

Norfolk County Council

Record of Individual Cabinet Member Decision

Responsible Cabinet Member: Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure & Transport)

Background and Purpose:

In December 2019, the Council was requested to promote changes to the existing parking restrictions within Brundall.

The new amendments to parking restrictions are being promoted to reduce congestion and increase the safety of all highway users within Brundall.

Formal consultation, including public notices in the local newspaper and notices on site was carried out between the 11th December and the 12th January 2021.

Prior to formally advertising the TRO, statutory consultees were consulted on the proposal. The consultees included the local County Councillor, Highway Engineer, District Council, KonectBus and emergency services who would be affected by the proposed TRO.

Support was received from Norfolk Constabulary and the local County Councillor and Brundall Parish Council.

Decision:

1. To implement the waiting restrictions as detailed by the Traffic Regulation Order in Appendix B and in accordance with the plan in Appendix D.

Is it a key decision? No

Is it subject to call-in? YES

If Yes – the deadline for call-in is: 4pm, Friday 5 November 2021

Impact of the Decision:

As detailed in the attached Report.

Evidence and reason for the decision:

As detailed in the attached Report.

Alternative options considered and rejected:

As detailed in the attached Report.

Financial, Resource or other implications considered:

As detailed in the attached Report.

Record of any conflict of interest:

None

Background documents:

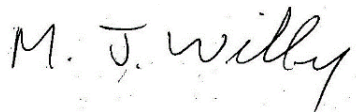
- Appendix A - Consultation Plan
- Appendix B -Traffic Regulation Order
- Appendix C - Comments received with Officer comments.
- Appendix D - Proposed Traffic Regulation Order Plan

Date of Decision: 28 October 2021

Publication Date of Decision: 29 October 2021

Signed by Cabinet Member:

I confirm that I have made the decision set out above, for the reasons also set out.

A handwritten signature in black ink, appearing to read 'M. J. Wilby', is written over a faint, dotted grid background.

Print name: Cllr Martin Wilby

Date: 28 October 2021

Accompanying documents:

Report to Cabinet Member - Brundall - Brundall Primary School - New Waiting Restrictions

Once you have completed your internal department clearance process and obtained agreement of the Cabinet Member, send your completed decision notice together with the report and green form to committees@norfolk.gov.uk

Individual Cabinet Member Decision Report

Item No:

Report Title: Brundall - Brundall Primary School - New Waiting Restrictions

Date of Meeting: N/A

Responsible Cabinet Member: Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure & Transport)

Responsible Director: Tom McCabe (Executive Director, Community and Environmental Services)

Is this a Key Decision? No

If this is a Key Decision, date added to the Forward Plan of Key Decisions: N/A

Executive Summary

The reports sets out details of proposed waiting and loading restrictions near Brundall Primary School which aim to reduce traffic congestion and improve safety for all highway users, including school children, pedestrians and cyclists.

Recommendation:

1. To implement the waiting restrictions as detailed by the Traffic Regulation Order in Appendix B and in accordance with the plan in Appendix D.

1. Background and Purpose

- 1.1 Brundall Parish Council raised concerns about traffic congestion/parking problems and safety near Brundall Primary School, particularly at school times. Parking in close proximity to driveways and junctions was restricting visibility and creating conflict between vehicles accessing residential properties and junctions.

- 1.2 The Parish Council offered proposals to address this, supported by Norfolk Constabulary, Brundall Parish Council and the Local Member, Cllr Andrew Proctor.

2. Proposal

- 2.1 The proposals are to amend waiting and loading restrictions on roads near Brundall Primary School. These were consulted on as per the drawing in Appendix A.

3. Impact of the Proposal

- 3.1 If the 'At Any Time' waiting restrictions are implemented as advertised this will mean directly affected frontages will no longer be able to park on the highway with the exception of loading/unloading and blue badge holders. However, this is mitigated by the fact that most affected properties have adequate off-street parking.
- 3.2 Safety will be improved for all highway users, especially those accessing Brundall Primary School.

4. Evidence and Reasons for Decision

- 4.1 The proposals were requested by Brundall Parish Council and received support from Norfolk Constabulary, Brundall Parish Council and the Local Member, Cllr Andrew Proctor.
- 4.2 The consultation received 3 formal objections, and 6 supportive responses from residents. No objections were received from statutory consultees. Details are summarised in Appendix C.
- 4.3 Since the consultation began, Brundall Primary School has installed a new school entrance on The Dales. A new school keep clear marking across the new school entrance will be installed under the planning application.
- 4.4 It is acknowledged that the proposals may not be comprehensive enough for some residents. However, they are considered to strike a balance between improving safety whilst avoiding large scale displacement of parked vehicles to other streets in the area.

5. Alternative Options

- 5.1 To abandon the proposals – this would mean highway safety near Brundall Primary School will not be improved.
- 5.2 To develop an alternative scheme – however, it may not be possible to deliver the full range of benefits with an alternative scheme. This would increase the

financial contribution from the parish and the current safety concerns would remain until an alternative solution can be agreed.

6. Financial Implications

6.1 The scheme is fully funded by the Parish Council.

7. Resource Implications

7.1 **Staff:** Scheme designed and delivered utilising existing resources

7.2 **Property:** Nil

7.3 **IT:** Nil

8. Other Implications

8.1 **Legal Implications:** Nplaw have advised on the making of the TRO and confirmed that actions taken to date have been compliant with the legislative requirements.

8.2 **Human Rights Implications:** Nil

8.3 **Equality Impact Assessment (EqIA):**

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In making this TRO, we have considered the potential impact on local people, particularly disabled and older people and parents and carers of children, and others who may have particular needs when using the highways. Public consultation on the TRO has taken place, to enable people to highlight any issues it is important for NCC to be aware of before a decision is made.

This scheme will not provide any Equality Implications and the amendments to prohibition of waiting and unloading will help improve accessibility and increase safety for highway users.

8.4 **Data Protection Impact Assessments (DPIA):** As part of the consultation and implementation process all personal data has been removed from reports being put into the public domain. Personal data has been stored as per NCC standards to allow further correspondence as part of the delegated decision process.

8.5 Health and Safety implications: The proposed scheme should improve road safety for all highway users.

8.6 Sustainability implications: The proposed scheme will help create an environment to encourage more walking and cycling, positively contributing to sustainability

8.7 Any Other Implications: Officers have considered all the implications which members should be aware of. Apart from those listed in the report (above), there are no other implications to consider.

9. Risk Implications / Assessment

9.1 The implementation of the proposed scheme will prohibit parking within the highway in the vicinity of the school and will therefore improve highway safety for all transport modes and pedestrians.

10. Select Committee Comments

10.1 N/A

11. Recommendation

- 1. To implement the waiting restrictions as detailed by the Traffic Regulation Order in Appendix B and in accordance with the plan in Appendix D.**

12. Background Papers

- 12.1 Appendix A – Consultation Plan
- 12.2 Appendix B – Traffic Regulation Order
- 12.3 Appendix C – Comments received with Officer comments
- 12.4 Appendix D – Proposed Traffic Regulation Order Plan

Officer Contact

If you have any questions about matters contained within this paper, please get in touch with:

Officer name: Harrison Matthews

Telephone no.: 01603 222893

Email: harrison.matthews@norfolk.gov.uk



If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

KEY:

- PROPOSED DOUBLE YELLOW LINES
- EXISTING DOUBLE YELLOW LINES



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Survey 100019340

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PLA287-HP-0100-001	
SURVEYED BY	OS	01/20	PROJECT TITLE	
DESIGNED BY	HM	09/20	BRUNDALL	
DRAWN BY	HM	09/20	PROPOSED PARKING RESTRICTIONS	
CHECKED BY	BH	10/20	SCALE 1:1000 @ A3	FILE No. PJ A287

**THE NORFOLK COUNTY COUNCIL
(BRUNDALL, BRAYDESTON AVENUE, BRAYDESTON CRESCENT,
THE STREET, THE DALES)
(PROHIBITION OF WAITING, PROHIBITION OF LOADING AND UNLOADING
AND SCHOOL KEEP CLEAR) ORDER 2021**

The Norfolk County Council propose to make an Order under the Road Traffic Regulation Act 1984, the effect of which on vehicles will be to:

- 1) prohibit waiting at any time along the lengths of roads specified in Schedule 1;
and
- 2) prohibit stopping along the school keep clear markings along the length of carriageway specified in Schedule 2 below.

The Norfolk County Council (Brundall, Various Roads) (Prohibition of Waiting and Prohibition of Loading and Unloading) Consolidation Order 2012 would be amended by all references to The Street and The Dales being deleted. The changes to the Prohibition of Waiting restrictions are set out in Schedule 1 below. The Loading and Unloading restrictions would not be changed and are set out in the proposed Order for administrative and enforcement purposes only.

A copy of the draft Order and a plan may be viewed online at <https://norfolk.citizenspace.com/>. Copies may also be available for inspection at Norfolk County Council, County Hall, Norwich and at the offices of Broadland District Council, Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU, during normal office hours. However, during the current epidemic staffing levels have been reduced and viewing online would be recommended in keeping with the government guidelines.

Any objections and representations relating to the Order must be made in writing and must specify the grounds on which they are made. All correspondence for these proposals must be received at the office of nplaw, Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2DH, marked for the attention of Mrs Simmons by 12th January 2021. They may also be emailed to TrafficOrders@norfolk.gov.uk.

The Officer dealing with the public enquiries concerning both these proposals is Mr Matthews telephone 01603 222893 or 0344 800 8020.

SCHEDULE 1

Proposed Prohibition of Waiting – At Any Time

Road name & number	-	Location description	Extent of change
5P71/10 Braydeston Avenue Both Sides	-	From the centre point of its junction with C429/36 The Street south for a distance of 5 metres.	New location of restriction
59764/10 Braydeston Crescent North side	-	From the centre point of its junction with 59804/10 Highfield Avenue, eastwards for a distance of 10 metres.	New location of restriction
59764/10 Braydeston Crescent South side	-	From the centre point of its junction with 59804/10 Highfield Avenue, eastwards for a distance of 13 metres.	New location of restriction

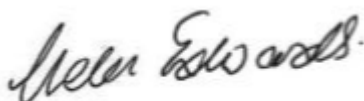
59804/10 Highfield Avenue North-east Side	-	From the centre point of its junction with 59764/10 Braydeston Crescent northwards for a distance of 20 metres.	New location of restriction
59804/10 Highfield Avenue North-east Side	-	From the centre point of its junction with C429/36 The Street north-eastwards to the centre of its junction with 59764/10 Braydeston Crescent for a distance of 61 metres.	Extending the existing double yellow lines by 37m.
59804/10 Highfield Avenue North-east Side	-	From the centre point of its junction with C429/36 The Street north-eastwards for a distance of 81 metres.	Extending the existing double yellow lines by 57m.
C429/36 The Street North Side	-	From a point 30.5 metres north-west from the centre point of its junction with 59804/10 Highfield Avenue south-eastwards for a distance of 82.5 metres.	Extending the existing double yellow lines by 39m.
C429/36 The Street South Side	-	From the centre point of its junction with 5P71/10 Braydeston Avenue north-westwards for a distance of 72.5 metres.	New location of restriction
C429/36 The Street South Side	-	From the centre point of its junction with 5P71/10 Braydeston Avenue south-eastwards for a distance of 16 metres.	New location of restriction

SCHEDULE 2

Proposed School Keep Clearway

51116/10 The Dales - From a point 171.5 metres south from its junction with East Side C429/36 The Street for a distance of 25.5 metres.

DATED this 11th day of December 2020



Helen Edwards
Chief Legal Officer

County Hall
Martineau Lane
Norwich
NR1 2DH

Note: Information you send to the Council will be used for any purpose connected with the making or confirming of this Order and will be held as long as reasonably necessary for those purposes. It may also be released to others in response to freedom of information requests.

HKS/64073(BrundallPLA287PoWtgLULNotice1)2020

APPENDIX C

Comment Received	Support Y/N	Officer comment
<p>Consideration needs to be given to new school entrance on The Dales, as children will now be entering here (x3 objections)</p>	<p>N</p>	<p>Since the start of the consultation process pertaining to this scheme, Brundall Primary School have installed a new school entrance on The Dales. The planning application drawings indicate there is an intention to provide a new school keep clear marking across the new school entrance as part of these works.</p> <p>Therefore, it has been decided that the school keep clear order relating to this scheme will no longer be progressed.</p>
<p>I am most definitely <u>IN FAVOUR</u> of this and it will be greatly welcomed – THANK YOU!!!</p> <p>My only feedback is, since the bollards have been in place, during school drop off and pick up times, sadly, it's just pushed the excessive parking into the crescent (Braydeston Crescent) and made it more congested and difficult for the residents. But understand this is a trickier thing to tackle.</p>	<p>Y/N</p>	<p>Your general support for the proposals has been noted and is greatly appreciated. I am sorry to hear that since the introduction of bollards, parking, particularly around school drop off and pick up times has increased congestion in Braydeston Crescent.</p> <p>As I am sure you can appreciate, promoting waiting restrictions in residential areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>The proposals as they stand are intended to provide restrictions in the areas with the largest safety concerns i.e. to improve visibility and safety when entering and egressing side roads.</p> <p>It is acknowledged that these restrictions may not be sufficient for some residents; however they have been proposed as a suitable compromise between addressing specific issues of providing protection for junctions whilst avoiding large scale displacement of parked vehicles to other streets in the area.</p>
<p>I think that the parking issue is the least of the problems which has been created by the move of the Brundall School Entrance.</p> <p>By putting down yellow lines will only add to the chaos caused along The Street/ top</p>	<p>N</p>	<p>As I am sure you can appreciate, promoting waiting restrictions in residential areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>The proposals as they stand are intended to provide restrictions in the areas with the largest</p>

<p>of The Dales as people will still park but further along the road.</p> <p>I think ultimately the school is getting to big in it's present location and thought should be put into maybe it's move up to the land between Brundall and Blofield along with the new proposed housing.</p> <p>More thought should have been put into some sort of off road parking along the school boundary as well.</p>		<p>safety concerns i.e. to improve visibility and safety when entering and egressing side roads.</p> <p>It is acknowledged that these restrictions may not be sufficient for some residents; however they have been proposed as a suitable compromise between addressing specific issues of vehicle obstructions to through vehicles on the highway and providing protection for junctions whilst avoiding large scale displacement of parked vehicles to other streets in the area.</p> <p>The amendments to the school have been through the required planning processes and planning permission was granted. Unfortunately, any requested changes to the school layout/location is beyond the scope of this scheme brief.</p>
<p>The proposals are insufficient to resolve the problem of traffic congestion in The Street. Vehicles parked in The Street between Highfield Avenue and Station Road are a major contributory factor to the increasing problem of congestion.</p> <p>On 14 December 2020, traffic on The Street between Station Road and Highfield Avenue (and possibly beyond) was in gridlock, with no traffic movement for more than 20 minutes. A ridiculous situation for a small village. If it hadn't been for the actions of an off-duty policeman, the mayhem would have continued for much longer.</p> <p>The only solution to the problem is to have restricted parking on the full length of The Street. This would improve the environment, lowering carbon monoxide emissions, and encourage more people to walk rather than use their vehicles for short journeys.</p>	<p>Y</p>	<p>Your suggestions on the proposals have been noted and are appreciated. As I am sure you can appreciate, promoting waiting restrictions in residential areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>It is acknowledged that these restrictions may not be enough for some residents; however, they have been proposed as a suitable compromise between addressing specific issues of vehicle obstructions to through vehicles on the highway and providing protection for junctions whilst avoiding large scale displacement of parked vehicles to other streets in the area.</p> <p>As I am sure you can appreciate finding a solution which suits everybody is very difficult and I appreciate the proposed double yellow lines may not be appropriate for some residents, however they are being proposed as a suitable compromise between addressing concerns over safety concerns and our duty to manage the highway network for all users, whilst allowing residents/visitors to park on some sections of The Street.</p> <p>It is felt that promoting waiting restrictions along the entire length The Street could be particularly contentious and would impact the local amenities/businesses situated along The Street. In addition, removing all parking along The Street</p>

		may in fact lead to increases in speed as a modicum of on-street parking can act as informal traffic calming measures.
<p>I am supportive of anything you can do to help child safety plus residents' access and traffic flow in the vicinity the school. I want to bring to your attention the school drop off and parking rights afforded by Norfolk County Council to the public on Braydeston Avenue and ask that you also consider removal of these permissions.</p> <p>Objection removed if proposal included extending restrictions along the length of Braydeston Avenue, thereby returning the road in part to its private status, and keeping the restrictions consistent with the surrounding roads (x3 objections)</p>	N	<p>Your suggestions on the proposals have been noted and are appreciated. As I am sure you can appreciate, promoting waiting restrictions in residential areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>It is acknowledged that these restrictions may not be enough for some residents; however, they have been proposed as a suitable compromise between addressing specific issues of vehicle obstructions to through vehicles on the highway and providing protection for junctions whilst avoiding large scale displacement of parked vehicles to other streets in the area.</p> <p>I can confirm that Brundall Primary School have recently installed a new access situated in The Dales and they have advised Norfolk County Council that this will be the main entrance for the students. It is hoped this may reduce the number of vehicles utilising Braydeston Avenue.</p>
<p>Double yellows should also be considered on the bends further along Highfield Avenue towards Blofield. People park on both sides which results in many near misses.</p>	Y/N	<p>Your suggestions on the proposals have been noted and are appreciated. As I am sure you can appreciate, promoting waiting restrictions in residential areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>It is acknowledged that these restrictions may not be enough for some residents; however, they have been proposed as a suitable compromise between addressing specific issues of vehicle obstructions to through vehicles on the highway and providing protection for junctions whilst avoiding large scale displacement of parked vehicles to other streets in the area.</p>
<p>There should be double yellows lines from The Dales to the turn off for Station Road</p>	Y/N	<p>Your suggestions on the proposals have been noted and are appreciated. As I am sure you can appreciate, promoting waiting restrictions in residential areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p>

		<p>It is acknowledged that these restrictions may not be enough for some residents; however, they have been proposed as a suitable compromise between addressing specific issues of vehicle obstructions to through vehicles on the highway and providing protection for junctions whilst avoiding large scale displacement of parked vehicles to other streets in the area.</p>
<p>Extension of the scheme along The Street towards the junction with The Dales to be considered.</p> <p>We are concerned that the proposed parking restrictions will only move the parking problems we experience further along The Street. We already experience our entrance being blocked and visibility restricted and people parking on the speed hump outside our property.</p>	Y/N	<p>Your suggestions on the proposals have been noted and are appreciated. As I am sure you can appreciate, promoting waiting restrictions in residential areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>It is acknowledged that these restrictions may not be enough for some residents; however, they have been proposed as a suitable compromise between addressing specific issues of vehicle obstructions to through vehicles on the highway and providing protection for junctions whilst avoiding large scale displacement of parked vehicles to other streets in the area.</p>
<p>May I suggest that the 'bus stop on the south side near The Dales be protected by a single yellow line for 'bus stops, this would need to be at least 45ft long to allow the vehicle door to provide an entrance square to the stop to give proper entrance for wheelchair users.</p> <p>The proposed double yellow lines be extended westwards to the edge of the proposal above.</p> <p>The double lines at junction of The Street and The Dales be extended westwards by 16.5 ft(c.5m) to improve safety.</p> <p>That the double yellow lines easterly from Braydeston Avenue be extended to 65ft(20m) to give better sighting for drivers.</p> <p>A real concern surrounding the proposal is whether the relevant council will enforce the restrictions.</p>	Y/N	<p>Your suggestions on the proposals have been noted and are appreciated. As I am sure you can appreciate, promoting waiting restrictions in residential areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>It is acknowledged that these restrictions may not be sufficient for some residents; however, they have been proposed as a suitable compromise between addressing specific issues of vehicle obstructions to through vehicles on the highway and providing protection for junctions whilst avoiding large scale displacement of parked vehicles to other streets in the area.</p> <p>I can confirm however, your comment regarding the bus stop lining has been acknowledge and will be passed on to the Highway Engineer for the area to consider.</p> <p>Regarding enforcement of the proposed restrictions, I can confirm that in Norfolk this has been transferred from the police to local authorities.</p>

		<p>Enforcement of on-street parking restrictions, including yellow lines and time-limited spaces, is now carried out by Civil Enforcement Officers managed by local councils; in this case it would undertaken by Broadland District Council in conjunction with other district councils.</p> <p>Please note, any parking obstructions such as parking across driveways etc can still be reported to the police for enforcement.</p>
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KEY:

- PROPOSED DOUBLE YELLOW LINES
- EXISTING DOUBLE YELLOW LINES



REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
	School Keep Clear removed from scheme, due to public consultation	HM	JT	08/21

	INITIALS	DATE	DRAWING No.
SURVEYED BY	OS	01/20	PLA287-HP-0100-101
DESIGNED BY	HM	09/20	PROJECT TITLE
DRAWN BY	HM	09/20	BRUNDALL
CHECKED BY	BH	10/20	PROPOSED PARKING RESTRICTIONS
			SCALE
			1:1000 @ A3
			FILE No.
			PLA287