

## Norwich Highways Agency committee

**Date:** Thursday, 19 March 2020

**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

### For further information please contact:

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\* voting members

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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, 16 March 2020**

Petitions must be received must be received by the committee officer detailed on the front of the agenda by **10am on Wednesday, 18 March 2020**

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 - 12**

To agree the accuracy of the minutes of the meeting held on 19 December 2019

**5 Caernarvon Road Permit Parking Re-consultation**

**13 - 28**

**Purpose** - To advise members of the responses to the recent re-consultation in Caernarvon Road, following its exclusion from the recently installed permit parking scheme.

**6 Transport for Norwich – Experimental 20mph Speed Limit in the Eaton Area. Consideration to Make a Permanent Order**

**29 - 50**

**Purpose** - To consider the operation of the experimental 20mph speed limit in the Eaton area. Consideration to make

a permanent order.

**7 Proposed waiting restrictions on Aylsham Road – 51 - 62**  
**Consultation results**

**Purpose** - To consider all the responses from the consultation undertaken on changes to waiting restrictions on Aylsham Road and seek approval for implementation.

**8 Norwich Highways Agency committee**

To note that this is the last meeting of the Norwich Highways Agency committee

Date of publication: **Wednesday, 11 March 2020**





have had some influence on this decision. The church is getting some short stay spaces further up and so reversing the double yellows to accommodate. This means that Mitre will have its own car park and some short stays outside the church which should be more than adequate for the persons who use the Mitre. Officers have commented already that the short stays are not outside residential property but this does not take into account that actually they are opposite residential properties who currently are often able to use the space for parking due to having double yellows directly outside their own residential properties.

The council is also planning to put double yellows outside the gates of the Mitre Public House which will consume yet another space which will be a waste as the pub does not use the gate for vehicular access. Any deliveries or bin emptying or emergency services would park as far off the road as possible in front of the Mitre's car park. They would not park in front of the gates as it would be too narrow for them. The only outcome is the loss of a further space."

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

"Within a permit parking area there are always conflicting demands on the space available and in this particular area, there are a number of local businesses that would benefit from the provision of short stay parking in addition to the Mitre Public House. The short stay parking can also be used by residents' visitors without the need to display a permit.

This committee discussed this short section of short stay parking when it met in September as a local councillor raised the issue on behalf of local residents who wanted the spaces changed to permit parking. This committee agreed that the short stay parking should remain. The issue you now raise about the length of the yellow lines in this location was not raised at any point during the consultation.

The legal order to support the new permit scheme has now been made and signage is currently being installed across the new permit area. This includes the yellow lines on Earham Road and the short stay spaces adjacent to the Mitre public house. It is not possible to make changes now without a further consultation and another legal order. I do not consider that this is a worthwhile exercise for a few metres of double yellow line. The permit scheme, including the short stay bay and the yellow lines (assuming we have been able to paint them as they are weather dependant) will go live in January."

As a supplementary question, Mr Winterburn said that he appreciated that it was not the council's responsibility to provide a car parking space for everyone, but asked that the council reassessed the parking provision at this bay to two short stay parking spaces and reserve the remaining four for residents permit parking spaces. In reply, the transportation and network manager (Norwich City Council) said that the legal process for changes to traffic regulation orders was lengthy and expensive. The short stay parking bay had been provided following a full consultation and legal orders made, meaning it was impossible to change the proposals now. She also stated that there might be an opportunity to review the restrictions in a year's time.

## Q2: Bus services – Earlham Road

Mr Richard Gray, West Parade, asked the following question:

“Will the committee use its influence to ensure a balanced provision of services across Norwich and Norfolk? Specifically will it persuade konectbus to return Nos. 3 and 4 back to Earlham Road.?”

In September, konectbus unilaterally rerouted nos. 3 and 4 via Newmarket Road. Whilst understandable during the disruptive roadworks, this now means:

- (a) No direct bus from Earlham Road to either the hospital or the bus station;
- (b) First Bus No 26 is the only remaining service to and from the hospital and is overcrowded with students in the morning, making it impractical for those with disabilities;
- (c) No service to the hospital at all on Sundays;
- (d) No bus service at all on Earlham Road between the ring road and Fiveways;
- (e) Newmarket Rd now has 9 services running along it whilst Earlham Road with a larger population living just off it has one”.

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

“Thank you for your question regarding bus services 3 and 4 operated by konectbus. These services are run commercially with no financial input by the county or city councils, which means there is no local authority input to the routing and operation of these services. Other bus services operate in that area and we note the feedback that they are busy and can therefore be difficult to use, particularly for someone in a wheelchair. The county council is currently in discussion with konectbus to see if a solution can be found.”

By way of a supplementary question, Mr Gray explained that his son was a wheel chair user, who worked at the hospital and could not get on the buses because of overcrowding with students by the time the buses reached Earlham Road. He called on members to use their influence under the Bus Services Act 2017 through this committee and the Transforming Cities committee to correct “the nonsense” of nine services going down a parallel road to Earlham Road where there was now one very crowded service. In reply the chair explained that konectbus was a privately operated bus company and that the county council did not control the operation of its no 3 and 4 services. The local authorities could try and negotiate services with the company but could not force it. The vice chair explained that the Norwich Highways Agency committee would be holding its last meeting in March 2020 before being abolished. The Transforming Cities committee was a separate committee set up by the county council comprising representatives of the county council, city council, Broadland District Council, South Norfolk Council and the Local Enterprise Partnership and that this would oversee the delivery of the Transforming Cities Fund.

## 2. Declarations of Interest

There were no declarations of interest.

## 3. Minutes

**RESOLVED** to approve the accuracy of the minutes of the meeting held on 5 September 2019.

## 4. St Matthews Road Traffic Regulation Order

Councillor Price, Thorpe Hamlet ward councillor, addressed the committee with his objections to the proposal to allow permit parking to the residents of the new development in St Matthews Road because it would have a negative impact on existing residents. The development site should be permit free as it was within easy of the city, was “cycle friendly” and near to a car club bay. If it was a current application parking permits would not be permitted. Residents objected to the proposal for one permit per new dwelling and were concerned that visitor passes would exacerbate the pressure on parking within the permit parking zone. The proposal to apply parking permits to a new development was contrary to policy and could set a precedent. Car use should be discouraged to improve air quality.

In reply, the transportation and network manager referred to the report and said that the proposal would not set a precedent. The planning application had gone through at the time when the policy relating to parking permits for new builds in controlled parking zones had not been finalised. This was an exceptional circumstance. The development had stalled because of the removal of parking permits and difficulty to sell or rent properties without on street parking. The proposal was for six residential parking permits and the visitor passport scheme. There were 33 per cent of households in St Matthews Road who did not have cars (Census, 2011), which if this was applied to the new development would result in only four additional car parking passes. The proposal was therefore considered to be a reasonable compromise.

During discussion members took into account the number of parking spaces available within this controlled parking zone on Riverside Road, that the original planning permission had been made in good faith based on an assessment of parking spaces being available on street and that the retrospective application of the policy relating to new builds within controlled parking zones could be open to legal challenge. Other members commented that the developer should have been aware of the emerging policy at the time of the planning application. Another member suggested that there should be a compromise to remove the “visitor passes”. Members were advised that the proposal was already a compromise because only six residential passes were allowed rather than two residential passes per household.

The chair moved and the vice chair seconded the recommendations as set out in the report.

**RESOLVED**, unanimously (with all 4 voting members voting in favour) to:

- (1) approve the permit entitlement for 1a, 1b, 1c, 1d, 1e & 1f St Matthews Road as set out in the report;
- (2) ask the head of city development to implement the following restrictions as advertised the restricted parking permit entitlement for 1a, 1b, 1c, 1d, 1e, 1f St Matthews Road;
- (3) ask the head of city development services to advertise for consultation a proposal to convert a former limited waiting bay on St Matthews Road adjacent to the site at 66 Rosary Road for permit parking at any time; Appendix 2 plan number PLTR3329802-001
- (3) agree that any objections arising from this amendment TRO are determined by the Head of city development services, in discussion with the chair and vice chair of this committee

## **5. Proposed zebra crossing on Drayton Road – consultation results**

The vice chair said that he had been asked by City Councillor Huntley, Mile Cross ward councillor, on behalf of local residents if the zebra crossing could be moved to St Martin's Road junction with Drayton Road, close to the entrance to Wensum Park. In reply, the transportation and network manager said that this proposal had been raised as part of the consultation and that the same number of people crossed Drayton Road at both locations. There was no justification to move the proposed zebra crossing but there was potential to consider an additional crossing at St Martin's Road in the future to be part funded from a county councillor small highways improvements budget or the parish partnership scheme..

The chair moved and the vice chair seconded the recommendations as set out in the report.

**RESOLVED**, unanimously (with all 4 voting members voting in favour) to:

- (1) approve the proposed zebra crossing on Drayton Road and;
- (2) ask the head of city development services to:
  - (a) arrange the installation of the proposed zebra crossing on a raised table on Drayton Road by Stone Road as advertised: and,
  - (b) carry out the statutory legal procedures to finalise the traffic regulation order to extend the double yellow lines by 4m on the north side of Drayton Road, west of its junction with Stone Road as shown on plan No. PLA433 HD2 01.

## **6. Transport for Norwich City Centre Access and Experimental Cycle Contraflow**

During discussion, the transportation planner (Norwich City Council) referred to the report and answered questions. In relation to people with visual impairments, he

confirmed that both the Norfolk and Norwich Association for the Blind (NNAB) and the Royal National Institute of Blind People (RNIB) had been consulted and guidance had been sought from the Department for Transport. In reply to a further question, the transportation planner said that there was no proposal to conduct a follow-up consultation to evaluate whether people with visual impairments were not using the city centre because of the cycling provision. Implementation had gone relatively smoothly and signage would be continued to be monitored. Cambridge had utilised a comparable policy and other cities with Cycling City Ambition Grant (CCAG) funding have shown interest in adopting a similar approach. Members noted that it was not possible to record near misses.

Councillor Stonard, vice chair, raised the question of why Willow Lane had not been included in contraflow cycle facilities as it would be impacted from the changes in Ten Bell Lane and Cow Hill, had a blind corner, problem of fast drivers, was obstructed by refuge vehicles and bins, and had narrow pavements. The transportation planner said that Willow Lane would benefit from the increased permeability of cycling in this area and was parallel to Cow Hill. A separate road safety scheme was being considered for Willow Lane and illegal driving was a police matter. He acknowledged that Cow Hill could be congested at peak times.

A city councillor said that he was in favour of these schemes and suggested that in Europe coloured surfaces were used to demarcate cycle lanes. The transportation planner and transportation and network manager explained the signage that was proposed. Coloured tarmac had been used at Brazengate but was expensive to maintain in future years and was not suitable for cobbled surfaces.

Members also commented that cyclists needed to be mindful of other road users and ensure that they used lights when necessary. The chair pointed out that this was a police matter.

The chair moved and the vice chair seconded the recommendations as set out in the report.

**RESOLVED**, unanimously (with all 4 voting members voting in favour) to:

- (1) *note that the changes to cycle access within the pedestrianised areas and the new contraflow facilities that were installed permanently in October 2018 have operated safely and successfully;*
- (2) agree the improvements to the St Stephens Square contraflow arrangements detailed on the plan no. CCAG2-45-19-01 in Appendix 1.
- (3) ask the head of city development services to complete the statutory processes to make the contraflow cycle facilities in Cow Hill, Redwell Street, St Stephens Square (including Crooks Place) and Ten Bell Lane permanent

## 7. Car Club Expansion

At the vice chair's request the transport planner (Norwich City Council) explained that national statistics showed that shared car club vehicles removed around 7 to 15 vehicles from the road.

A member said that she welcomed the proposal to expand the car club and reduce private car ownership, but wondered about progress to provide electric vehicles. The transport planner explained that county wide provision of electric charging points was being looked at through the Transforming Cities committee. Hybrid vehicles were available on York Street and Goldsmith Street and transitional arrangements would be made for electric vehicles.

In reply to a members' question the transport planner explained that the car club purchased or leased vehicles as the scheme was developed. He explained that as the Traffic Regulation Order (TRO) process was cumbersome the proposal was to approve a batch of car club locations as outlined in the report and then implement these as funding for car club vehicles became available. The transportation and network manager confirmed that members were being asked to approve car club locations as set out in the recommendations, which would be provided at a rate of two to five spaces each at a time over the two years that the TRO was valid. She added that an application to the Department for Transport Future Mobility Zone funding had been made to expand the use of electric vehicles in the fleet.

**RESOLVED**, unanimously (with all 4 voting members voting in favour) to:

- (1) approve the car club locations listed below and ask the head of city development to implement the following restrictions as advertised:
  - **Avenue Road**  
(additional 1 car club space to existing single bay)
  - **Ber Street**  
(1 space car club bay)
  - **Britannia Road**  
(1 space car club bay)
  - **Borrowdale Drive**  
(1 space car club bay)
  - **Cavell Road**  
(1 space car club bay)
  - **Cecil Road**  
(2 space car club bay)
  - **Clarendon Road**  
(additional car club space to existing bay)
  - **Farmers Avenue**  
(1 space car club bay)
  - **Fishergate**  
(additional 1 car club space to existing single bay)
  - **Greyfriars Road**  
(Extend existing car club bay whilst retaining 2 car club spaces insitu)
  - **Ipswich Road**  
(in Eaton Rise parallel to main road) (1 space car club bay)
  - **King Street (south)**  
(additional 1 space)
  - **Mill Hill Road**  
(2 space car club bay)
  - **Mountergate**  
(2 space car club bay)
  - **Park Lane**  
(additional car club space to existing bay)
  - **Rye Avenue**  
(2 space car club bay)
  - **Scott Road**  
(2 space car club bay)

- **Southwell Road**  
(1 space car club bay)
- **St Giles Street (West)**  
(additional 1 space for existing car club bay)
- **Westwick Street**  
(2 space car club bay)
- **Woodgrove Parade**  
(1 space car club bay)

(2) agree not to implement the following car club parking bay locations:

- **Bishopgate**  
(2 space car club bay).
- **St Faiths Lane;**  
(2 space car club bay)
- **Waverley Road**  
(1 space car club bay)

CHAIR

**Report to** Norwich highways agency committee  
19 March 2020  
**Report of** Head of city development services  
**Subject** Caernarvon Road Permit Parking Re-consultation

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**Item**

**5**

### **Purpose**

To advise members of the responses to the recent re-consultation in Caernarvon Road following its exclusion from the recently installed permit parking scheme

### **Recommendation**

To:

- (1) note the responses to the permit parking consultation;
- (2) approve the inclusion of Caernarvon Road in the recently implemented permit parking scheme that operates Monday-Saturday, 8:00am to 6:30pm (8:00 to 18:30)
- (3) ask the head of city development services to complete the statutory processes to implement the permit parking bays in Caernarvon Road as shown on plan number PL/TR/3584440 in Appendix 1

### **Corporate and service priorities**

The report helps to meet the corporate priority Great neighbourhoods, housing and environment

### **Financial implications**

The installation costs of the scheme is through on-street parking charges. This additional consultation and implementation costs of the scheme in Caernarvon Road are estimated at £5,000.

**Ward/s:** Nelson

**Cabinet member:** Councillor Stonard - Sustainable and inclusive growth

### **Contact officers:**

Bruce Bentley, principal transportation planner

01603 212445

### **Background documents**

None

## **Background**

1. At your meeting on 5 September 2019, it was agreed to implement permit parking in the Welsh Streets area excluding Caernarvon Road following representations from residents there. The committee agreed that Caernarvon Road residents should, however, be given an opportunity to review the decision once the permit scheme had been implemented. The scheme considered at the time is shown on the plan in Appendix 1, and everything except the permit bays on Caernarvon Road has been implemented apart from some sections of lining where parked cars have prevented its completion.

## **The consultation**

2. The 113 households in Caernarvon Road that were excluded from the permit parking scheme when the extended permit area was installed were re-consulted with a closing date for responses of 24 February 2020. Residents were advised that either the existing unrestricted parking would become permit parking or that arrangements would remain as they were depending on the outcome of the consultation. The overall response rate from residents was 48 per cent and of those 74 per cent now say that they are in favour of permit parking.
3. Members will be aware that it is hoped to achieve a 50 per cent 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. Over 35 per cent of households said that they now wanted permit parking so that threshold was easily reached on this most recent consultation, and it is therefore recommended that permit parking is extended into Caernarvon Road.
4. Eight residents of other streets also responded to the consultation (seven in favour of permits and one against). Three of these appeared to have little relationship with the area, and left no comments. One was from a prospective resident of Caernarvon Road and three were from residents of Christchurch Road; all supporting the permit scheme. One resident from a street in the already permitted area objected to the extension.

## **Issues raised by residents of Caernarvon Road**

5. Other issues raised are detailed and listed in Appendix 2 together with an officer response.

## **Issues raised by residents of other streets**

6. The issues raised by non-residents are detailed and listed in Appendix 3 with officer comments

## **Next steps**

7. Should members agree the recommendations in this report, the extension of permit parking into Caernarvon Road will proceed in a timescale to be agreed with Norfolk County Council's contractor.

## Integrated impact assessment



**NORWICH**  
City Council

### Report author to complete

<b>Committee:</b>	Norwich Highways Agency Committee
<b>Committee date:</b>	19 March 2020
<b>Director / Head of service</b>	Andy Watt
<b>Report subject:</b>	'Welsh Streets' Area CPZ Extension
<b>Date assessed:</b>	4 March 2019
<b>Description:</b>	

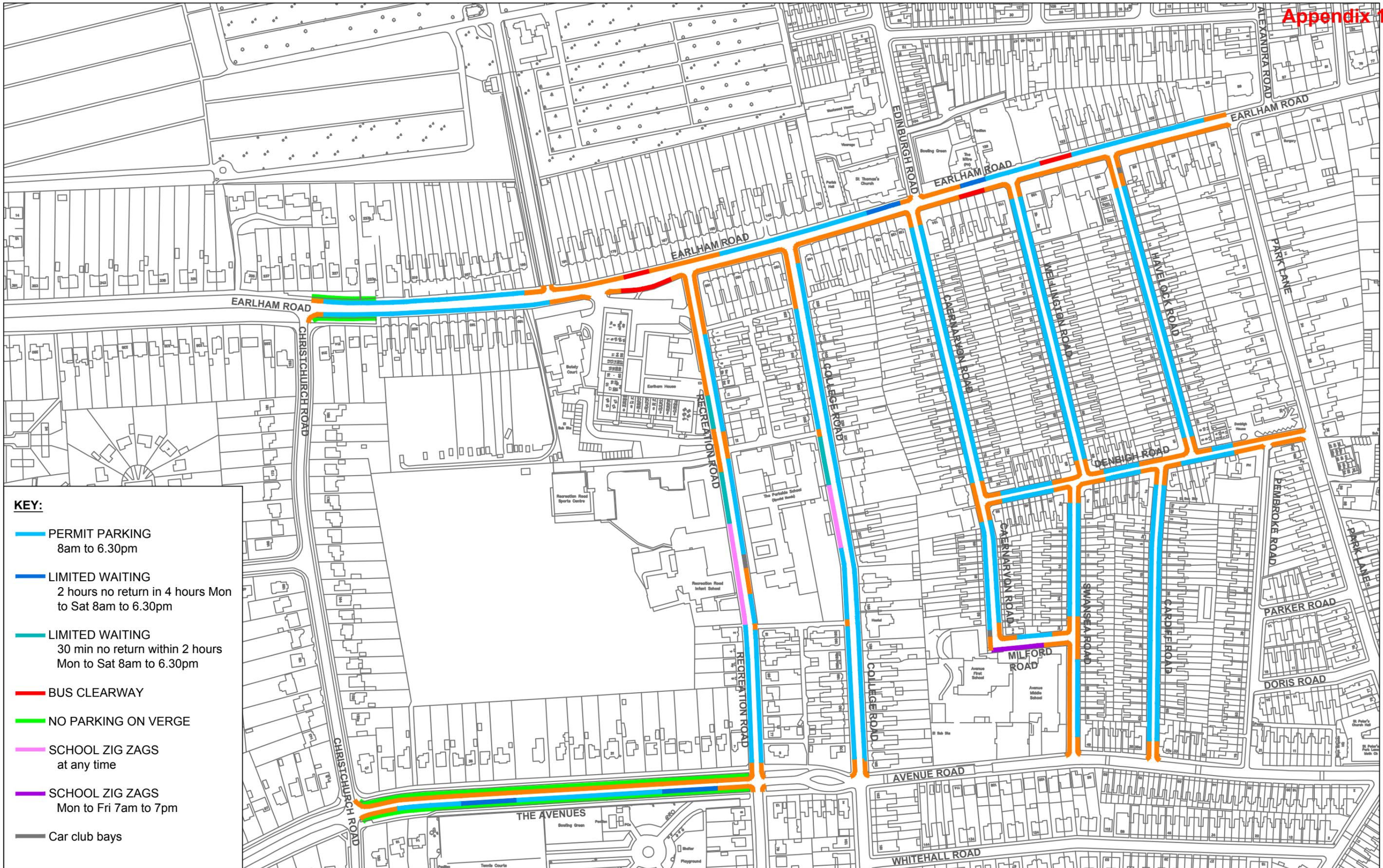
	Impact			
<b>Economic</b> (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Permit parking schemes cover their own operational costs
Other departments and services e.g. 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"/>	
<b>Social</b> (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
<b>Positive</b>
The proposal will reduce parking congestion in this part of the City and support NATS
<b>Negative</b>
N/A
<b>Neutral</b>
<b>Issues</b>
N/A





**KEY:**

- PERMIT PARKING  
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 PARKING ON VERGE
- SCHOOL ZIG ZAGS  
at any time
- SCHOOL ZIG ZAGS  
Mon to Fri 7am to 7pm
- Car club bays



**NORWICH**  
City Council

Title  
**SOUTH WESTERN CONTROLLED PARKING ZONE EXTENSION  
PROPOSED CHANGES  
Appendix 1**

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

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

No.	Date	Notes	REVISIONS	Int.	Ckd.

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



### Appendix 2 - Caernarvon Road responses

Issue Raised by those in favour of permit parking	Frequency	Officer Comments
Parking is an issue in the road now	24	This is captured in the overall responses to the proposals for permit parking here
Please complete the DY lines for access by refuse vehicles	2	These will be done as soon as we can. The weather and parked cars have made this difficult
Cannot now park in adjacent streets	2	We do not issue permits to residents who are outside permit parking areas
Some residents are in denial about the true situation in the street	2	All responses to the consultation are taken into account
Double yellow lines are excessive	2	The extent of the Double Yellow lines has been determined by the space needed for refuse and emergency service vehicles to negotiate the junctions
Car Club bay is unnecessary	2	The space will be filled in the next tranche of car club cars. It has been proven that the car club substantially reduces parking pressures as residents choose not to own their own vehicles.
Short stay spaces are unnecessary	1	These spaces are there for the benefit of adjacent non-residential users who have short term visitors
Parking is an issue in the evening	1	This is likely to be caused by resident parking that permit parking will not resolve
Residents who voted for permits should be allowed to apply for them for the adjacent streets if permits are not introduced	1	We do not issue permits to residents unless they are in the permit zone
Income from scheme should be used to fill potholes	1	The scheme only covers its operational costs. If there is a surplus, then this is used for transport improvements
We need electric buses	1	This is beyond the scope of a permit parking scheme

Appendix 2 - Caernarvon Road responses

<b>Issue Raised by those against permit parking</b>	<b>Frequency</b>	<b>Officer Comments</b>
Permits not needed, no parking issues	8	This is captured in the overall responses to the proposals for permit parking here
Too many double yellow lines	3	The extent of the Double Yellow lines has been determined by the space needed for refuse and emergency service vehicles to negotiate the junctions.
The car club space should be removed/ should have been put elsewhere	2	The space will be filled in the next tranche of car club cars. It has been proven that the car club substantially reduces parking pressures as residents choose not to own their own vehicles.
Do not want to pay/ can't afford a permit	2	The permit charges are kept to a minimum level solely to cover costs.
It's a money making exercise	2	The charges for permits cover solely the operational costs. This has been made clear to residents
Decision was not democratic	1	The response from residents formed the basis for the recommendations and the decision to install permit parking.
Residents won't be able to identify non-permitted vehicles if virtual permits are introduced	1	There will be a facility for residents to check this.
Should have been a straight yes/no vote	1	It was a straight yes/no question
Residents in other streets should have been included to see if they are happy with the new permit scheme	1	A majority of residents in the other streets were in favour of permit parking. Some had been campaigning for it for some time
Christchurch Road now has a parking problem	1	There are always edge effects when permits re introduced and we are clear about that.
Schools should provide parking/ car share	1	noted
More cars are now parked on the pavement	1	noted
Shouldn't have surveyed so soon	1	This was agreed at the Committee meeting in September
Short stay spaces shouldn't have been implemented in Milford Road	1	These spaces are there for the benefit of adjacent non-residential users who have short term visitors
Caernarvon Road should not have been re-consulted	1	It was agreed that residents would be consulted at the Committee meeting in September

Appendix 2 – Responses from residents of other streets

Issue Raised	Frequency	Officer Comments
Intending to move to Caernarvon Road and supports permit parking	1	noted
Agree Caernarvon Road should be re-consulted	1	noted
Christchurch Road should be offered permits	2	
There are traffic and parking issues on Christchurch Road now	2	There are always edge effects when permit schemes are introduced. In addition, there is potentially more traffic on Christchurch Road currently as a result of road works on the ring road
Permit Zone should be removed completely or made 24/7	1	

Appendix 2 - Caernarvon Road responses

<b>Issue Raised by those in favour of permit parking</b>	<b>Frequency</b>	<b>Officer Comments</b>
Parking is an issue in the road now	24	This is captured in the overall responses to the proposals for permit parking here
Please complete the DY lines for access by refuse vehicles	2	These will be done as soon as we can. The weather and parked cars have made this difficult
Cannot now park in adjacent streets	2	We do not issue permits to residents who are outside permit parking areas
Some residents are in denial about the true situation in the street	2	All responses to the consultation are taken into account
Double yellow lines are excessive	2	The extent of the Double Yellow lines has been determined by the space needed for refuse and emergency service vehicles to negotiate the junctions
Car Club bay is unnecessary	2	The space will be filled in the next tranche of car club cars. It has been proven that the car club substantially reduces parking pressures as residents choose not to own their own vehicles.
Short stay spaces are unnecessary	1	These spaces are there for the benefit of adjacent non-residential users who have short term visitors
Parking is an issue in the evening	1	This is likely to be caused by resident parking that permit parking will not resolve
Residents who voted for permits should be allowed to apply for them for the adjacent streets if permits are not introduced	1	We do not issue permits to residents unless they are in the permit zone
Income from scheme should be used to fill potholes	1	The scheme only covers its operational costs. If there is a surplus, then this is used for transport improvements
We need electric buses	1	This is beyond the scope of a permit parking scheme

Appendix 2 - Caernarvon Road responses

Issue Raised by those against permit parking	Frequency	Officer Comments
Permits not needed, no parking issues	8	This is captured in the overall responses to the proposals for permit parking here
Too many double yellow lines	3	The extent of the Double Yellow lines has been determined by the space needed for refuse and emergency service vehicles to negotiate the junctions.
The car club space should be removed/ should have been put elsewhere	2	The space will be filled in the next tranche of car club cars. It has been proven that the car club substantially reduces parking pressures as residents choose not to own their own vehicles.
Do not want to pay/ can't afford a permit	2	The permit charges are kept to a minimum level solely to cover costs.
It's a money making exercise	2	The charges for permits cover solely the operational costs. This has been made clear to residents
Decision was not democratic	1	The response from residents formed the basis for the recommendations and the decision to install permit parking.
Residents won't be able to identify non-permitted vehicles if virtual permits are introduced	1	There will be a facility for residents to check this.
Should have been a straight yes/no vote	1	It was a straight yes/no question
Residents in other streets should have been included to see if they are happy with the new permit scheme	1	A majority of residents in the other streets were in favour of permit parking. Some had been campaigning for it for some time
Christchurch Road now has a parking problem	1	There are always edge effects when permits re introduced and we are clear about that.
Schools should provide parking/ car share	1	noted
More cars are now parked on the pavement	1	noted
Shouldn't have surveyed so soon	1	This was agreed at the Committee meeting in September
Short stay spaces shouldn't have been implemented in Milford Road	1	These spaces are there for the benefit of adjacent non-residential users who have short term visitors
Caernarvon Road should not have been re-consulted	1	It was agreed that residents would be consulted at the Committee meeting in September

### Appendix 3 – Responses from residents of other streets

Issue Raised	Frequency	Officer Comments
Intending to move to Caernarvon Road and supports permit parking	1	noted
Agree Caernarvon Road should be re-consulted	1	noted
Christchurch Road should be offered permits	2	
There are traffic and parking issues on Christchurch Road now	2	There are always edge effects when permit schemes are introduced. In addition, there is potentially more traffic on Christchurch Road currently as a result of road works on the ring road
Permit Zone should be removed completely or made 24/7	1	

<b>Report to</b>	Norwich Highways Agency committee 19 March 2020	<b>Item</b>
<b>Report of</b>	Head of city development services	<b>6</b>
<b>Subject</b>	Transport for Norwich – Experimental 20mph speed limit in the Eaton area. Consideration to make a permanent Order	

### **Purpose**

To consider the operation of the experimental 20mph speed limit and decide if the Speed Restriction Order is to be made permanent.

### **Recommendation**

That the committee approves:

- (1) the 20mph speed limit in part of the Eaton area as shown on plan No. PL/TR/3763/74 and asks the head of city development services to carry out the statutory legal procedures to make it permanent;
- (2) the informal crossing point on Church Lane as shown on plan No. PEA029-001 and ask the head of city development services to arrange for it to be introduced.

### **Corporate and service priorities**

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

### **Financial implications**

The introduction of the informal crossing point and road signs / road markings for the permanent 20mph speed limit will cost £25,000, funded by the city cycle ambition grant from the Department of Transport that is held by the city council

**Ward/s:** Eaton

**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**

Church Lane pedestrian assessment report

# Report

## Background

1. On 20 September 2018, the committee approved the installation of permanent Speed Restriction Orders (SROs), in large areas of Norwich, some of which included traffic calming. This was part of the City Cycle Ambition Grant scheme to install 20mph speed restrictions around the Yellow and Blue Pedalways.
2. Consideration was given to the consultation response from many residents, Eaton Village Residents Association and the Eaton ward councillors who objected to the proposed traffic calming in Church Lane and Greenways. The committee decided to install an experimental 20mph speed limit without traffic calming in this particular area. This report covers the consultation responses received since the introduction of the experimental SRO was implemented, together with recent speed monitoring, to decide if the speed restriction should be made permanent.

## The Eaton area 20mph Speed Restriction Order

3. The SRO was published in the local press and on the council web site on 24 May 2019 and came into effect on 3 June 2019. The 20mph road signs were installed together with large poster signs to advise drivers of the change in speed restriction. There was a period of six months for anyone to comment or object to the Order becoming permanent. Norfolk Constabulary was directly contacted to inform them of the Order.
4. The area covered by the Eaton area experimental 20mph SRO is shown on plan No.PL/TR/3763/74 attached as appendix 1.

## Responses

5. In total 30 comments were received during the first six months of the experimental Order. Sixteen respondents agreed with the 20mph speed limit, 6 objected. The remaining respondents did not state an opinion on the 20mph, but commented on traffic in the Eaton area. A summary of responses is attached as Appendix 2.
6. Eighteen consultees reported that some drivers were exceeding the speed limit, especially on Church Lane and Greenways. Ten respondents specifically requested physical traffic calming. Four respondents, including the local ward councillors and the Eaton Village Residents Association, requested speed activated signs as a form of mild traffic calming but did not want physical traffic calming installed.
7. The reasons given by the 6 people who did not agree to the 20mph speed limit being made permanent were: there were no accidents when the speed limit was 30mph; car journeys will take longer; money will be better spent on other issues; and, the existing car parking already provides a natural traffic calming effect.
8. The Eaton Village Resident Association commented that they thought the council should have carried out a public awareness campaign about the new

20mph speed limits. They considered that this would help compliance. It was requested that speed activated signs and a zebra crossing on Church Lane, close to the shops and bus stops, should be installed. It was reported that there was a large body of support for the 20mph speed limit in Eaton village but they regularly received comments about the lack of compliance and the variable effectiveness of the scheme.

9. Councillor Judith Lubbock responded on behalf of the city and county councillors for Eaton ward, and made the following statement:

“We strongly believe that the 20 mph should remain in place and more time and help given to encourage motorists to reduce their speed in Church Lane and Greenways.”

The ward councillors believe that traffic calming in Church Lane or Greenways is unnecessary and would spoil the look of the area and make it difficult for the bus service. They requested speed activated signs on both Church Lane and Greenways to help with compliance and a city wide public information programme to educate drivers to understand the benefits of lower speeds. A pedestrian crossing was also requested on Church Lane close to the supermarket and bus stops to aid the many elderly residents that need to cross in this location.

10. The Norfolk Constabulary was contacted for its views on making this experimental speed restriction order permanent. The response stated that in essence, Norfolk Constabulary would welcome any form of speed limit where it is likely to assist in speed and casualty reduction. However, with a 20mph speed zone, sufficient traffic calming measures should be put in place to ensure that is self-enforcing and that the speed of vehicles is actually reduced in line with the displayed speed restriction. The police carried out some speed checks for 30 minutes on both Church Lane and Greenways and found that 74 per cent of vehicles were exceeding 24mph (the NPCC enforcement guideline of 20mph + 10% + 2mph) in Church Lane and 53 per cent in Greenways. This high percentage of non-compliant drivers is considered unacceptable and the police cannot support the continuation of the 20mph speed limit in both these locations unless appropriate traffic calming measures are put in to complement them, to ensure the speed of vehicles is brought down to an acceptable standard.

### Surveys

11. Automatic traffic counts (ATCs) were carried out in February 2020 in five areas that the monitoring had been previously carried out before the experimental 20mph was installed. The table below shows the results:

ATC location	Average speed February 2019	Average speed February 2020	Difference
Church Lane o/s 43	25.9 mph	23.8 mph	2.1 mph
Church Lane o/s 87	27.5 mph	23.6 mph	3.9 mph
Lindford Drive o/s 18	22.4 mph	20.6 mph	1.8 mph
Greenways o/s 40	29 mph	24.9 mph	4.1 mph
Greenways o/s 80	22.6 mph	20.4 mph	2.2 mph

12. The traffic speeds on Church Lane and Greenways were relatively consistent during the day, with higher speeds at night. Speeds at the weekend were also found to be very similar to traffic speeds on Monday to Fridays.
13. Road safety is important and the personal injury accident data held for the three years before the introduction of the experimental 20mph shows there was one personal injury accident on Church Lane involving a reversing vehicle and a pedestrian. In the seven months that the experimental 20mph SRO has been in operation, there have been no personal injury accidents recorded in the area covered by the Order.
14. As requested at the September 2018 meeting, a pedestrian crossing assessment on Church Lane by the St Andrew's church hall was carried out by the road safety team at Norfolk county council. In this assessment, road safety records were studied, traffic flows monitored and pedestrian flows surveyed. The conclusion of this report was that it was considered with regularly occurring gaps in traffic and the number of pedestrians crossing at this location a zebra crossing was not appropriate. However, it was proposed that an unofficial pedestrian crossing consisting of a raised platform north of the church hall entrance would be suitable, aid pedestrians crossing in this location, lower traffic speeds and raise drivers' awareness. The proposed raised table is shown on Plan No. PEA029-001, attached as appendix 3.

### **Considerations**

15. The majority of responses were in support of the 20mph speed limit, but there are concerns for the number of drivers who choose to ignore the speed limit, specifically in Church Lane and Greenways.
16. The main intention of the City Cycling Ambition Grant scheme is to improve the road environment by slowing traffic and encouraging more people to walk and cycle. Reports from the police and our own Automatic Traffic Counters (ATCs) have confirmed the two roads, where it was originally proposed to introduce traffic calming, still have traffic speeds in some areas above that desired for a 20mph speed limit. However, the traffic speeds have decreased considerably, giving benefit to all road users.
17. Electronic speed awareness signs have been requested, but these work best in roads where the majority of traffic is through traffic. In areas such as this contained road network in Eaton, most drivers are local or frequent visitors to places such as Eaton primary school, the signs would eventually be disregarded. Permanent interactive speed signs also add to the maintenance and electricity bills for Norfolk County Council at a time when these budgets are under significant pressure.
18. Physical traffic calming has been requested by some residents and the police. However, the ward councillors and residents' association are against any form of physical traffic calming. If it were to be considered, a basic scheme of traffic cushions in Church Lane and Greenways would cost in the region of £60,000. This is not considered to be value for money, especially as the majority of

people who have responded to the consultation and the local ward members do not want traffic calming introduced.

19. It is acknowledged, that the police would prefer physical traffic calming on both Church Lane and Greenways. However, with the introduction of 20mph roundel road markings drivers will be made more aware of the restriction. The raised table pedestrian crossing on Church Lane will help to slow traffic on this section of Church Lane.
20. The traffic speeds recorded on the ATCs are very close to speeds we would accept to introduce a 20mph speed limit, acknowledging that the areas chosen for speed survey were specifically where the roads are straight and wide so traffic is going faster. It is, therefore, proposed to implement the experimental 20mph order on a permanent basis.

### **Conclusion**

21. It is recommended to install the proposed raised table on Church Lane, north of the entrance to the church rooms as on Plan PEA029-001 and make the whole area of the existing experimental 20mph into a permanent 20mph speed limit. This will also include removing the existing 20mph poster signs and painting 20mph roundels in selected locations.

## Integrated impact assessment



**NORWICH**  
City Council

### Report author to complete

<b>Committee:</b>	Norwich Highways Agency Committee
<b>Committee date:</b>	19 March 2020
<b>Director / Head of service</b>	Andy Watt, head of city development services
<b>Report subject:</b>	Transport for Norwich – Experimental 20mph speed limit in the Eaton area. Consideration to make a permanent Order.
<b>Date assessed:</b>	24/02/2020

	Impact			
<b>Economic (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Finance (value for money)</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme is viewed as value for money.
<b>Other departments and services e.g. office facilities, customer contact</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
<b>ICT services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
<b>Economic development</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme helps to encourage sustainable travel to benefit the city and all who live and work in the city.
<b>Financial inclusion</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme promotes and encourages cycling which is a low cost form of transport, widely accessible to most.
<b>Social (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Safeguarding children and adults</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme promotes road safety for all road users and seeks to improve facilities for both cyclists and pedestrians.
<b><u>S17 crime and disorder act 1998</u></b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
<b>Human Rights Act 1998</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments

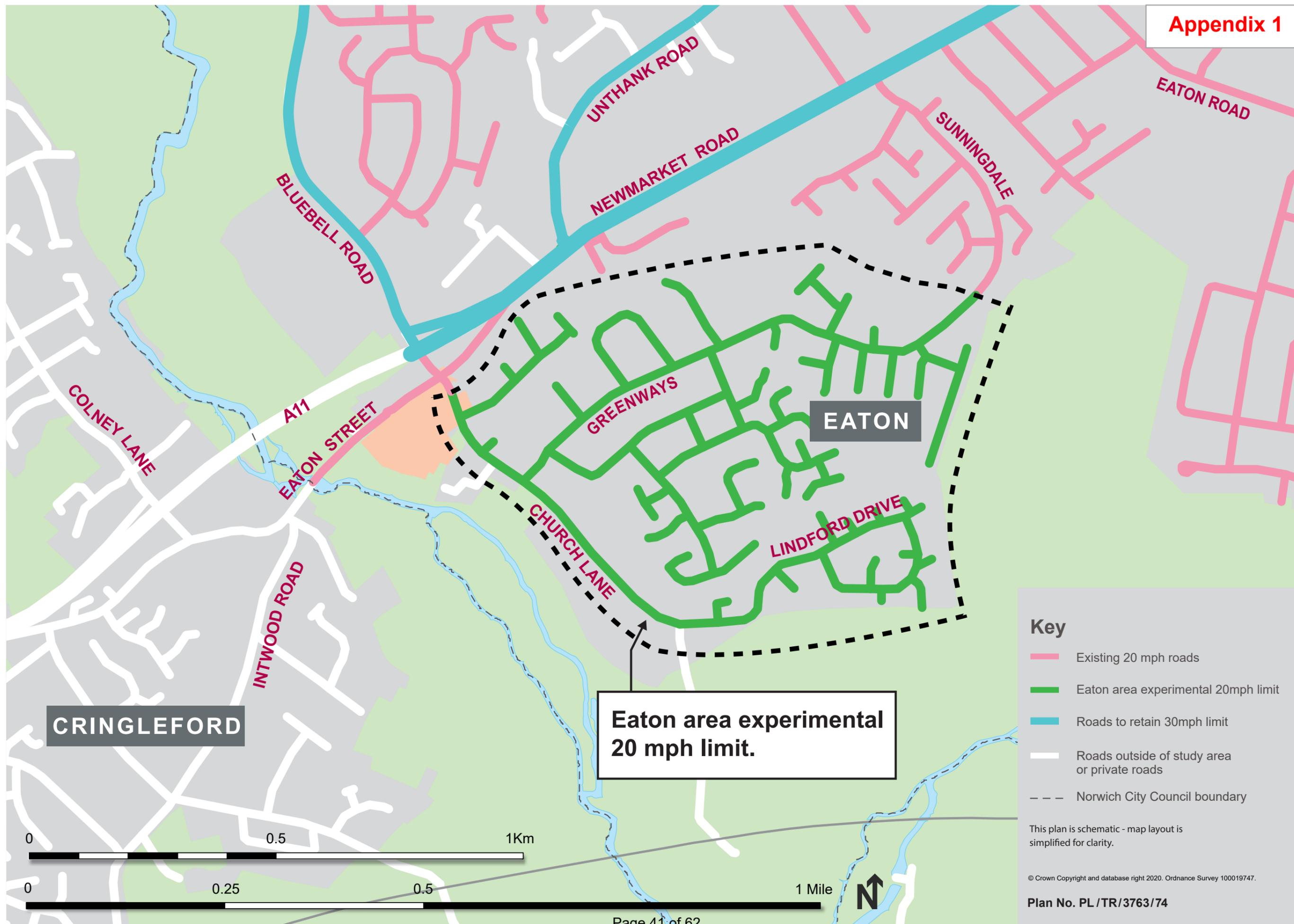
	Impact			
<b>Health and well being</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed 20mph speed limit will help to encourage more walking and cycling which has been shown to benefit health. If drivers are encouraged to walk or cycle for some of their shorter journeys, these individuals will not only improve their own wellbeing, but produce less pollution into the environment.
<b>Equality and diversity (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Relations between groups (cohesion)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
<b>Eliminating discrimination &amp; harassment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
<b>Advancing equality of opportunity</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme aims to improve facilities for all cyclists and pedestrians and increase road safety for all road users.
<b>Environmental (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Transportation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme helps to meet the corporate priority of a safe, clean and low carbon city. Improving facilities for sustainable modes of transport.
<b>Natural and built environment</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will help the natural environment by encouraging people to cycle or walk instead of using motorised travel, thereby reducing air pollution.

	Impact			
<b>Waste minimisation &amp; resource use</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Pollution</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will help improve air quality by encouraging non motorised forms of travel
<b>Sustainable procurement</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
<b>Energy and climate change</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will help the natural environment by encouraging people to cycle or walk instead of using motorised travel, thereby reducing the use of fossil fuels. This in turn will help to reduce transport effects on climate change.
<b>(Please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Risk management</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The scheme is safety audited to ensure that the measures implemented create a safe environment.

Recommendations from impact assessment	
<b>Positive</b>	
	The scheme should be installed as in attached report.
<b>Negative</b>	
	No specific comments

<b>Neutral</b>
No specific comments
<b>Issues</b>
No specific comments





**Key**

- Existing 20 mph roads
- Eaton area experimental 20mph limit
- Roads to retain 30mph limit
- Roads outside of study area or private roads
- Norwich City Council boundary

This plan is schematic - map layout is simplified for clarity.

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Plan No. PL/TR/3763/74

**CRINGLEFORD**

**EATON**

**Eaton area experimental 20 mph limit.**

0 0.5 1Km

0 0.25 0.5 1 Mile



Appendix 2 – responses during experimental order period

Responder address	Responder	20mph		Reports some drivers speeding	Would like		Comments	Officer comments
		Agree	Not agree		Inter-active signs	Traffic calming		
Abinger Way	Resident		x				The 20mph speed restriction means car journeys take longer, it is unnecessary.	The 20mph speed limit is to make the road environment more pleasant for all road users including pedestrians and cyclists. The extra minute or so for motorised travel is not considered inappropriate.
Abinger Way	Resident		x				There are no road accidents in Eaton, 30mph is adequate.	The proposed 20mph speed limit is not purely for road safety, it is as mentioned above, to make the road environment more pleasant for all road users.
Amderley Drive	Resident	x		x			Parents driving to the local school often speed. 20mph signs are not easy to see.	Please see report. The appropriate signs as recommended by the Department for Transport are installed for the 20mph speed limit.
Chestnut Hill	Resident	x		x		x	Additional signing, traffic calming measure or warning light would be useful on Church Lane near Waitrose.	Please see report

Appendix 2 – responses during experimental order period

Responder address	Responder	20mph		Reports some drivers speeding	Would like		Comments	Officer comments
		Agree	Not agree		Inter-active signs	Traffic calming		
Chestnut Hill	Resident	x		x		x	Many drivers are ignoring restriction. Traffic calming and roundels needed on Church Lane.	Please see report
Church Lane	Resident	x		x			Traffic speeds have slowed but more signage such as 20mph roundels are needed.	Please see report
Church Lane	Resident			x		x	Traffic often speeds on Church Lane.	Please see report
Church Lane	Resident	x		x		x	Much more clear signing is needed.	Please see report
Ebbisham Drive	Resident			x			Further measures are not needed in Eaton.	Please see report
Ellicar Rise	Resident			x		x	Without traffic calming drivers will continue to ignore 20mph restriction.	Please see report
Greenways	Resident	x		x		x	Suggests speed cushions, 20mph roundels on Greenways.	Please see report
Greenways	Resident			x	x		Would like a zebra crossing on Church Lane	A pedestrian crossing assessment has been carried out and is discussed in the report.
Greenways	Resident	x		x		x		

Appendix 2 – responses during experimental order period

Responder address	Responder	20mph		Reports some drivers speeding	Would like		Comments	Officer comments
		Agree	Not agree		Inter-active signs	Traffic calming		
Marston Lane	Resident	x		x		x	Enforcement would help compliance.	Please see report
Nutfield Close	Resident	x					The cost of traffic calming would be best spent on the homeless and poor.	The budget for this scheme is from government specifically for transport improvements and cannot be spent on other issues.
Parsons Mead	Resident	x		x	x		Needs enforcement, a raised table on Church Lane would be effective.	Please see report
Parsons Mead	Resident			x			The speed restriction needs enforcement.	Please see report
off Greenways	Resident	x					Suggests a raised table in Church Lane and 20mph roundels.	Please see report
Not given	Resident		x				There were no accidents when it was 30mph, better spend money on road maintenance.	Please see report for accident data. The budget given for this scheme cannot be spent on general road maintenance.
Not given	Resident	x		x			Needs enforcement	Please see report.
Not given	Resident			x				

Appendix 2 – responses during experimental order period

Responder address	Responder	20mph		Reports some drivers speeding	Would like		Comments	Officer comments
		Agree	Not agree		Inter-active signs	Traffic calming		
Not given	Resident	x					The wide straight parts of Church Lane and Greenways should be returned to 30mph. The other smaller roads should remain as 20mph.	This approach is possible, but it does not give a whole area approach for the speed limit.
Not given	Resident					x	Suggests 20mph roundels on roads and needs enforcement.	Please see report
Not given	Resident		x				A 30mph that is enforced would be better. A raised table outside Waitrose is not needed as they cause problems for emergency vehicles and cyclists, a crossing may be useful.	Please see report
Not given	Resident	x					Suggests parking restrictions would help bus drivers.	We have not been informed by the bus companies that there is a problem with parked cars in this area. This could be considered at a later date if we are contacted by the bus companies.

Appendix 2 – responses during experimental order period

Responder address	Responder	20mph		Reports some drivers speeding	Would like		Comments	Officer comments
		Agree	Not agree		Inter-active signs	Traffic calming		
Not given	Resident		x				The existing parked vehicles provide a natural speed reduction.	It is correct that parked cars do slow traffic down but to work efficiently they need to be organised and permanent.
Not given	Resident			x		x	Delivery drivers often speed. The speed signs are ignored.	Please see report.
Not given	Resident		x				Church Lane and Greenways are wide and straight, a 20mph is not needed.	It is true the roads are easy to drive on at 30mph, however to make the road environment better for pedestrians, cyclists and residents it is important to bring the traffic speed down.
Eaton Village RA	Chris Stebbing	x		x	x		Suggests the council advertises 20mph speed limits more and encourage drivers to comply. Would like to see a zebra crossing on Church Lane close to the shops.	Please see report.

Appendix 2 – responses during experimental order period

Responder address	Responder	20mph		Reports some drivers speeding	Would like		Comments	Officer comments
		Agree	Not agree		Inter-active signs	Traffic calming		
City and County ward cllrs	Cllr Lubbock	x			x		Do not support traffic calming in Church Lane or Greenways. Would like a pedestrian crossing on Church Lane close to the supermarket and bus stop.	Please see report.
Total	30	16	6	18	4	10		

Raised table  
(75mm high)  
with 6m plateau

Relocate existing  
southbound bus stop  
from existing position



CHURCH LANE

Church  
Access

10

12

14

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Survey 100019340



DRAWING TITLE  
Eaton Church Lane  
Proposed Pedestrian Crossing  
Raised Table

**Tom McCabe**  
Executive Director of  
Community and Environmental Services  
Norfolk County Council  
County Hall  
Martineau Lane  
Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

SURVEYED BY	INIT.	DATE	DRAWING No.
OS	OS	2019	PEA029-001
DESIGNED BY	JF	06/2019	PROJECT TITLE
DRAWN BY	JF	06/2019	Eaton Church Lane
CHECKED BY	KJA	06/2019	Proposed Pedestrian Crossing
			SCALE
			1: 200 @ A4
			FILE No.
			PEA029



<b>Report to</b>	Norwich Highways Agency committee 19 March 2020	<b>Item</b>  <b>7</b>
<b>Report of</b>	Head of city development services	
<b>Subject</b>	Proposed waiting restrictions on Aylsham Road – Consultation results.	

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### **Purpose**

To consider all the responses from the consultation undertaken on changes to waiting restrictions on Aylsham Road and seek approval for implementation

### **Recommendation**

To:

- (1) approve the installation of 7m of double yellow lines outside No. 37 Aylsham Road as shown on plan number 15-HD-23-04A;
- (2) ask the head of city development services to complete the necessary statutory legal process required to implement the traffic regulation order associated with the new no waiting at any time restriction.

### **Corporate and service priorities**

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

### **Financial implications**

The cost associated with securing and implementing this restriction is £2000 funded by the bus stop infrastructure budget held by Norfolk county council.

**Ward/s:** Mile Cross

**Cabinet member:** Councillor Stonard - Sustainable and inclusive growth

### **Contact officers**

John Gates, Transportation & highways technical assistant, 01603 212462

Linda Abel, senior transportation planner 01603 212190

### **Background documents**

None



# Report

## Background

1. In November 2019 a complaint was received from a member of the public about the problem of parked vehicles blocking the bus stop outside no. 37 Aylsham Road. The bus stop with a raised access platform is located within the residents permit parking area 'Zone J'. These parked vehicles prevent buses and passengers from using the existing raised access platform at the bus stop. An article by the chair of the Norwich Society as published in the EDP on the 26 October 2019, highlighted the same problem.
2. An inspection concluded that the best way to solve this problem with the least disruption to residents would be to extend the existing double yellow lines by 7 metres to protect the bus stop, reducing the length of permit parking also by 7 metres.

## Consultation

3. The necessary consultation adverts were published in the Eastern Evening News on 17 January 2019. Road notices were also 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 11 February 2020.
4. In total 3 households responded, all of which objected to the loss of on-street parking, 2 of the 3 responding households questioned if the bus stop was required, and 1 of the 3 responding households suggested that the bus stop should be removed all together and relocated nearer Edmund Bacon Court. A summary of the responses and officer comments are set out in Appendix 2.

## Officer comments

5. The A1402 Aylsham Road is a key northern 'A class' access route to and from the city centre. First Group are the largest bus operator running 10-15 services past this bus stop per hour and reported on average 263 passengers board bus services at this bus stop per week.
6. Vehicles displaying a valid parking permit are currently entitled to park at the bus stop as there is no current restriction to prevent this; however this is against The Highway Code.
7. It is understood that the removal of 7 metres of residents' parking (just over 1 vehicle), is not welcomed by some nearby residents, but this has to be considered in balance to the benefit for the community who need access to the bus services.
8. It is likely that removing the problem of parked vehicles at the bus stop would help to improve the reliability and service for bus passengers using the bus stop as well as making the bus stop accessible for the less mobile. It is possible that more passengers would board the bus from this location if the raised access platform is accessible for all.

## **Conclusions**

9. It is recommended that the extension of the existing double yellow lines by 7 metres and the necessary legal document changes to make these road markings enforceable be approved. This will deter the problem from continuing and help to improve bus services at this location for the local community.

## Integrated impact assessment



**NORWICH**  
City Council

### Report author to complete

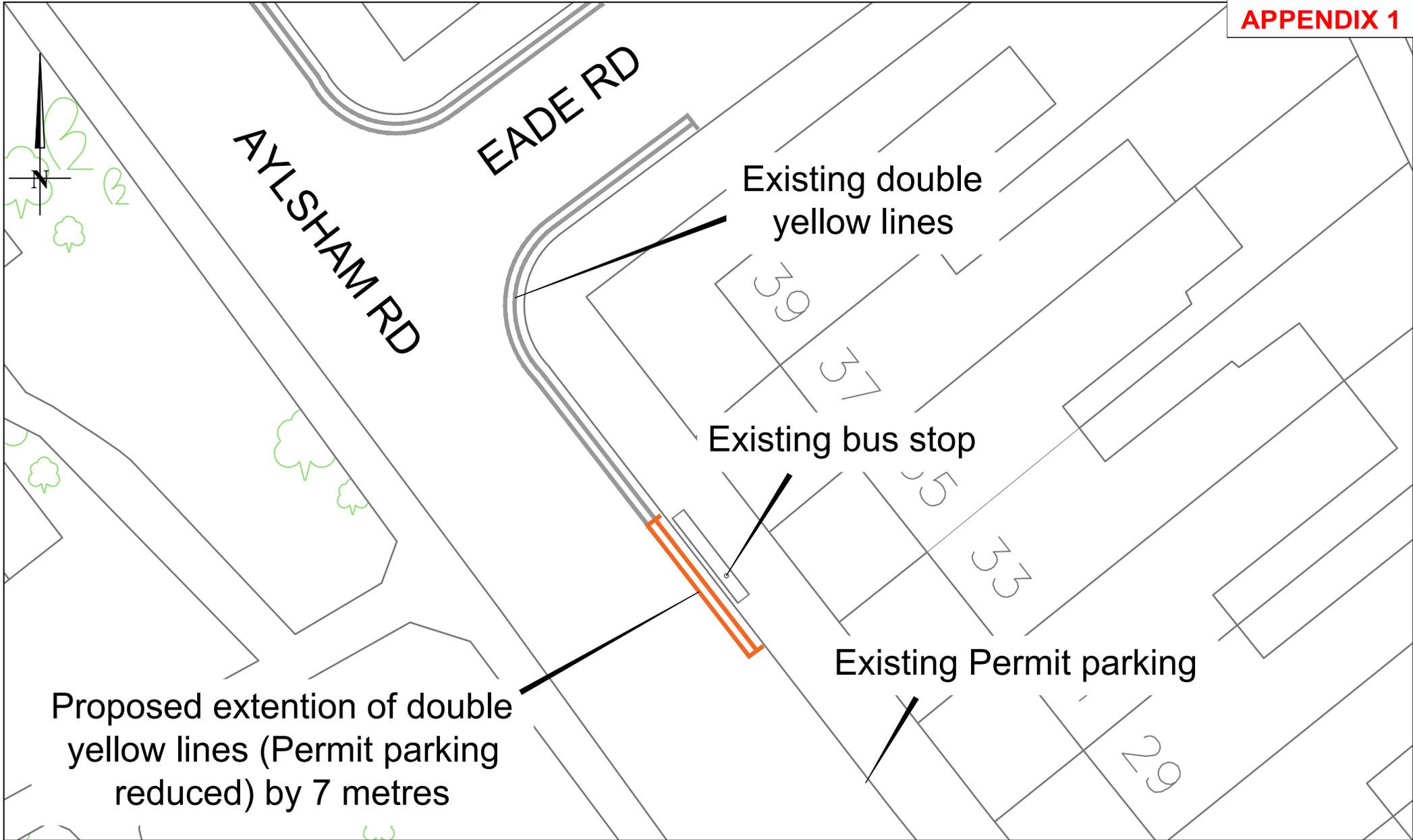
<b>Committee:</b>	Norwich Highways Agency Committee
<b>Committee date:</b>	19 March 2020
<b>Director / Head of service</b>	Andy Watt
<b>Report subject:</b>	Proposed waiting restriction on Aylsham Road – consultation results and consideration of instalment
<b>Date assessed:</b>	24/02/2020

	Impact			
<b>Economic</b> (please add an 'x' as appropriate)	Neutral	Positive	Negative	<b>Comments</b>
<b>Finance (value for money)</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This low cost response to bus service problems will provide cost effective solutions.
<b>Other departments and services</b> e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>ICT services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Economic development</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Financial inclusion</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Social</b> (please add an 'x' as appropriate)	Neutral	Positive	Negative	<b>Comments</b>
<b>Safeguarding children and adults</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	These waiting restrictions will improve access to bus services.
<b><u>S17 crime and disorder act 1998</u></b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Human Rights Act 1998</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Health and well being</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	These waiting restrictions will improve access to bus services, encouraging sustainable travel.

Equality and diversity (please add an 'x' as appropriate)	Impact			Comments
	Neutral	Positive	Negative	
Relations between groups (cohesion)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By making the bus stop accessible, the use of the bus services will be more pleasant and reduce conflict between passengers and vehicle owners.
Eliminating discrimination & harassment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By making the bus stop more accessible for all, the less mobile will not be prevented from using public transport.
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Buses provide travel for people who do not own private vehicles, helping residents to travel for work or education and therefore increasing their opportunities.
<b>Environmental</b> (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 support sustainable bus travel options.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The management of parking will support sustainable bus travel options – encouraging the use of public transport reduces the number of private vehicles on the road, which helps reduce pollution.
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"/>	The management of parking will support sustainable bus travel options – encouraging the use of public transport reduces the number of private vehicles on the road, which helps reduce pollution.

	Impact			
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"/>	The management of parking will support sustainable bus travel options – encouraging the use of public transport reduces the number of private vehicles on the road, which helps reduce pollution.
<b>(Please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment	
<b>Positive</b>	
	The proposed waiting restrictions will support sustainable bus travel options for all.
<b>Negative</b>	
	Loss of resident permit parking space by 7 metres for residents in zone J.
<b>Neutral</b>	
<b>Issues</b>	



Title  
PB2012 Bus Infrastructure Schemes

Scheme proposal  
Aylsham Road

No.	Date	Notes	REVISIONS	Int.	Ckd.
A	01/2020	Anno and G Nelson		JG	LA

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Date	Scale(s)
March 2016	Not to scale
Drawn By	Designed By
PW	LJA
Checked By	NEG. No.
LJA	
DWG. No.	
15-HD-23-04A	

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Respondent location	Agree/ Object	Comments	Officer comments
Aylsham Road	Object	<p>We have very limited parking as it is... problematic if we have to park far away... often cars are parked outside our stretch who do not live in one of the houses... Cars often park on the double yellows, or sometimes overhanging as there often is NO OTHER OPTION... this is not a suitable spot for a bus stop... perhaps the bus stop could be moved to the stretch further down the hill... / please consider that you move the bus stop closer to Penn Grove stop and place it somewhere near the Edmund Bacon Court retirement housing... the stop outside our house is an anomaly. It clearly should be placed opposite Stop ID: NFODJPGA which is 144m up the road... / In the last couple of years there have been two accidents that I know of caused by cars pulling out of Eade road on to Aylsham road... It would also place opposite the bus stop going outwards which is obviously the correct placement... From what you have said I understand the situation to be that you are suggesting the cheapest option and not the best option.</p>	<p>There is no requirement for the council to guarantee parking outside of an entitled property or within a zone. The measures reduce parking pressure from non residents. Without this there may be even less parking space for residents and less equality. Parking on double yellow lines is against The Highway Code and enforceable by a Penalty Charge. The location of the bus stop is not an anomaly and well used (approximately 263 passengers board per week at this location). Bus operators and passengers have not requested the stop be moved. There are no police recorded accidents in the past 3 years at the junction. The proposed solution balances the needs of parking and those of the local community for sustainable public transport.</p>

Appendix 2 – Responses to consultation

Respondent location	Agree/ Object	Comments	Officer comments
Aylsham Road	Object	<p>...need safe access in and out of cars within a reasonable walking distance from heir properties... I would suggest that a wider traffic calming approach is carried out on the stretch... provide data on how often the Bus Stop outside 35-37 is used as I understand this to be a 'non essential' stop... Is this stop actually required?</p>	<p>There is no requirement for the council to guarantee parking outside of an entitled property or within a zone. The measures reduce parking pressure from non residents. Without this there may be even less parking space for residents and less equality. Traffic calming is beyond the scope of this work and budget. First Group have responded that there are approximately 263 passengers boarding their services per week at this location. The bus stop is well used and there are no plans for this to be removed or relocated at this time.</p>
Unspecified/Aylsham Road	Object	<p>There are 8 houses in this terrace... At present, there is only sufficient parking spaces for 7, 4 wheeled vehicles, as a result of this additional restriction you are reducing the available parking spaces to 5... Please advise where you will be providing the additional 2 parking places... please advise me regarding where I can park my vehicle when all the other J Area parking spaces in this section of Aylsham Road and the top end of Eade Road and Patteson Road are occupied.</p>	<p>There is no requirement for the council to guarantee parking outside of an entitled property or within a zone. The measures reduce parking pressure from non residents. Without this there may be even less parking space for residents and less equality. There is additional scope for parking on Eade Road and Pattinson Road in addition to those spaces as mentioned on Aylsham Road.</p>

