

Report to Norwich highways agency committee
20 March 2014
Report of Head of city development services
Subject Controlled parking zones: miscellaneous waiting
restrictions amendments representations received

Item

7

Purpose

To consider representations received for new or amended waiting restrictions or other minor administrative changes and to decide how to proceed with proposed Traffic Regulation Orders.

Recommendation

The committee is recommended to authorise the head of city development services to arrange for the necessary statutory procedures to implement waiting restrictions as advertised previously as detailed below and in appendix 1 and to make the corrections to traffic regulation order descriptions as detailed in appendix 2.

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 budget)

Ward/s:

Lakenham, Mancroft, Nelson, Sewell, Town Close, Thorpe Hamlet, University, Wensum

Cabinet member: Councillor Stonard – Environment, development & transport

Contact officers

Joanne Deverick, Transport & Network Manager	01603 212461
Kieran Yates, Transport Planner	01603 212471
Gary Hewitt, Parking Manager	01603 212453

Background documents

Correspondence from external stakeholders
Nov 2013 NHAC report: Controlled parking zones: miscellaneous waiting restrictions amendments

Report

Background

1. At your meeting of 28 November 2013 it was agreed to advertise a batch of proposals to amend and correct waiting restrictions across the city. The consultation period started on 21 February and ends on 14 March 2014, if any representations are submitted after this report has been published these will be reported orally at the meeting on 20 March 2014 for member consideration.
2. Normally when proposals have been advertised without any objection these may be implemented under officer delegation procedures. However to ensure that all representations are considered by members that may not have been included in this report, members will be asked to consider all proposals at the March meeting.

Local member views

3. Where members have responded these are included in appendix 3.

Timetable

4. Subject to member approval, proposals would be implemented in the 2013/14 or 2014/15 financial years.

APPENDIX 1

- 1. Corton Road** **PL/TR/3329/737-1.1**
Carrow Close and Corton Road replace existing single yellow line on the east side of Corton Road with two sections of permit parking and 8 metres of double yellow line, adjust the existing boundary between Controlled Parking Zones Y and Z to just north of No. 1 Corton Road, and make amendments to the Controlled Parking Zone schedule 1 for all properties in Corton Road to be entitled to permit parking in Zone Y only.
- 2. Duke Street** **PL/TR/3329/737-2**
Duke Street: Install double yellow lines to replace a section of single yellow lines adjacent to Mary Chapman Court;
- 3. Gaol Hill** **PL/TR/3329/737-9**
Change the existing 30 minute loading bay adjacent to the provisions market to a 15 minute maximum wait loading bay;
- 4. Magdalen Close** **PL/TR/3329/737-7**
reduce existing permit parking bay by 5 metres to enable operational access to the communal bin store
- 5. Magdalen Street** **PL/TR/3329/737-8**
introduce a double yellow line and at any time loading ban between Numbers 10 and 24 Magdalen Street;
- 6. Riverside (adj riverside path)** **PL/TR/3329/737-10**
change 20 metres of the existing bus stop/taxi rank on Riverside (adjacent to the floating restaurant) to a 30 minute loading bay between 4am and 9pm any day / taxi rank at all other times.
- 7. Saunders Court** **PL/TR/3329/737-3**
Saunders Court: add Saunders Court to the Eastern Controlled Parking Zone and install double yellow lines and permit parking bays within that court.
- 8. Thorpe Road** **PL/TR/3329/737-4**
Thorpe Road: install a section of double yellow line from the boundary of Nos. 198/200 Thorpe Road to the junction of Telegraph Lane East (north side only).
- 9. Waterloo Road** **PL/TR/3329/737-5**
install two 2 hour limited waiting bays outside Nos. 116 to 118 and Nos. 126 to 128 Waterloo Road.
- 10. Wessex Street** **PL/TR/3329/737-6**
Wessex Street: install a 30 minute limited waiting bay adjacent to the St Stephens Gate Medical Practice and a no stopping on school zig zag restrictions outside Bignold Primary School entrance opposite.

APPENDIX 2

Corrections to Traffic Regulation Orders

1. **Churchill Road**
Correct description of extent of double yellow line as installed on street
2. **Denbigh Road**
Correct description of extent of double yellow line as installed on street
3. **Dereham Road BRT**
Correct description of extent of double yellow line as installed on street
4. **Glendinning Road**
Correct description of extent of double yellow line as installed on street
5. **Friars Quay**
Correct description of permit parking bays as installed on street
6. **Magpie Road**
Correct description of extent of double yellow line as installed on street
7. **Norfolk Street**
Correct description of limited waiting bay as installed on street
8. **North Park Avenue**
Correct description of operating hours of permit parking bays as installed on street
9. **Plough Yard**
Remove reference to non operational permit parking bay
10. **St Mary's Plain**
Correct description of double and single yellow lines as installed on street
11. **Wingfield Road**
Correct description of double yellow lines as Aylsham Road not Wingfield Road.

Appendix 3 – Waiting restriction proposals: representations received (further representations if any to be submitted at March NHAC)

Location and proposal	Representation received	Officer response
<p>Corton Road 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. The controlled parking zone boundary would be changed so that all residents of Corton Road have access to Zone Y permits, Zone Z permit holders would be able to use a section of the new permit bays on Corton Road. 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>Objections:</p> <ul style="list-style-type: none"> • Corton Road will be excessively narrow with parking on both side of road • Vehicles turning into Corton Road from Bracondale may be prevented from safely leaving the main road • Corton Road is a vital link to City Road and adjacent residential roads and should remain wide enough to allow free flowing two way traffic, the proposal would create a long stretch of single lane road • Narrowing of Corton Road will cause problems when Lakenham Sports Ground is developed and traffic increases and puts cyclists at risk • Proposal not necessary; adequate availability of parking spaces for residents • Tree roots on west side force pedestrians to walk in the road • Request for double yellow lines at garage to be extended. • Disabled user issues about safety of Corton Road junction with Bracondale and tree roots in footway. <p>These objections have been made by Bracondale residents association, 4 residents of Bracondale, 1 resident of Milverton Road and 1 of The Shrubberies</p>	<p>Objections are mainly to be concerned by the narrowing of Corton Road and associated issues and risks, with lesser concern about the zone boundary being amended. At present Corton Road is approximately 7.7 metres in width, with parking on both sides this could reduce the running lane to approximately 3.7 metres. This is the minimum to allow for emergency service access, it would result in vehicles having to wait to allow for oncoming traffic to pass which can have a speed reduction effect. Such layouts are common in many residential areas in the city and this addresses the request made by residents, councillors and the MP for more permit parking in this area. Double yellow lines at the Bracondale junction will allow vehicles to pull off the main road and wait for oncoming vehicles to pass. A short section of double yellow line allows for cyclists to pull in if there was oncoming traffic. It is not justified to widen the yellow lines for a private garage as this results in loss of valuable parking. It is not feasible to safely provide permit parking bays on the bend of Corton Road. This proposal would not in our view be of detriment to disabled users of Corton Road.</p> <p>Proposal to be implemented as advertised.</p>

Location and proposal	Representation received	Officer response
Duke Street Double yellow lines: no waiting at any time Proposal: PL/TR/3329/737-2	None received as of 12 March 2014	Proposal should be implemented as advertised
Gaol Hill 15 minute loading bay: at any time Proposal: PL/TR/3329/737-9	<p>Objection:</p> <ul style="list-style-type: none"> 15 minute loading bay is inadequate time for day time loading for market traders particularly those with high volumes of bulky goods e.g. wholesale groceries. Other loading options are inconvenient. 30minute bay should be retained with more intensive parking enforcement. The Market is dying (several stalls on Gaol Hill are vacant). Parking abuse of the loading bay is not market traders fault but that of the general public, unfair to penalise traders. <p>Objections submitted by 2 market stall holders</p>	<p>The loading bay is currently enforceable due to the practical difficulty of observing if market traders are actively loading or unloading, especially when they use private cars. A shorter maximum wait of 15 minutes would make this bay self enforcing to the benefit of traders and customers. The bay is one of the most central and convenient in the city centre and as such is under very high levels of demand and abuse. There are no other practical options remaining and it is vital for the market to have freely available loading facilities throughout the working day.</p> <p>Where there is a clear need for loading to continue from a commercial vehicle to a market stall, civil parking enforcement may use discretion when enforcing a maximum wait time. Before 10am and after 5pm there is unrestricted loading time available to market traders on The Walk</p> <p>Proposal should be implemented as advertised</p>

Location and proposal	Representation received	Officer response
Magdalen Close Double yellow line: no waiting at any time Proposal: PL/TR/3329/737-7	None received as of 12 March 2014	Proposal should be implemented as advertised
Magdalen Street Double yellow line: no waiting at any time Double kerb flash: no loading at any time PL/TR/3329/737-8	<u>Support</u> <u>1) First Bus:</u> Significant delays to all First Bus services to the north city heading to and from the city centre via Magdalen Street are caused by the 'pinch point' in this location. First Bus reports 36 buses in both directions per weekday hour on this section of Magdalen Street, estimated daily passenger numbers: 8640. Other operators also use this route (P&R, County operators) 'We suffer delays at peak times by people parking cars and vans along Magdalen Street in contravention of existing restrictions... Clearly bus operators would benefit especially at peak times if Magdalen Street had fewer obstructions by 1-2 minutes per journey. If you multiply this figure per passenger journey you would gain somewhere between 4,000 and 8000 minutes.' <u>2) Norfolk County Council: Travel & Transport Unit</u> Park & Ride services to Norwich Airport and Sprowston operate in total 16 buses per hour (in both directions) via Magdalen Street. The Airport P&R service currently takes 25 minutes on average and Sprowston takes 23 minutes on average from Norwich bus station to the P&R terminii which compares poorly	Objections rejected, support noted: implement proposals at advertised Congestion at this pinchpoint on Magdalen Street during AM & PM peak hours and off peak (weekday and Saturday daytimes) is a cause for repeated delay for local and Park & Ride bus services serving the north city and county. This has a negative effect on the attractiveness of these bus services that are a core part of the 'Transport for Norwich' strategy. Enforcement of the extant no waiting at any time and peak hour loading bans has proven impossible due to repeated contraventions by local traders and their customers, civil enforcement officers have experienced repeated harassment and intimidation that has necessitated two person patrols, this is unreasonable for council staff to endure in the course of their duties and has imposed excessive costs upon the parking service to bear. The proposed restrictions seek to strengthen the waiting restrictions to eliminate ambiguity of enforcement of loading and time restricted waiting for all parties to make the restrictions self

Location and proposal	Representation received	Officer response
	<p>to similar services for Thickthorn that take 15 minutes. 'Being able to reduce journey times therefore would, I believe encourage more people to switch from private car to park and ride, when travelling into Norwich from the north'</p> <p><u>3) Local retailer</u> Supports proposal.</p> <p><u>Objections</u></p> <p><u>1) Restaurant owner</u> Proposed restrictions favour buses over local traders and customers that will cause inconvenience. Requests retention of single yellow line (opposite restaurant) as this provides parking for customers (customers do not arrive by bus) and off peak loading before 9.30am. Concerned about how proposed restrictions will affect the restaurant business and traders in the street overall.</p> <p><u>2) Retailer</u> Objection proposals: cannot load from rear of premises, proposed loading ban will negatively affect the operation of the furniture business. Furniture is bulky and heavy, I would have to load and unload on opposite side of road to business in the bus lane which is unsafe and inconvenient.</p> <p><u>3) Resident</u> Objection to loss of convenient loading facility</p>	<p>enforcing for the benefit of the many thousands of highway users and operation of city wide council parking services.</p> <p>Loading facilities for adjacent business and residents will remain either side of the proposed restriction at off peak times, some business on the west side can service their premises from the rear. Parking at off peak times for customers will also remain on Magdalen Street and at any time in the Colegate and St Saviours pay and display car parks. Parking services have attempted repeatedly to enforce extant parking and loading restrictions but report that these are repeated parking contraventions that parking enforcement has not deterred rendering these restrictions unenforceable on a day to day basis.</p> <p>On balance it is considered that the proposal is essential from a network management perspective to ensure that the city's core bus and park and ride services are kept on time and do not incur unreasonable delay. Without implementation of these restrictions the attractiveness of public transport will continue to be adversely affected thus undermining transport policy for the city to promote travel by other modes than the private car.</p>

Location and proposal	Representation received	Officer response
Riverside (adj riverside path opposite Rail Station) 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) Proposal: PL/TR/3329/737-10	None received as of 12 March 2014	Proposal should be implemented as advertised
Saunders Court Double yellow line: no waiting at any time Permit parking bay: permit holders only Mon – Sat 8am – 6.30pm Proposal: PL/TR/3329/737-3	Objection <ul style="list-style-type: none"> Concern that permit parking bays will reduce the amount of parking available to local residents. Residents own the freehold of the land under the parking bays and should have claim on them Objections made by 2 residents of St Leonards Road	Highway records indicate that Saunders Court was constructed and adopted in 1972, the highway may oversail private land in the subsoil. Therefore it is reasonable for parking controls to be installed on the adopted parts of Saunders Court. The proposal will ensure that parking is not abused by non permit holders, most adjacent properties are eligible for permit permits that will help ensure these parking spaces are available for their use. Proposal should be implemented as advertised
Thorpe Road Double yellow lines: no waiting at any time Proposal: PL/TR/3329/737-4	<u>Support</u> Yellow lines will improve visibility when exiting The Cumberland development, currently obscured by parked vehicles. 2 residents of Thorpe Road	Proposal should be implemented as advertised

Location and proposal	Representation received	Officer response
Waterloo Road Limited waiting bays: 2hours maximum (no return in 1 hour) Mon – Sat 8am – 6.30pm Proposal: PL/TR/3329/737-5	None received as of 12 March 2014	Proposal should be implemented as advertised
Wessex Street School zig zag markings: no stopping (at any time) Limited waiting bay: 30mins maximum no return in 30 mins (at any time) Proposal: PL/TR/3329/737-6	None received as of 12 March 2014	Proposal should be implemented as advertised