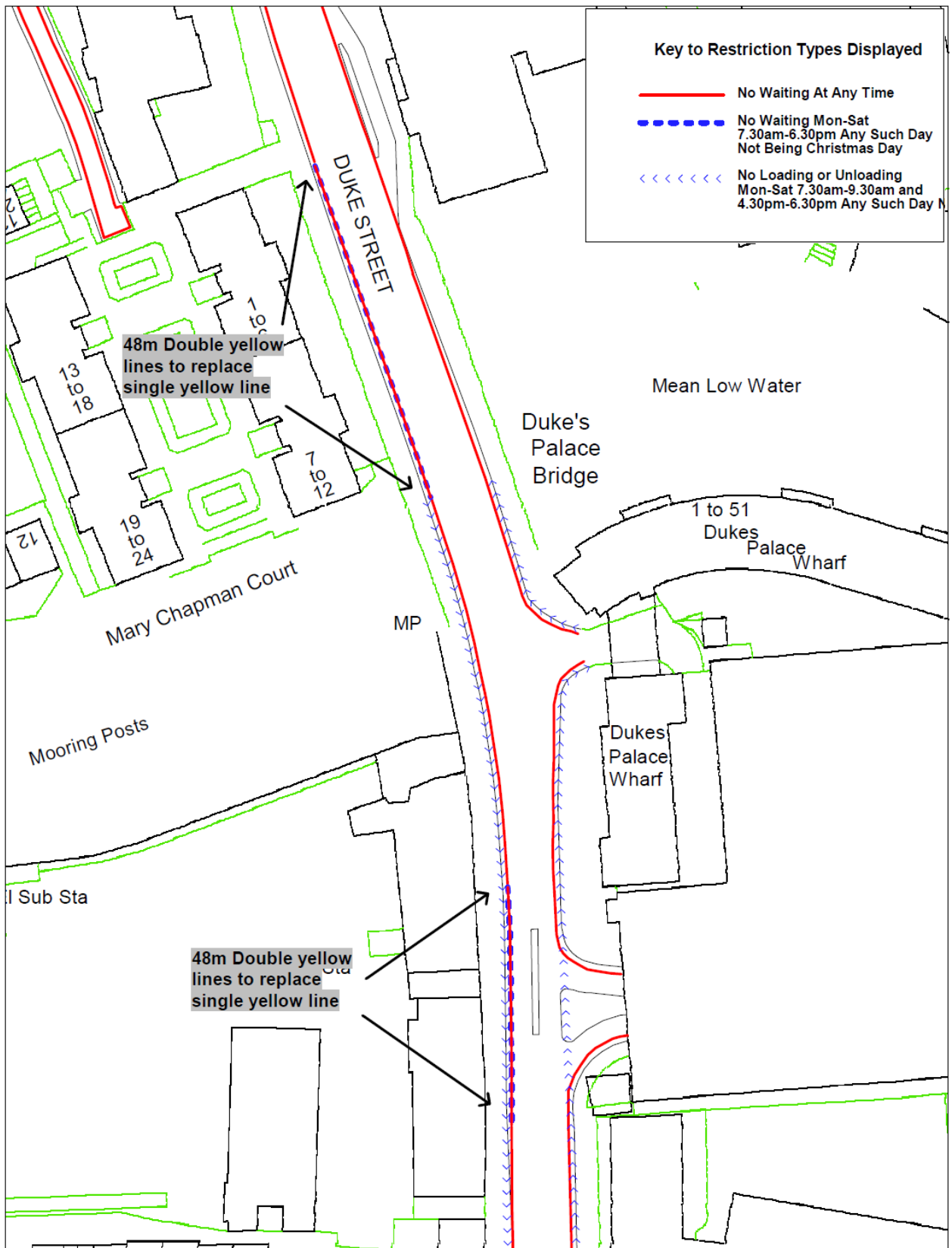
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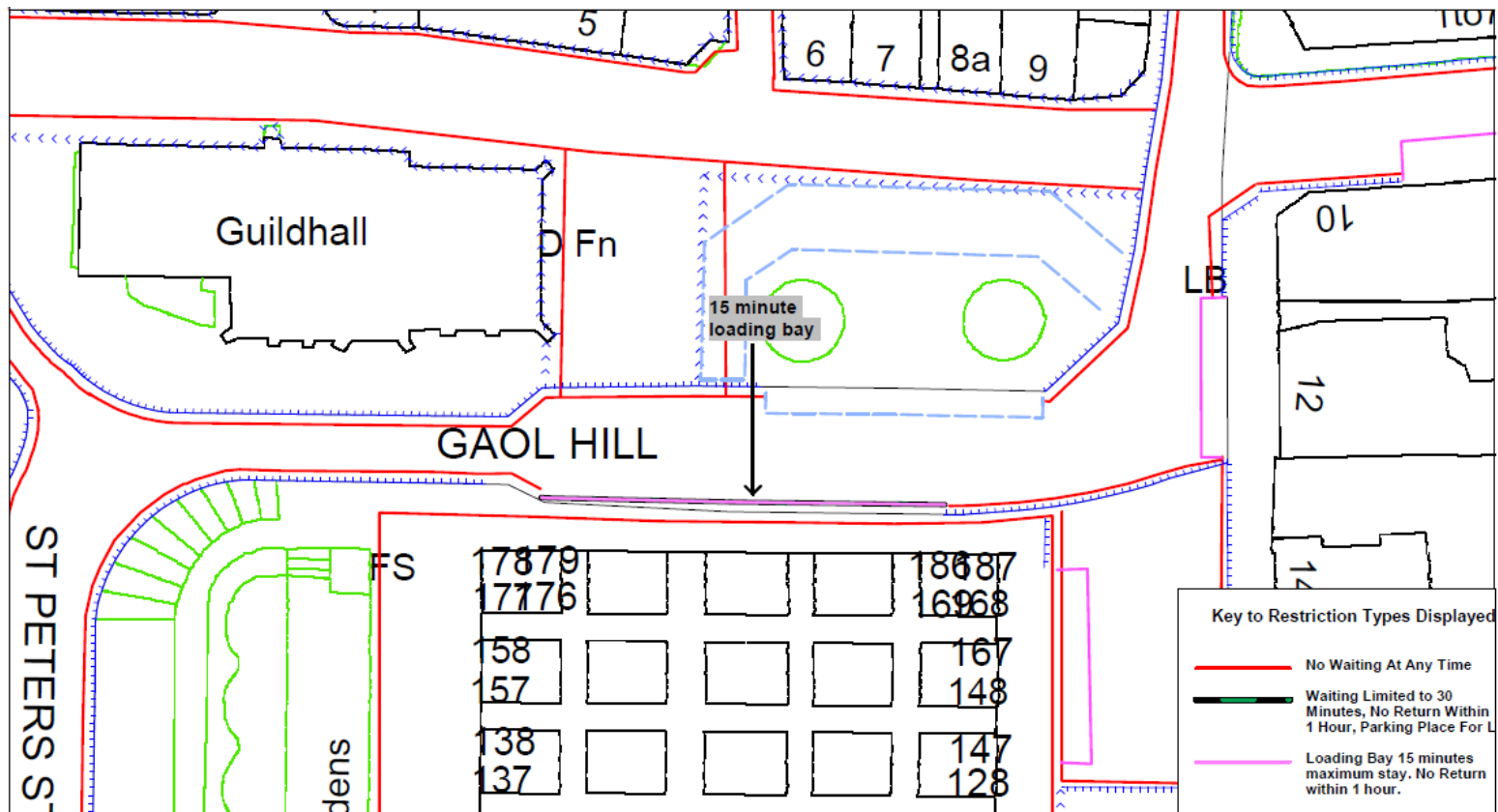
Corton Road: Proposed Permit parking places & double yellow lines to replace single yellow line



SCALE	1 : 700
DATE	17/10/2013
DRAWING No.	PL/TR/3329/737-1.1
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	Duke Street: Double yellow lines to replace single yellow lines	
		<small>SCALE</small> 1 : 700
		<small>DATE</small> 26/09/2013
		<small>DRAWING No.</small> PL/TR/3329/737-2
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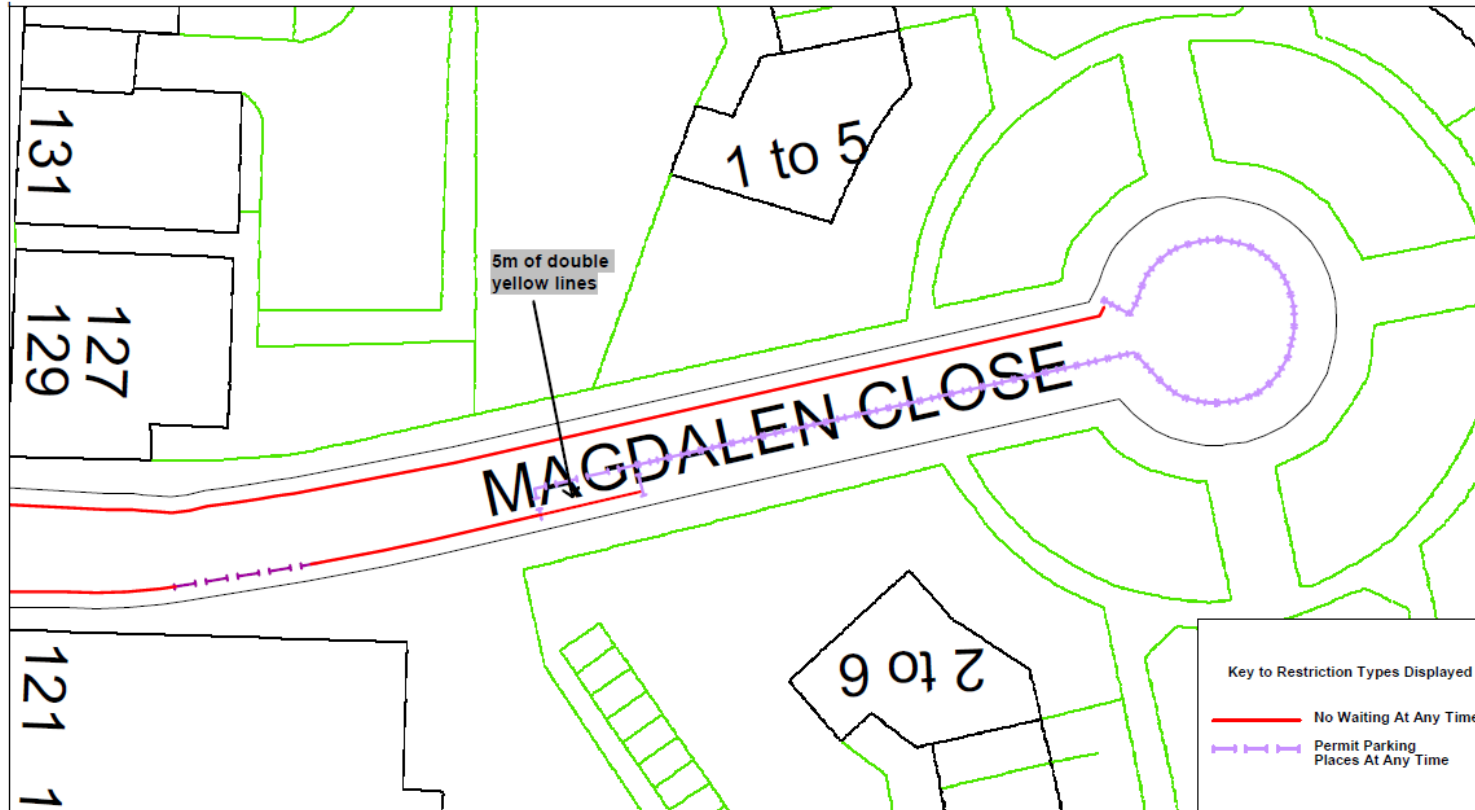
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Gaol Hill: Proposed 15 minute loading bay
replacing 30 minute loading bay

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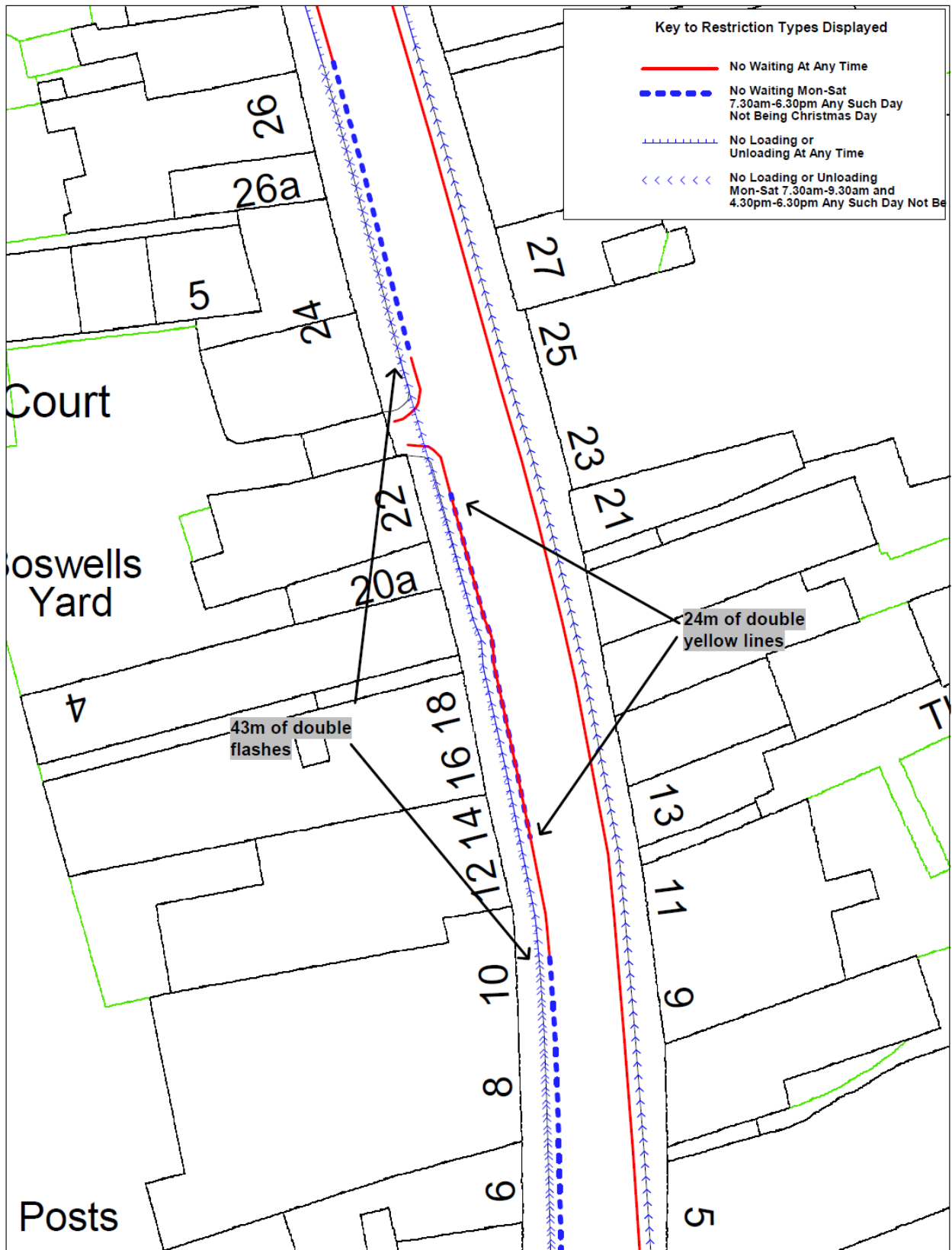
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Duke Street: Proposed double yellow lines
to replace 5m of permit parking places



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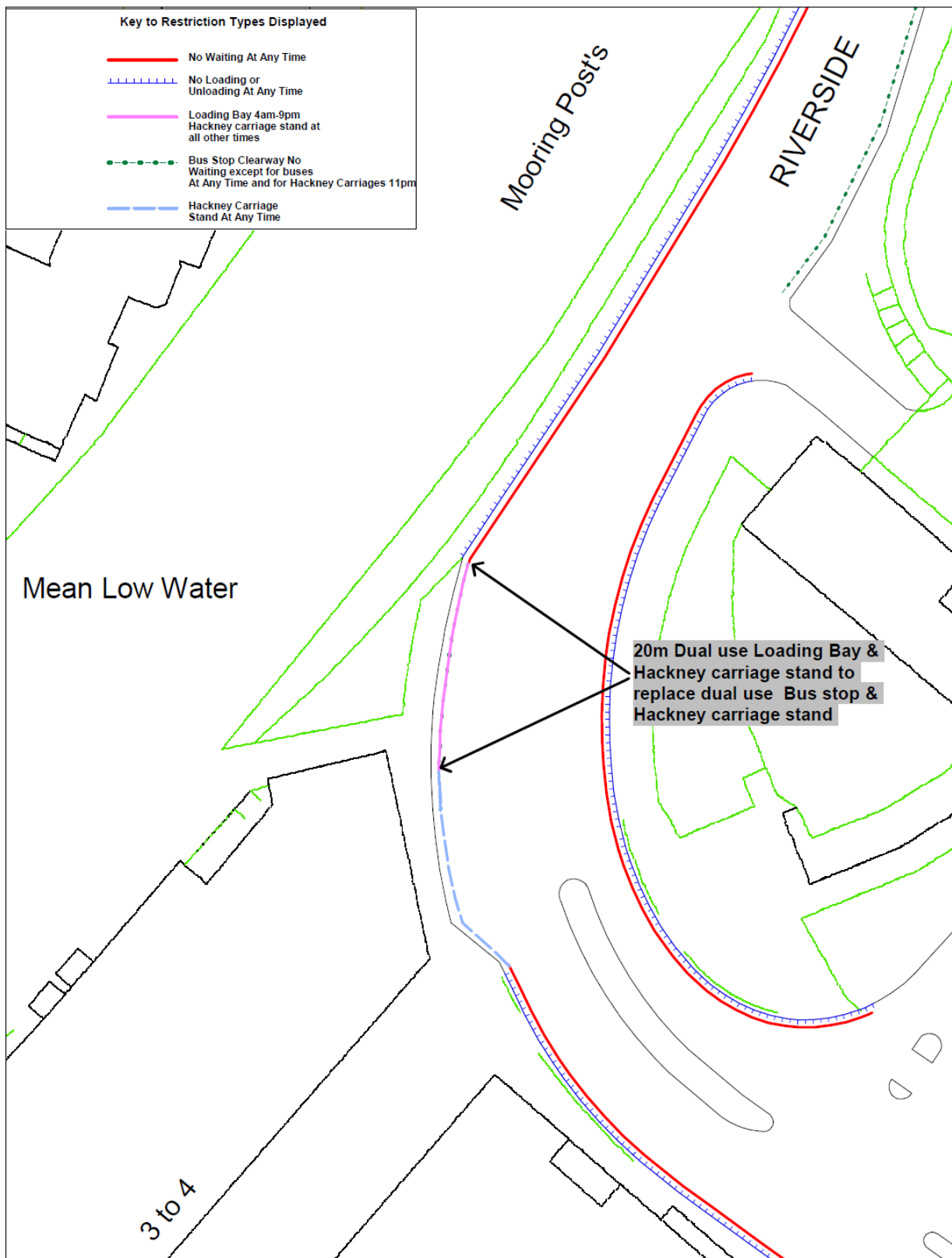
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Magdalen Street: Proposed double yellow lines & double flashes to replace single yellow lines



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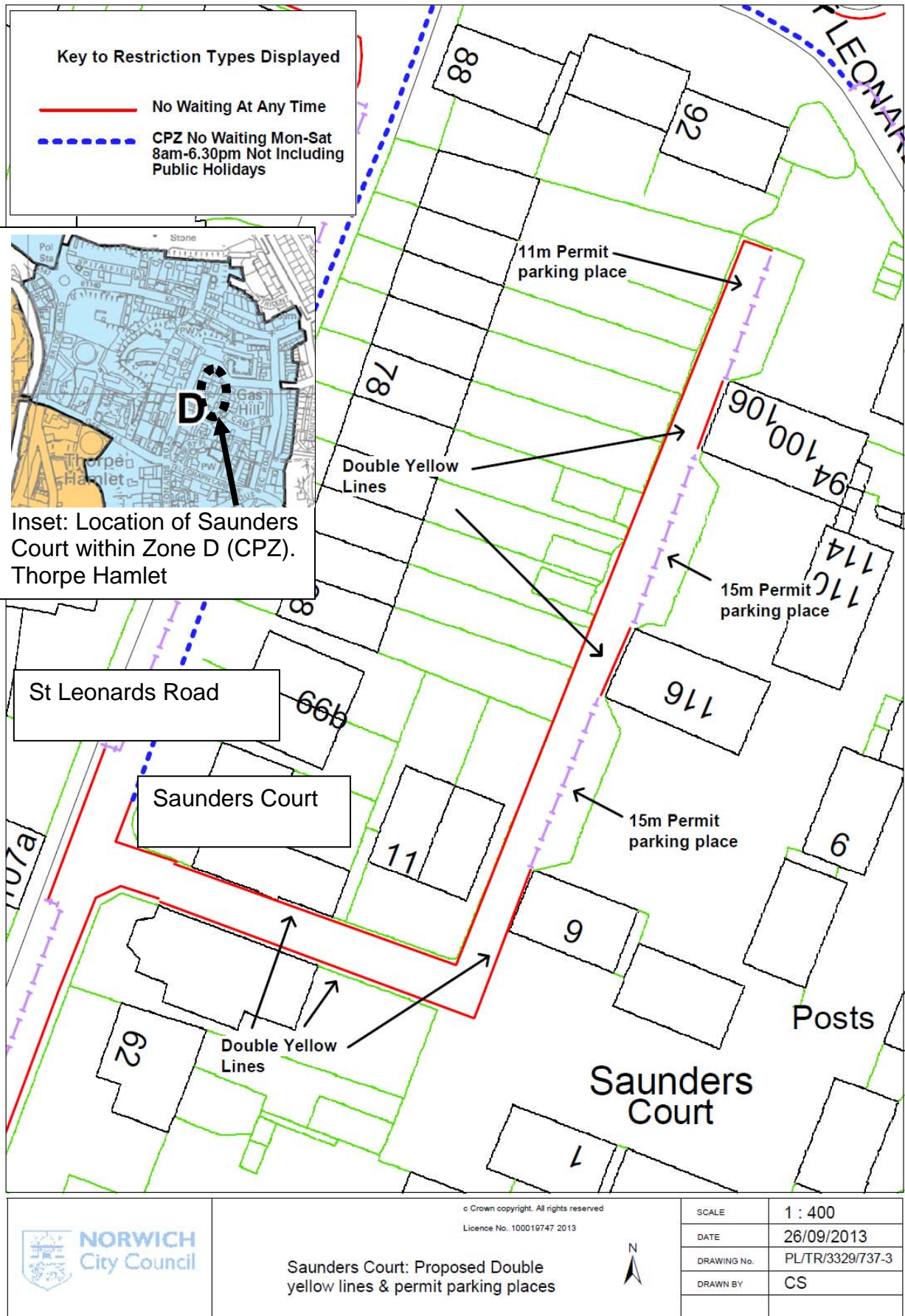


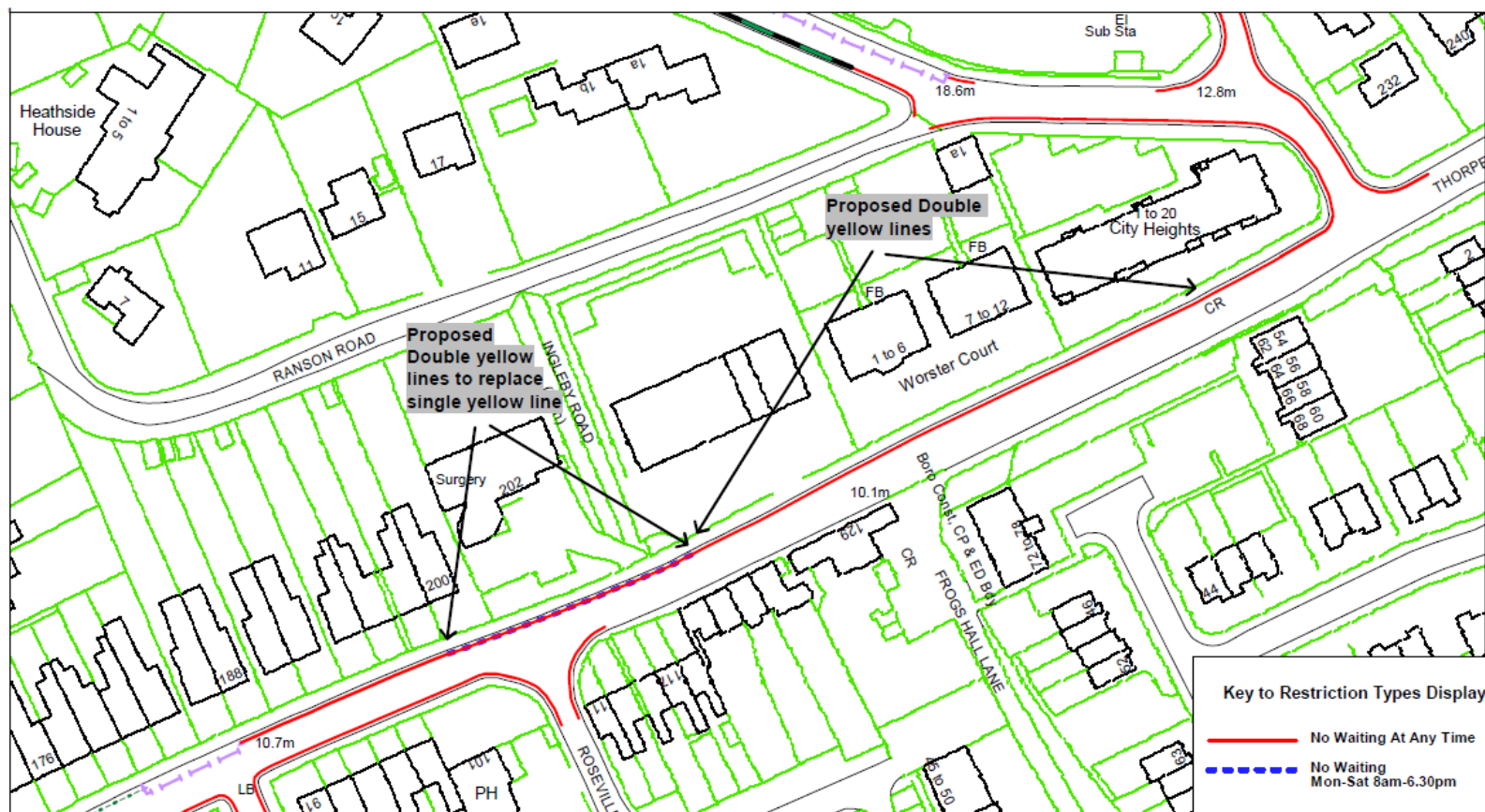
Riverside: Proposed Dual use Loading Bay & Hackney carriage stand to replace dual use Bus stop & Hackney carriage stand



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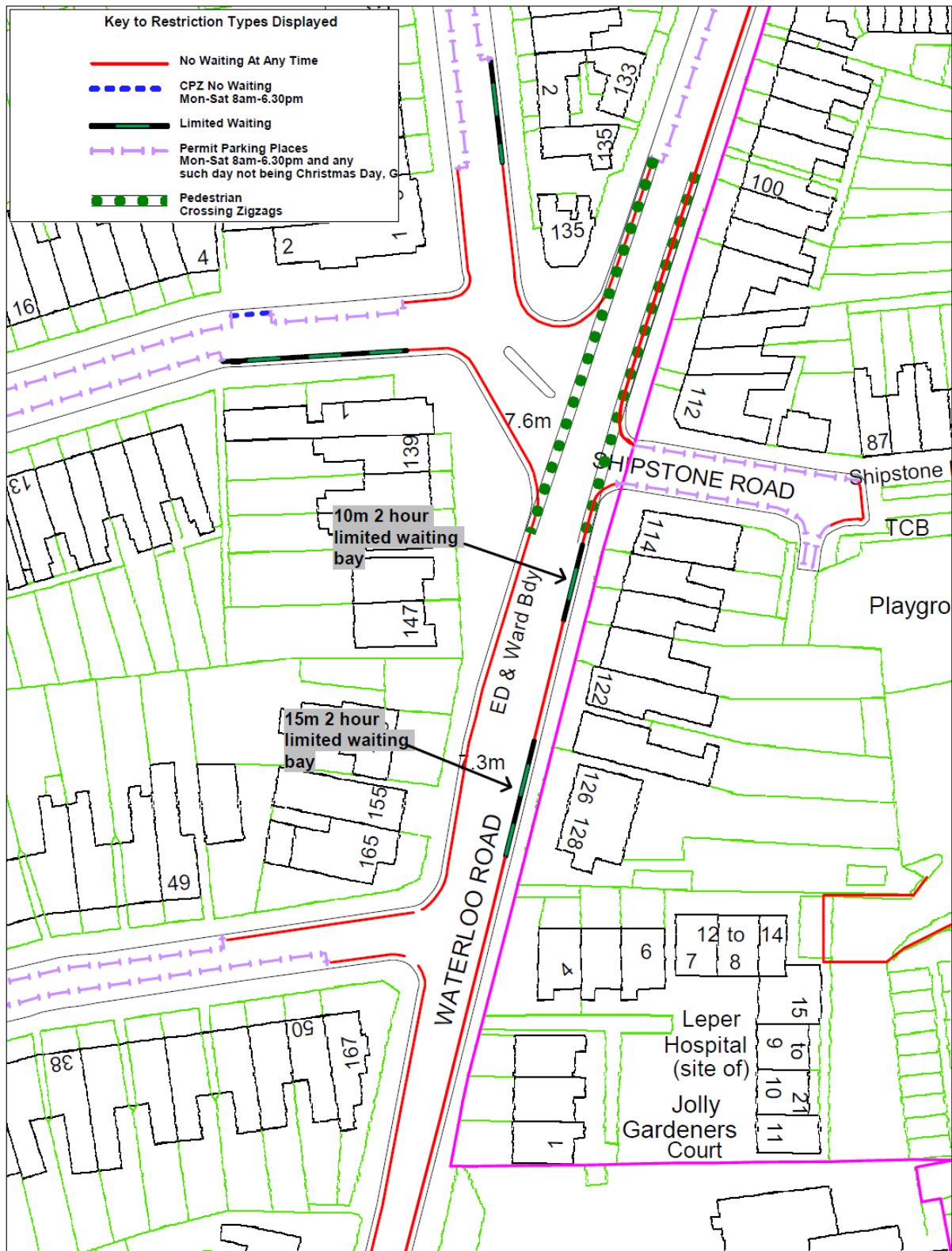
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Thorpe Road: Proposed Double yellow lines

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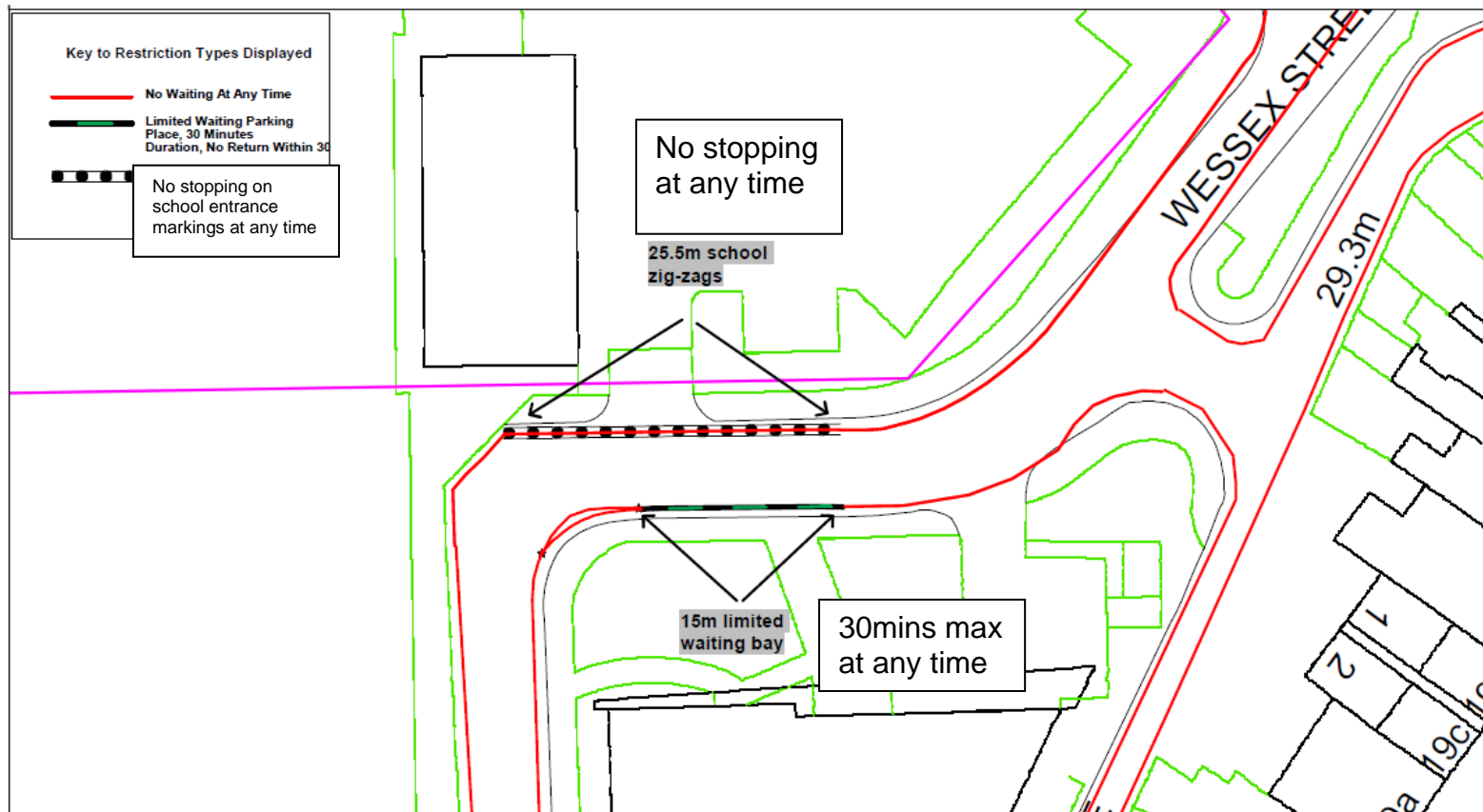
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Waterloo Road: Proposed 2 hour limited
waiting bay replacing double yellow lines



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Wessex Street: Proposed school zig-zags &
30 minute limited waiting bay replacing
double yellow lines



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