

# Norfolk County Council

## Record of Individual Cabinet Member Decision

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

### **Background and Purpose:**

Acle Parish Council raised concerns about traffic congestion/parking problems and safety within Acle Village centre. Long term parking in close proximity to driveways and junctions was restricting visibility and creating conflict between vehicles accessing residential properties, local businesses and junctions.

The Parish Council offered proposals to address this. Prior to formally advertising the Traffic Regulation Order (TRO) statutory consultees were consulted regarding the proposals, on two occasions. No objections were raised from the statutory consultees on the second occasion. Support was received by Norfolk Constabulary, Acle Parish Council and the former Local Member, Cllr Brian Iles.

### **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, Monday 24 January 2022**

### **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:**

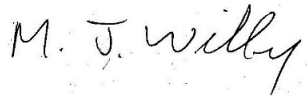
- Appendix A - Consultation Plan
- Appendix B - Traffic Regulation Order
- Appendix C - Comments received with Officer comments.
- Appendix D - Proposed Traffic Regulation Order Plan

**Date of Decision: 06/01/2022**

**Publication Date of Decision: 17 January 2022**

**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, reading "M. J. Wilby". The signature is written in a cursive style with a large 'M' and 'W'.

**Print name: Cllr Martin Wilby**

**Date: 06/01/2022**

**Accompanying documents:**

Report to Cabinet Member - Acle – various roads within the village centre – new waiting restrictions

# Individual Cabinet Member Decision Report

**Item No:**

**Report Title:** Acle – new waiting restrictions in village centre

**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 / Introduction from Cabinet Member

This report sets out details of proposed waiting restrictions within Acle Village centre to reduce traffic congestion and improve safety for all highway users, including school children, pedestrians and cyclists.

## Recommendations:

- 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 Acle Parish Council raised concerns about traffic congestion/parking problems and safety within Acle village centre, particularly at school times. Parking in close proximity to driveways and junctions was restricting visibility and creating conflict between vehicles accessing residential properties, local businesses and junctions.
- 1.2 These proposals are being promoted with the aim of helping to rationalise parking to provide a safer environment for children, pedestrians, cyclists. It may also increase retail footfall as a result of frequent vehicle turnover.

## **2. Proposal**

- 3.1 The proposals are to amend the waiting restrictions on roads within Acle village centre. These were consulted on as per the drawing in Appendix A.

## **3. Impact of the Proposal**

- 3.1 If the proposed 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 and pedestrians, including those accessing the schools.

## **4. Evidence and Reasons for Decision**

- 4.1 The proposals were requested by Acle Parish Council and received support from Norfolk Constabulary, Acle Parish Council and the former Local Member, Cllr Brian Iles.
- 4.2 Two consultations have been conducted. The second incorporated updates based upon initial objections. The updated proposals received no objections from the statutory consultees and received support from many residents.
- 4.3 The consultation received several objections, full details can be found in Appendix C with the officer response.
- 4.4 It is acknowledged that the proposals may not be comprehensive enough for some residents. However, they are considered to strike a reasonable 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 – which means the benefits to the local businesses and residents cannot be realised and safety 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:** None

**7.3 IT:** None

## **8. Other Implications**

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

**8.2 Human Rights Implications:** None

### **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.

It has been concluded that this scheme will not provide any Equality Implications and the amendments to prohibition of waiting and unloading and School Keep Clear, 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 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 reduce the impact of unsafe long-term commuter parking, within built up areas. This will improve safety for vehicles, pedestrians and cyclists in the area.

## **10. Select Committee Comments**

10.1 N/A

## **11. Recommendations**

- 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**

- Appendix A – Consultation Plan
- Appendix B – Traffic Regulation Order
- Appendix C – Comments received with Officer comments
- 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](mailto: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 waiting restrictions.
- Existing waiting restrictions.

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REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
OS	OS	2020	PJA031-HP-1200-002
DESIGNED BY	INITIALS	DATE	PROJECT TITLE
HM	HM	01/20	ACLE TOWN CENTRE
DRAWN BY	INITIALS	DATE	PROPOSED PARKING RESTRICTIONS
HM	HM	01/20	
CHECKED BY	INITIALS	DATE	SCALE
JW	JW	02/20	1:500 @ A1
			FILE No.
			PJA031





KEY:



Proposed waiting restrictions.

Existing waiting restrictions.

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Norfolk County Council

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

DRAWING TITLE

ACLE  
TOWN CENTRE  
PROPOSED PARKING RESTRICTIONS

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No.
	OS	2020	PJA031-HP-1200-003
SURVEYED BY	HM	01/20	PROJECT TITLE
DESIGNED BY	HM	01/20	ACLE TOWN CENTRE
DRAWN BY	JW	02/20	PROPOSED PARKING RESTRICTIONS
CHECKED BY			SCALE
			1:500 @ A1
			FILE No.
			PJA031



**THE NORFOLK COUNTY COUNCIL (ACLE, VARIOUS ROADS)  
PROPOSED TRAFFIC ORDERS 2020**

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The Norfolk County Council propose to make the following Orders under the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004:-

**THE NORFOLK COUNTY COUNCIL (ACLE, VARIOUS ROADS)  
(PROHIBITION OF WAITING) ORDER 2020**

The effect of this Order would be to prohibit waiting along the lengths of road and at the times specified in Schedules 1 and 2 below. The Norfolk County Council (Acle, Various Roads) (Prohibition of Waiting Order 2011 will become revoked in its entirety on the date of commencement of this Order.

**SCHEDULE 1**

**Prohibition of Waiting - At Any Time**

<b>C580 Bridewell Lane South Side</b>	-	From the centre point of its junction with C875 The Street, eastwards for a distance of 25 metres.
<b>U51443 Birtlesway North Side</b>	-	From the centre point of its junction with C875 The Street eastwards for a distance of 21 metres.
<b>U51443 Birtlesway South Side</b>	-	From the centre point of its junction with C875 The Street eastwards for a distance of 15 metres.
<b>U59812 De-Carle Smith Road East Side</b>	-	From its junction with the C547 Old Road northwards for a distance of 10 metres (measured along the centreline).
<b>U59932 Englands Road Both Sides</b>	-	From its junction with C875 South Walsham Road northwards for a distance of 23 metres.
<b>U51110 Glebe Road Both sides</b>	-	From the centre point of its junction with U59450 Mill Lane, southwards for a distance of 14 metres.
<b>U51354 Market Manor Both Sides</b>	-	From the centre point of its junction with U59942 Reedham Road eastwards for a distance of 29 metres.
<b>U59450 Mill Lane North Side</b>	-	From its junction with the C875 The Street westwards for a distance of 6 metres.
	-	From the centre point of the junction which is opposite U51110 Glebe Road, westwards for a distance of 15 metres.
	-	From the centre point of the junction which is opposite U51110 Glebe Road, eastwards for a distance of 23 metres.
	-	From a point 56 metres east from the centre point of the junction which is opposite U51110 Glebe Road eastwards for a distance of 28 metres.
<b>U59450 Mill Lane Southside</b>	-	From the centre point of its junction with U51110 Glebe Road, eastwards for a distance of 20 metres.
	-	From the centre point of its junction with U51110 Glebe Road, westwards for a distance of 20 metres.
	-	From a point 64 metres east from the centre point of its junction with U51110 Glebe Road eastwards for a distance of 22 metres.



## Appendix B

<b>U59921 New Close Both Sides</b>	-	From the centre point of its junction with C875 New Road, northwards for a distance of 20 metres.
<b>C875 New Road North Side</b>	-	From its junction with C547 Old Road eastwards for a distance of 21 metres.
	-	From a point 26 metres east of its junction with U51360/10 Springfield, westwards for a distance of 58 metres.
	-	From a point 25 metres east of the centre point of its junction with U59921/10 New Close, westwards for a distance of 50 metres.
	-	From a point 125 metres north west from the centre point of its junction with U59921 New Close, northwest for a distance of 54 metres.
<b>C875 New Road South Side</b>	-	From a point 16 metres north west of its junction with the U51152 Broadland Way, north westwards and then south for a total distance of 113 metres, finishing on C875 The Street.
	-	From a point 190 metres east from the centre point of its junction with U51152 Broadland Way, east for a distance of 62 metres.
<b>C875 Norwich Road Both Sides</b>	-	From the centre of its junction with U59942 Reedham Road westwards for a distance of 38 metres.
<b>C875 Norwich Road South Side</b>	-	From a point 76 metres west of the centre point of its junction with U59942 Reedham Road westwards for a distance of 52 metres.
<b>C547 Old Road North Side</b>	-	From the centre point of its junction with the Old Forge Court, eastwards for a distance of 60 metres.
	-	
<b>C547 Old Road South Side</b>	-	From its junction with C875 New Road north eastwards for a distance of 67 metres.
<b>C875 Old Road West side</b>	-	
<b>U59720 Priory Close North side</b>	-	From a point 25 metres east from the centre point of its junction with C875 The Street, westwards for a distance of 18 metres. Then north for a distance of 4 metres.
<b>U59720 Priory Close South side</b>	-	From a point 12 metres east from the centre point of its junction with C875 The Street, west then south for a total distance of 9 metres.
<b>U59942 Reedham Road East Side</b>	-	From the centre of its junction with U51354 Market Manor southwards for a distance of 205 metres.
<b>U59942 Reedham Road West Side</b>	-	From the centre of its junction with C875 Norwich Road southwards for a distance of 229 metres.
<b>C875 South Walsham Road North Side</b>	-	From a point 100 metres south-east of the centreline of its junction with the U59932 Englands Road north westwards to a

## Appendix B

		point 170 metres north-west of the centreline of its junction with the U59932 Englands Road.
<b>C875 South Walsham Road South Side</b>	-	From the centre point of its junction with C875 The Street, westwards for a distance of 26 metres.
	-	From a point 72 metres north-west of the centreline of its junction with the U59932 Englands Road north westwards to a point 170 metres north-west of the centreline of its junction with the U59932 Englands Road.
<b>U51360/10 Springfield Both Sides</b>	-	From the centre point of its junction with C875 New Road, northwards for a distance of 20 metres.
<b>U51565 The Green North-east side</b>	-	From its junction with C875 New Road north westwards for a distance of 24 metres.
<b>U51565 The Green North-west side</b>	-	From its junction with the C875 New Road north eastwards for a distance of 6 metres.
<b>U51565 The Green West side</b>	-	
<b>C875 The Street East Side</b>	-	
	-	From a point 12 metres north its junction with the U51443 Birtles Way south for a distance of 24 metres.
	-	From the centre of its junction with the C875 South Walsham Road and C580 Bridewell Lane, southwards for a distance of 26 metres.
	-	From a point 52 metres south from the centre point of its junction with C875 South Walsham Road and C580 Bridewell Lane, southwards for a distance of 4.5 metres.
<b>C875 The Street / U59720 Priory Close / U59942 Reedham Road East Side</b>	-	From a point 13 metres south of the southern boundary of its junction with U59720 Priory Close southwards to the centre of its junction with U51354 Market Manor for a total distance of 116 metres.
<b>C875/130 The Street North-east Side</b>	-	
	-	From a point 47 metres west of its junction with the C547 Old Road north-westwards for a distance for 22 metres.
<b>C875 The Street West Side</b>	-	From its junction with the U59450 Mill Lane northwards for a distance of 7 metres.
	-	From the centre of its junction with C875 Norwich Road and U59942 Reedham Road, northwards for a distance of 60 metres.
	-	From the centre of its junction with the C875 South Walsham Road and C580/10 Bridewell Lane, southwards for a distance of 14 metres.
	-	From a point 38 metres north-west of the midpoint of its junction with the U59450 Mill Lane north-westwards for a distance of 87 metres.



**SCHEDULE 2**Prohibition of Waiting — Thursday from 0800 hrs to 1600 hrs

<b>U59448 Damgate Lane Both Sides</b>	-	From its junction with U59942 Reedham Road eastwards for a distance of 48 metres.
<b>U59626 Peter Avenue Both Sides</b>	-	From its junction with C875 Norwich Road northwards for a distance of 49 metres.

**SCHEDULE 3**Prohibition of waiting – Monday to Friday – 0800 hrs to 0930 hrs and 1500 hrs to 1630 hrs

<b>C875 South Walsham Road South Side</b>	-	From a point 105 metres south-east of the centreline of its junction with the U59932 Englands Road northwestwards to a point 44 metres north-west of the centreline of its junction with the U59932 Englands Road.
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**SCHEDULE 4**Prohibition of waiting – Monday to Friday – 1000 hrs to 1100 hrs

<b>U51443 Birtles Way Both Sides</b>	-	Starting on the northern side, from a point 21 metres east from the centre point of its junction with C875 The Street, clockwise in an easterly direction, the cul-de-sac in its entirety then westwards to a point on the south side which is 15 metres east from its junction with C875 The Street.
<b>U59450 Mill Lane North Side</b>	-	From a point 23 metres east from the centre point of the junction opposite U51110 Glebe Road, eastwards for a distance of 33 metres.
<b>U59450 Mill Lane South Side</b>	-	From a point 20 metres east from the centre point of its junction with U51110 Glebe Road, eastwards for a distance of 44 metres.
<b>C59720 Priory Close Both Sides</b>	-	Starting from a point 25 metres east from the centre point of its junction with C875 The Street on the north side, eastwards clockwise, the cul-de-sac in its entirety then westwards to a point on the south side which is 30 metres east from its junction with C875 The Street.
<b>C875 The Street West Side</b>	-	From a point 14 metres south from the centre point of its junction with the C875 South Walsham Road and C580 Bridewell Road, southwards for a distance of 33 metres.

**THE NORFOLK COUNTY COUNCIL (ACLE, VARIOUS ROADS)  
(STREET PARKING PLACES) ORDER 2020**

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The effect of this Order would be to provide parking spaces:-

(i) wholly within the markings placed on the carriageway, close by and parallel with the kerb for all classes of vehicles along the length of road specified in Schedule 1 below, Monday to Friday between 0900 and 1600 hours, waiting limited to 2 hours with no return within 2 hours; and

(ii) wholly within the markings placed on the carriageway at a 90 degree angle to the kerbline for all classes of vehicles along the length of road specified in Schedule 2 below, Monday to Sunday at all times, waiting unlimited.

The Norfolk County Council (Acle, Various Roads) (Street Parking Places) Order 2011 will become revoked in its entirety on the date of commencement of this Order.

**SCHEDULE 1**

<b>C547 Old Road</b> <b>South Side</b>	-	From a point 6 metres west from the centre point of its junction with Cathorpe Green, westwards for a distance of 6 metres.
	-	From a point 7 metres east from the centre point of its junction with Cathorpe Green, north-eastwards for a distance of 14 metres.
<b>C59720 Priory Close</b> <b>East Side</b>	-	From a point 4 metres south of the centre point of its junction with C875/130 The Street, southwards for a distance of 11.5 metres.
	-	From a point 6 metres north of the centre point of its junction with C875/130 The Street, northwards for a distance of 9 metres.
<b>U51565 The Green</b>	-	The area between the C875 Old Road and the C875 New Road.
<b>C875 The Street</b> <b>East Side</b>	-	From a point 26 metres south of the midpoint of its junction with the C875 South Walsham Road and C580 Bridewell Lane southwards for a distance of 26 metres.
	-	From a point 56.5 metres south of the midpoint of its junction with the C875 South Walsham Road and C580 Bridewell Lane south eastwards for a distance of 25 metres.
<b>C875/130 The Street</b> <b>North-east side</b>	-	From its junction with the C547 Old Road westwards for a distance of 27 metres.
	-	From a point 38 metres west of its junction with the C547 Old Road westwards for a distance of 9 metres.



## Appendix B

<b>C875/130 The Street South-west side</b>	-	From a point 7 metres north of its junction with the U59540 Mill Lane north-westwards for a distance of 30 metres.
<b>C875/130 The Street West Side</b>	- - - -	From a point 113 metres south from the centre point of its junction with U59450/10 Mill Lane, southwards for a distance of 6 metres.  From a point 130 metres south from the centre point of its junction with U59450/10 Mill Lane, southwards for a distance of 13 metres.  From a point 158 metres south from the centre point of its junction with U59450/10 Mill Lane, southwards for a distance of 35 metres  From a point 209 metres south from the centre point of its junction with U59450/10 Mill Lane, southwards for a distance of 26 metres.

### SCHEDULE 2

<b>C875 South Walsham Road South-West Side</b>	-	From a point 57 metres north-west of the centreline of its junction with the U59932 Englands Road, north- westwards for a distance of 10 metres.
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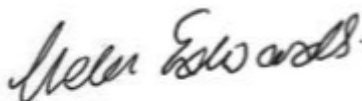
It should be noted that some restrictions would remain the same but are listed in this Notice for clarity to show all proposed restrictions.

A copy of the Orders and a plan may be inspected at Norfolk County Council, County Hall, Martineau Lane, Norwich, and at the offices of Broadland District Council, Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU, during normal office hours.

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 Ms A L Wilton by 22<sup>nd</sup> September 2020. They may also be emailed to [trafficorders@norfolk.gov.uk](mailto:trafficorders@norfolk.gov.uk).

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

DATED this 28<sup>th</sup> day of August 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.

*ALW/62656(AclePJA031PoW SPP-Notice1)20*



## Appendix C

Comment Received	Support Y/N	Officer comment
The Street - Resident parking scheme required	N	<p>Resident parking schemes are now administered and enforced by district councils. Therefore, agreement with both the parish council and Broadland District Council would be required. Please note, resident parking schemes are required by Central Government to be self-funding and are generally used in high density housing estates with little or no off road parking. This therefore may be a long term solution but unfortunately will not resolve the parking problems highlighted in the short term. Any request for residents parking should be made via Broadland District Council.</p>
New Road / New Close - The proposed Double yellows should continue on the same side of the road up to Elm Close. This is the side of the road given at present to all day parking	N	<p>In order to improve visibility and safety in the vicinity of the New Close/New Road junction, it is the intention to provide waiting restrictions for a distance of 20 metres (over and above the suggested lengths described in the Highway Code), this will hopefully alleviate some of the difficulty entering and egressing New Close.</p> <p>As you can appreciate promoting waiting restrictions in residential areas is always a contentious issue and striking a compromise which suits all is very difficult. If further restrictions were to be proposed in New Close or New Road, displacement of existing parking may occur which may result in further requests for parking restrictions. It is felt the current scheme provides a balance between on-street parking provision and safety.</p>
Priory Close - If you go ahead with these parking restrictions it will kill the village and hurt the businesses tremendously. Businesses have had a terrible time over the last 6 months and with parking restrictions like this, nobody will be encouraged to use local business and inevitably those local businesses will shut down. You say these restrictions will aid traffic flow, but we are a village with shops and cafes etc. we are not a pass through. Do not exacerbate the death of the high street further	N	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a compromise between the residents and people who require parking in order to access local businesses whilst at the same time restricting long stay parking. It is hoped the combination of waiting restrictions and parking bays will encourage a 'turn over' of</p>

<p>by discouraging people to visit please.</p>		<p>spaces and should make parking available for customers of the shops.</p> <p>In order to improve visibility and safety in the vicinity of the Priory Close/The Street junction, we are proposing a combination of waiting restrictions to aid safety and also two, time limited parking bays to provide a modicum of short stay parking.</p> <p>Regarding the proposed single yellow line (Mon -Fri 10am-11am) in Priory Close, following comments received during the consultation, it has now been decided to remove the single yellow lining element. The revised proposals are intended to provide restrictions in the area with the largest safety concerns i.e., to improve visibility and safety when entering and egressing Priory Close, as shown in Appendix D.</p>
<p>Birtles Way - I agree with having the double yellow lines at the top of Birtles way to stop parking near the junction as its dangerous. But I am concerned it will make people park further down outside my property. I'm also concerned about the single yellow line outside my house as it stops me leaving my car there for 1 hour between 10am-11am. I do alternative shifts it means i have to move my car away for 1 hour. Surely residential permits are the best solution for Birtles way.</p>	<p>N</p>	<p>Your support regarding the proposed double yellow lines in the vicinity of the junction have been noted and are welcomed, as you suggest these restrictions are being proposed in an attempt to improve safety when entering/ egressing Birtles Way.</p> <p>Regarding the proposed single yellow lines in Birtles Way, as I am sure you can appreciate, promoting parking restrictions within residential areas is always a contentious issue and finding a solution that suits everybody is very difficult. These restrictions were being proposed in an attempt to discourage long stay parking, however following comments received during the consultation stages of this scheme, it has now been decided to remove the single yellow lining element.</p> <p>The revised proposals are intended to provide restrictions in the area with the largest safety concerns i.e., to improve visibility and safety when entering and egressing Birtles Way, as shown in Appendix D.</p> <p>For information, resident parking schemes are now administered and enforced by district councils. Therefore, agreement with both the parish council and Broadland District Council would be required. Please note, resident parking schemes are required by Central Government to be self-funding and are generally used in high density housing estates</p>



		<p>with little or no off road parking. This therefore may be a long term solution but unfortunately will not resolve the parking problems highlighted in the short term. Any request for residents parking should be made via Broadland District Council.</p>
<p>Birtles Way - Cars need parking space. This will just move the problem, not solve it.</p>	<p>N</p>	<p>As I am sure you can appreciate, finding a solution which suits everybody is very difficult and I appreciate the proposals may not be appropriate for some residents. In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of Birtles Way was need, hence the combination of double and single lines.</p> <p>However, following comments received during the consultation stages of this scheme, it has now been decided to remove the single yellow lining element. The revised proposals are intended to provide restrictions in the area with the largest safety concerns i.e., to improve visibility and safety when entering and egressing Birtles Way, as shown in Appendix D.</p>
<p>Bridewell Lane / The Street - Concerned that parking restrictions will move car parking along residential roads i.e. Bridewell lane causing disruption.</p>	<p>N</p>	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of The Street and limit long stay parking, hence the combination of double and single yellow lines. It is hoped the combination of double yellow lines and time limited waiting restrictions will encourage a 'turn over' of spaces and may make parking available for customers of local businesses and also residents.</p> <p>The proposed 'At Any Time' restrictions in the vicinity of the Bridewell Lane/The Street</p>

		<p>junction are primarily focussed on 'protecting' the junction and improving visibility. The proposals are aimed at reinforcing the highway code which states that drivers 'Do not park opposite or within 10 metres of a junction, except in an authorised parking space'. The resources at the Police's disposal are somewhat limited and the use of double yellow lines at certain locations to highlight to drivers the fact that they should not park in close proximity to a junction is felt beneficial.</p>
<p>The Street - I would have nowhere to park when on annual leave</p>	N	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of The Street and limit long stay parking, hence the combination of double and single yellow lines. It is hoped the combination of double yellow lines and time limited waiting restrictions will encourage a 'turn over' of spaces and should make parking available for customers of local businesses and also residents.</p>
<p>The Street (Crossway Terrace) - Crossway terrace only has space for 1 car per house. Their other cars have to park opposite crossway terrace. All extra cars on crossway terrace will be force onto smaller roads blocking access to emergency services etc. The current arrangements act as a traffic calming measure and slow down vehicles. We have no</p>	N	<p>Promoting prohibition of waiting and street parking places in residential areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some</p>



<p>gardens no free permits visitors can only come around for 2 hours. These changes will make it worse not better.</p>		<p>sections of The Street and limit long stay parking, hence the combination of double and single yellow lines. It is hoped the combination of double yellow lines and time limited waiting restrictions will encourage a 'turn over' of spaces and should make parking available for customers of local businesses and also residents.</p> <p>For information, resident parking schemes are now administered and enforced by district councils. Therefore, agreement with both the parish council and Broadland District Council would be required. Please note, resident parking schemes are required by Central Government to be self-funding and are generally used in high density housing estates with little or no off road parking. This therefore may be a long term solution but unfortunately will not resolve the parking problems highlighted in the short term. Any request for residents parking should be made via Broadland District Council.</p> <p>I can confirm the fire and ambulance services were consulted throughout the design stage with no adverse comments being received.</p>
<p>Old Road - Due to the situation with COVID-19 I think any measure that alter parking will reduce our footfall through the door, especially outside our practice. We have a large amount of patients need to park as close as possible and reducing the parking near us will be detrimental to our business</p>	<p>N</p>	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of Old Road and limit long stay parking, hence the combination of double, single yellow lines and parking bays. It is hoped the combination of double yellow lines and time limited waiting restrictions will encourage a 'turn over' of spaces and should make parking available for customers of local businesses and also residents.</p> <p>Regarding the availability for customers to park in close proximity to your premises, I can confirm that a length of 2 hour time limited</p>

		<p>parking is available in Old Road, outside your premises and also nearby in The Street and also The Green.</p>
<p>The Street - Alarmed to see that no provision has been made for residents in the vicinity to park. We together with other neighbours do not have the benefit of a garage / driveway / parking space so have to resort to on street parking. Being elderly residents the number of 2 hour parking bays together with the double and single yellow lines deprives residents of where to park near to home. We trust it will be possible to issue parking permits for residents who actually live on the street.</p>	N	<p>Promoting waiting restrictions in residential areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of The Street whilst also limiting long stay parking, hence the combination of double, single yellow lines and parking bays has been proposed. It is hoped the combination of double yellow lines and time limited waiting restrictions will encourage a 'turn over' of spaces and should make parking available for customers of local businesses and also residents.</p> <p>For information, resident parking schemes are now administered and enforced by district councils. Therefore, agreement with both the parish council and Broadland District Council would be required. Please note, resident parking schemes are required by Central Government to be self-funding and are generally used in high density housing estates with little or no off road parking. This therefore may be a long term solution but unfortunately will not resolve the parking problems highlighted in the short term. Any request for residents parking should be made via Broadland District Council.</p>
<p>Priory Close - I strongly object to your suggestion about no parking between 10am &amp; 11am in Priory Close. As I have a gardener coming twice a month 9-11am. Also a lady cleaner in the house once a week 10-12am. What happens when we have major work?</p>	N	<p>These proposals in the vicinity of Priory Close are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a compromise between the residents</p>

		<p>and people who require parking in order to access local businesses whilst at the same time restricting long stay parking. It is hoped the combination of waiting restrictions and parking bays will encourage a 'turn over' of spaces and should make parking available for customers of the shops.</p> <p>In order to improve visibility and safety in the vicinity of the Priory Close/The Street junction, we are proposing a combination of waiting restrictions to aid safety and also two, time limited parking bays to provide a modicum of short stay parking.</p> <p>Regarding the proposed single yellow line (Mon -Fri 10am-11am) in Priory Close, following comments received during the consultation stages of this scheme, it has now been decided to remove the single yellow lining element. The revised proposals are intended to provide restrictions in the area with the largest safety concerns i.e., to improve visibility and safety when entering and egressing Priory Close, as shown in Appendix D.</p>
<p>Priory Close - Very Disappointed to see double yellow lines have not been continued along the bays either side of Priory Close to facilitate visibility when exiting the close. There doesn't seem to be any reason for having no parking for 1 hour in the close. Will there be any monitoring of the parking restrictions including pavement parking?</p>	N	<p>The proposals in the vicinity of Priory Close are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a compromise between the residents and people who require parking in order to access local businesses whilst at the same time restricting long stay parking. It is hoped the combination of waiting restrictions and parking bays will encourage a 'turn over' of spaces and should make parking available for customers of the shops.</p> <p>In order to improve visibility and safety in the vicinity of the Priory Close/The Street junction, we are proposing a combination of waiting restrictions to aid safety and also two, time limited parking bays to provide a modicum of short stay parking. Regarding your comment to extend the double yellow lines through the parking bays has been considered, however it</p>



		<p>is felt that as these are located outside of the required visibility splay, we are happy for these to remain, as they provide time limited parking in close proximity to Acle post office.</p> <p>Regarding the proposed single yellow line (Mon -Fri 10am-11am) in Priory Close, following comments received during the consultation stages of this scheme, it has now been decided to remove the single yellow lining element from the scheme. The revised proposals are intended to provide restrictions in the area with the largest safety concerns i.e., to improve visibility and safety when entering and egressing Priory Close, as shown in Appendix D.</p>
<p>The Street - As a resident who works night shift my car is parked on the street during the week day working hours. Therefore, I will be unable to move my car every few hours during the day due to being asleep. Unless permits are going to be issued, I feel this proposal penalises those who I have a genuine reason for parking here. I do not have private parking and if i am required to move my car due to this proposal i t will be out of view which results in my insurance being increased. As a 20 year old student and a night worker i trust you will consider these points.</p>	N	<p>Promoting waiting restrictions in residential areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of The Street whilst also limiting long stay parking, hence the combination of double, single yellow lines and parking bays has been proposed. It is hoped the combination of double yellow lines and time limited waiting restrictions will encourage a 'turn over' of spaces and should make parking available for customers of local businesses and also residents.</p> <p>For information, resident parking schemes are now administered and enforced by district councils. Therefore, agreement with both the parish council and Broadland District Council would be required. Please note, resident parking schemes are required by Central Government to be self-funding and are generally used in high density housing estates with little or no off road parking. This therefore may be a long term solution but unfortunately will not resolve the parking problems highlighted in the short term. Any request for residents parking should be made via Broadland District Council.</p>
<p>The Street – we have given our private parking spaces to Jary's</p>	N	

<p>and sons funeral directors to aid their business. We will not be in a position to move our car frequently during working hours. I run a business from the premises and my clients will also need parking for more than 2 hours. There are 3 business on the site all of them require local parking, for staff and customers this proposal will force parking in residential areas. If this goes ahead, we will require residents permits.</p>		<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of The Street whilst limiting long stay parking, hence the combination of double, single yellow lines and parking bays. It is hoped the combination of double yellow lines and time limited waiting restrictions will encourage a 'turn over' of spaces and should make parking available for customers of local businesses and also residents.</p> <p>Regarding the availability for customers to park in close proximity to your premises, I can confirm that a number of 2 hour, time limited parking will be available in The Street and also on surrounding roads, as shown in Appendix D.</p> <p>For information, resident parking schemes are now administered and enforced by district councils. Therefore, agreement with both the parish council and Broadland District Council would be required. Please note, resident parking schemes are required by Central Government to be self-funding and are generally used in high density housing estates with little or no off road parking. This therefore may be a long term solution but unfortunately will not resolve the parking problems highlighted in the short term. Any request for residents parking should be made via Broadland District Council.</p>
<p>The Street - we have no available private parking therefore I have to park outside my house on the street. I work unsociable hours and to keep moving my car around will be a huge inconvenience, therefore I oppose the proposals unless I can be issuing a residents parking permit</p>	<p>N</p>	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p>

		<p>In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of The Street whilst limiting long stay parking, hence the combination of double, single yellow lines and parking bays. It is hoped the combination of double yellow lines and time limited waiting restrictions will encourage a 'turn over' of spaces and should make parking available for customers of local businesses and also residents.</p> <p>For information, resident parking schemes are now administered and enforced by district councils. Therefore, agreement with both the parish council and Broadland District Council would be required. Please note, resident parking schemes are required by Central Government to be self-funding and are generally used in high density housing estates with little or no off road parking. This therefore may be a long term solution but unfortunately will not resolve the parking problems highlighted in the short term. Any request for residents parking should be made via Broadland District Council.</p>
<p>Broadland Way - This proposal won't reduce parking issues in the centre of the village. It will move the problem to adjacent streets that are already blocked with park and ride vehicles. For example, the entrance to Broadland way. Why has this been dropped from the original proposal.</p>	N	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of The Street whilst limiting long stay parking, hence the combination of double, single yellow lines and parking bays. It is hoped the combination of double yellow lines and time limited waiting restrictions will encourage a 'turn over' of spaces and should make parking available for customers of local businesses and also residents.</p> <p>Your comments regarding Broadland Way have been noted and the intention is to</p>

		investigate providing double yellows as part of a separate scheme.
<p>Priory Close - I strongly object to your present suggestion about a single yellow line and no parking between 10-11am in priory close. Make priory close a resident only road.</p>	N	<p>In order to improve visibility and safety in the vicinity of the Priory Close/The Street junction, we are proposing a combination of waiting restrictions to aid safety and also two, time limited parking bays to provide a modicum of short stay parking. Regarding your comment to extend the double yellow lines through the parking bays has been considered, however it is felt that as these are located outside of the required visibility splay, we are happy for these to remain, as they provide time limited parking in close proximity to Acle post office.</p> <p>Regarding the proposed single yellow line (Mon -Fri 10am-11am) in Priory Close, following comments received during the consultation stages of this scheme, it has now been decided to remove the single yellow lining element from the scheme. The revised proposals are intended to provide restrictions in the area with the largest safety concerns i.e., to improve visibility and safety when entering and egressing Priory Close, as shown in Appendix D.</p> <p>For information, resident parking schemes are now administered and enforced by district councils. Therefore, agreement with both the parish council and Broadland District Council would be required. Please note, resident parking schemes are required by Central Government to be self-funding and are generally used in high density housing estates with little or no off road parking. This therefore may be a long term solution but unfortunately will not resolve the parking problems highlighted in the short term. Any request for residents parking should be made via Broadland District Council.</p>
<p>Priory Close - It was our understanding that Priory Close was to be double yellowed lined for its length on both sides and no parking allowed between 8am - 6pm. To have it for only one hour is pointless. I have considerable trouble with parking immediately opposite our driveway which stops me getting my car out.</p>	N	<p>The proposals in the vicinity of Priory Close are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a compromise between the residents and people who require parking in order to</p>



		<p>access local businesses whilst at the same time restricting long stay parking. It is hoped the combination of waiting restrictions and parking bays will encourage a 'turn over' of spaces and should make parking available for customers of the shops.</p> <p>In order to improve visibility and safety in the vicinity of the Priory Close/The Street junction, we are proposing a combination of waiting restrictions to aid safety and also two, time limited parking bays to provide a modicum of short stay parking.</p> <p>Regarding your comment to extend the double yellow lines all the entire length of Priory Close, unfortunately due to the level of objection received to the proposed single yellow line it has been decided to remove this element of the scheme, as shown in Appendix D.</p>
<p>Broadland Way - Appreciate more no parking restrictions in the village but you are moving the problem and not curing it. The main Road from Broadland way to roundabout on both sides should be included. This is already full of vehicles making it dangerous.</p>	N	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a compromise between the residents and people who require parking in order to access local businesses whilst at the same time restricting long stay parking. It is hoped the combination of waiting restrictions and parking bays will encourage a 'turn over' of spaces and should make parking available for customers of the shops.</p> <p>Regarding your request to provide waiting restrictions between Broadland Way and the A47 roundabout, it is felt the existing road width and forward visibility are sufficient to allow unrestricted lengths of parking. Experience has shown that a modicum of parking can act as a traffic calming feature and may in fact reduce vehicular speeds. I can confirm however, to improve safety when exiting/egressing side roads it is proposed to provide double yellow lines, as shown in Appendix D.</p>

<p>Old Road - The new parking restrictions leave me nowhere to park my car. I currently park opposite my house. Could I get a permit in the restricted zone. Or could that zone still be an anytime parking area.</p>	<p>N</p>	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of Old Road and limit long stay parking, hence the combination of double, single yellow lines and parking bays. It is hoped the combination of double yellow lines and time limited waiting restrictions will encourage a 'turn over' of spaces and should make parking available for customers of local businesses and also residents.</p> <p>For information, resident parking schemes are now administered and enforced by district councils. Therefore, agreement with both the parish council and Broadland District Council would be required. Please note, resident parking schemes are required by Central Government to be self-funding and are generally used in high density housing estates with little or no off road parking. This therefore may be a long term solution but unfortunately will not resolve the parking problems highlighted in the short term. Any request for residents parking should be made via Broadland District Council.</p>
<p>Priory Close - We need 24 hour no parking as 1hrs is no good as I work nights and I'm not getting up to move my car. I propose total no parking and visitor + family passes to park on the road.</p>	<p>N</p>	<p>The proposals in the vicinity of Priory Close are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a compromise between the residents and people who require parking in order to access local businesses whilst at the same time restricting long stay parking. It is hoped the combination of waiting restrictions and parking bays will encourage a 'turn over' of</p>

		<p>spaces and should make parking available for customers of the shops.</p> <p>In order to improve visibility and safety in the vicinity of the Priory Close/The Street junction, we are proposing a combination of waiting restrictions to aid safety and also two, time limited parking bays to provide a modicum of short stay parking.</p> <p>Regarding your comment to extend the double yellow lines the entire length of Priory Close, unfortunately due to the level of objection received to the proposed single yellow line it has been decided to remove this element of the scheme, as shown in Appendix D.</p> <p>For information, resident parking schemes are now administered and enforced by district councils. Therefore, agreement with both the parish council and Broadland District Council would be required. Please note, resident parking schemes are required by Central Government to be self-funding and are generally used in high density housing estates with little or no off road parking. This therefore may be a long term solution but unfortunately will not resolve the parking problems highlighted in the short term. Any request for residents parking should be made via Broadland District Council.</p>
<p>Old Road - I would like the double yellow lines to outside the shop to be extended to cover the entrance by the side of the shop. Residents need permanent parking spaces opposite.</p>	N	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of Old Road and limit long stay parking, hence the combination of double, single yellow lines and parking bays. It is hoped the combination of double yellow lines and time limited waiting restrictions will encourage a 'turn over' of spaces and should make parking available for customers of local businesses and also residents.</p>

<p>The Street - As an employee who works in Acle I have to use my car for the journey to and from my works place. I do not have public transport available where I live. As the parking at the business is for customers, I have no option than to park on the road. This proposal will make life very difficult for the employees of Acle.</p>	N	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of The Street whilst limiting long stay parking, hence the combination of double, single yellow lines and parking bays. It is hoped the combination of double yellow lines and time limited waiting restrictions will encourage a 'turn over' of spaces and should make parking available for customers of local businesses and also residents.</p> <p>Regarding the availability for customers to park in close proximity to your premises, I can confirm that a number of 2 hour time limited parking will be available in The Street and also on surrounding roads, as shown in Appendix D.</p>
<p>The street - I drive from Stalham to Acle for work so I am in need of a car. It is already hard to park and do not want to park near residents' properties as causes disputes. As a petite female I would feel v having to walk further to my car in the dark.</p>	N	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of The Street whilst limiting long stay parking, hence the combination of double, single yellow lines and parking bays. It is hoped the combination of double yellow lines and time limited waiting restrictions will encourage a 'turn over' of spaces and should make parking available for customers of local businesses and also residents.</p> <p>Regarding the availability for customers to park in close proximity to your premises, I can</p>



		confirm that a number of 2 hour time limited parking will be available in The Street and also on surrounding roads, as shown in appendix D.
I object because it will stop people who work in acle who will not be able to park near their place of work and also detract from local trade.	N	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of road, whilst limiting long stay parking, hence the combination of double, single yellow lines and parking bays. It is hoped the combination of double yellow lines and time limited waiting restrictions will encourage a 'turn over' of spaces and should make parking available for customers of local businesses and also residents.</p> <p>Regarding your comment around workers being able to park in close proximity to their place of work, it is the responsibility of individual businesses to make parking provisions for their staff and not the responsibility of Norfolk County Council who can only manage the public highway.</p>
As a local resident and business owner, if you go ahead with these restrictions it will kill the village and the local businesses. Businesses (particularly retail) have had to navigate their way through a tremendously difficult time recently and to follow that with more restrictive parking in the village will discourage people from coming to the village to use its local businesses and help the local economy. Without places to park people can't visit the village and use the businesses there. I fear these parking restrictions will be the final nail in the coffin for most of the businesses in Acle as	N	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a suitable compromise was needed between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents and customers to park on some sections of roads, whilst at the same time attempting to limit long stay parking. The proposals were therefore developed through a combination of double and single yellow lines along with parking bays. It is</p>

<p>people are forced to go elsewhere as there is not enough parking. Please don't exacerbate the death of the high street and kill a village and its local businesses just to make it easier for people to pass through.</p> <p>The last thing any business or town needs now is more restrictions, please see sense and scrap these plans. Businesses need customers and customers need parking. We don't need more commercial buildings empty because of businesses going too quiet.</p>		<p>hoped the combination of these waiting restrictions will encourage a 'turn over' of spaces and will make parking available for customers of local businesses, which is hoped will in fact increase patronage. Allowing for long stay parking for employees/customers may prevent regular 'turn over' of spaces which could be detrimental to local businesses, hence the introduction of time limited parking bays.</p>
<p>Birtles Way -</p> <p>I fully support the double yellow lines.</p> <p>However the single yellow line with no parking between 10am &amp; 11am is a concern. If this was to help ease the problem for residents this creates another. Are you expecting residents to go out &amp; move their car, along with everyone else in other roads, for one hour. Not entirely sure where the cars can be moved to.</p> <p>Would you consider either issuing resident permits/ stickers or allowing residents to put a note in their windscreen, so they are exempt from the restrictions.</p>	<p>N</p>	<p>As I am sure you can appreciate, finding a solution which suits everybody is very difficult and I appreciate the proposals may not be appropriate for some residents. In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of Birtles Way was needed, hence the combination of double and single lines.</p> <p>However, following comments received during the consultation stages of this scheme, it has now been decided to remove the single yellow lining element. The revised proposals are intended to provide restrictions in the area with the largest safety concerns i.e., to improve visibility and safety when entering and egressing Birtles Way, as shown in Appendix D.</p> <p>For information, resident parking schemes are now administered and enforced by district councils. Therefore, agreement with both the parish council and Broadland District Council would be required. Please note, resident parking schemes are required by Central Government to be self-funding and are generally used in high density housing estates with little or no off road parking. This therefore may be a long term solution but unfortunately will not resolve the parking problems highlighted in the short term. Any request for residents parking should be made via Broadland District Council.</p>

The Street (Crossway Terrace) - Whilst we appreciate the need to aid traffic flow and avoid congestion, particularly at busy times, and agree that parking should be prevented on our side of the road and near the junction, we feel that the proposed parking bays with 2 hour restrictions across the road will make things even more difficult for Crossway residents. There are many occasions when one of our two cars have to be parked across the road and since we both work at home a lot now, having to move a car every two hours would be very inconvenient. Also, it would be very difficult for any visitors to our property such as tradesmen working here, delivery vehicles, etc. Perhaps some consideration could be given to some sort of permit scheme for Crossways residents, either to allow us to park in the 2 hour bays for longer or to make the off-road area outside the houses residents only. We would be willing to pay for this convenience and I think some other residents feel the same. We do realise that Crossways was not built with parking in mind in 1905 but it is now a big problem for residents, and I hope the Council will consider our comments. Another fear is that such parking restrictions will adversely affect the property values as soon as buyers realise the problems around this issue.

N

Promoting prohibition of waiting and street parking places in residential areas is always a contentious issue and finding a solution that suits everybody is very difficult.

In the formulation of these proposals, it was clear that a suitable compromise was needed between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents and customers to park on some sections of roads, whilst at the same time attempting to limit long stay parking. The proposals were therefore developed through a combination of double and single yellow lines along with parking bays. It is hoped the combination of these waiting restrictions will encourage a 'turn over' of spaces.

Addressing the needs of all users is a difficult balance, however by providing the time limited waiting restrictions to '10.00 – 11.00 Mon-Fri' and parking bays limited between '10.00 – 16:00 Mon-Fri' on The Street is a compromised approach to tackling the main concern of long stay parking associated with the nearby businesses and giving residents the opportunity to park for certain periods of the day and park unrestricted overnight (after 16.00) and weekends. Regarding your concerns around tradesmen and deliveries, I can confirm vehicles are able to park whilst actively loading/unloading, in addition blue badge holders are permitted to park on double or single yellow lines for up to three hours.

For information, resident parking schemes are now administered and enforced by district councils. Therefore, agreement with both the parish council and Broadland District Council would be required. Please note, resident parking schemes are required by Central Government to be self-funding and are generally used in high density housing estates with little or no off road parking. This therefore may be a long term solution but unfortunately will not resolve the parking problems highlighted in the short term. Any request for residents parking should be made via Broadland District Council.

<p>New Road - Living on New Road close to the garage my concern is that the planned measures are insufficient along this stretch of road. I believe that extending the two hour time limit along all the south side away from the double lines and placing double lines along the length of the North side will help greatly to minimise traffic chaos.</p> <p>With the increased traffic and traffic hold ups we have seen a massive increase in pollution with oily soot covering windows and outside structures. Last year I in fact had a test carried out over a seven day period which found air pollution to be nearly twice the EU recommended. I suffer from Asthma and have had to install Hepa air purifier filters and keep my windows closed during the hot weather to reduce the particle levels. I made a representation to our Parish Council regarding this issue which was ignored.</p> <p>We also have a major problem with speeding along here, particularly with the road being so narrow with parked vehicles.</p>	N	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a compromise between the residents and people who require parking in order to access local businesses whilst at the same time restricting long stay parking. The proposals on New Road have been tailored to improve safety and traffic flow in the vicinity of the relatively sharp bend. It is felt that to allow a modicum of parking the section of what is a relatively wide and straight piece of carriageway doesn't pose a significant safety risk. Experience has shown that parking can act as an informal traffic calming feature and may in fact reduce vehicular speeds.</p>
<p>Birtles Way - Im just emailing my concerns over the proposed parking restrictions in Birtles way Acle. I Totally agree with the double yellow lines at the top of the road to stop parking near the junction with the street as its also dangerous. My concern is people will then park further down outside my property. My second concern is the single lines further down outside my property with the no parking between 10am-11am. I do alternate shifts at work in Norwich so my car some days between that 10-11am will be parked outside my property so this means I'll have to</p>	N	<p>As I am sure you can appreciate, finding a solution which suits everybody is very difficult and I appreciate the proposals may not be appropriate for some residents. In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of Birtles Way was need, hence the combination of double and single lines.</p> <p>However, following comments received during the consultation stages of this scheme, it has now been decided to remove the single yellow lining element. The revised proposals are intended to provide restrictions in the area with</p>



<p>move my car away for that 1 hour each time. Surely the best alternative and as i had this years ago when i lived in norwich city centre is to have residential parking permits for us in birtles way. This is iradicate all non-residents parking down our road and will mean i can park outside my property as i managed to do most days now with no problems. I can see and agree with the concerns about parking near the junctions to the main street in Acle and support the double yellow lines but the proposed single yellow lines further down Birtles way and other roads in Acle I feel that the residents here haven't been considered at all.</p>		<p>the largest safety concerns i.e., to improve visibility and safety when entering and egressing Birtles Way, as shown in Appendix D.</p> <p>For information, resident parking schemes are now administered and enforced by district councils. Therefore, agreement with both the parish council and Broadland District Council would be required. Please note, resident parking schemes are required by Central Government to be self-funding and are generally used in high density housing estates with little or no off road parking. This therefore may be a long term solution but unfortunately will not resolve the parking problems highlighted in the short term. Any request for residents parking should be made via Broadland District Council.</p>
<p>The Street and Old Road - Within the letter you show proposals for a large area of the centre of Acle. Most of which I feel are sensible. As a resident and as a blue light driver, the key areas I feel are and have been, old road, near the hardware shop and butchers shop.</p> <p>Potentially the small parking bay outside the old funeral directors (opposite the entrance to the olive tree) could be removed to allow unaided vision up old road.</p> <p>That said, the old Barclays Bank has a large parking area, behind the Chinese takeaway, Indian takeaway and pharmacy are large areas of parking. Why are these not being used and double yellow lines put the length of the street.</p> <p>In review, I think it would be safer to remove the proposed parking bays the length of the street, however if that is not viable, then a removal of the parking bays outside the graveyard of the church, until outside the newsagents. This will allow clear line of site through the street, avoid large and small vehicles overtaking</p>	<p>N</p>	<p>Thank you for your comments, they have been noted.</p> <p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a compromise between the residents and people who require parking in order to access local businesses whilst at the same time restricting long stay parking.</p> <p>I can confirm that in an attempt to improve visibility and therefore safety in the vicinity of the old funeral directors it is proposed to reduce the length of the parking bay and extend the double yellow lines on both sides of the carriageway.</p> <p>Regarding your comments around utilising private car parks, unfortunately Norfolk County Council can only manage the public highway and have no ability to dictate how private companies utilise their premises.</p> <p>It is felt that promoting waiting restrictions along the entire length The Street could be</p>

<p>parked vehicles on a bend and being on the opposite side of the road without a clear awareness of what is coming towards.</p> <p>I am happy to discuss this in further detail if you do so wish, or if any of this is unclear.</p>		<p>particularly contentious and would impact the local amenities/businesses situated along The Street. Marked parking bays with a time limit are generally provided around shops/businesses to encourage a regular turnover of spaces.</p> <p>It is acknowledged that these restrictions may not be enough for some residents; however, they have been proposed to provide safer passage with greater visibility, within the village centre, whilst trying not to adversely impact local businesses.</p>
<p>New Road - I feel I must object to the proposals for the parking on New Road. You have proposed double yellow lines on the side of the road up to Broadland Way which is good, but on the opposite side where the problem occurs, you have stopped them just after the bend. As you can see from the photos, when large vehicles come round the corner they are met with the parked cars immediately which causes big problems.</p> <p>Unfortunately when all the cars park there for the day, the traffic gets very congested as they can't pass each other, the double yellow lines should extend much further along the road up to Maverick Engineering.</p> <p>There is also a problem past Maverick Engineering where the cars will park entirely on the grass verge which kills the grass.</p>	<p>N</p>	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a compromise between the residents and people who require parking in order to access local businesses whilst at the same time restricting long stay parking. The proposals on New Road have been tailored to improve safety and flow in the vicinity of the relatively sharp bend. It is felt that to allow a modicum of parking on which is a relatively wide and straight piece of carriageway does pose a significant safety risk. Experience has shown that parking can act as an informal traffic calming feature and may in fact reduce vehicular speeds.</p>
<p>New Road - I believed the original plan was to double yellow line the majority of the North side road which I was more than happy with. My main concern is the restricted view when trying to access the highway from my property. I appreciate that there will be less cars parked nearer to the village, however this just means the problem will be pushed further along New Road which is likely to mean there will then be vehicles</p>	<p>N</p>	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a compromise between the residents and people who require parking in order to access local businesses whilst at the same</p>

<p>parked on both of the grass verges outside mine and my neighbours property, meaning restricted views in both directions when trying to exit.</p> <p>Most cars park partly on the verge and partly on the road which makes the situation worse. To be honest I was shocked at the extent, bearing in mind the old Barclays site is currently being used for parking and we are still dealing with Covid situation. Surely it would make sense to use the 2hr (daytime) restriction on all the central roads, giving time for everyone to shop and attend appointments etc.</p>		<p>time restricting long stay parking. The proposals on New Road have been tailored to improve safety and flow in the vicinity of the relatively sharp bend. It is felt that to allow a modicum of parking on which is a relatively wide and straight piece of carriageway does not pose a significant safety risk. Experience has shown that parking can act as an informal traffic calming feature and may in fact reduce vehicular speeds.</p> <p>Regarding your comments around utilising private car parks, unfortunately Norfolk County Council can only manage the public highway and have no ability to dictate how private companies utilise their premises.</p> <p>Your comment requesting 2 hour restrictions throughout the village centre would unfortunately not deal with the safety concerns raised, the intention is to provide double yellow lines in the areas with the largest safety concerns. It is acknowledged that these restrictions may not be enough for some residents; however, they have been proposed to provide safer passage with greater visibility, within the village centre, whilst trying not to adversely impact local businesses.</p>
<p>Reedham Road - I have lived in this area for almost 4 years and would gladly say the traffic in this area flows excellently. I have never struggled with traffic congestion or ever felt restricted by on street parking.</p> <p>Although cars have been known to speed down Reedham Road, so the traffic will speed up, which will be a danger. There are no speed bumps or crossings and the only reason drivers slow down at the moment is because my car is parked on Reedham Road, outside of Middlesex Terrace.</p> <p>The road is currently safe, I have never seen a crash on this road near to Middlesex Terrace. I have been working from home since March and I do not see any parking issues around my neighbourhood - the only times I</p>	<p>N</p>	<p>These proposals are being promoted to help improve accessibility and safety for all highway users and have come via requests from the parish council. 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>In the formulation of these proposals, it was clear that a compromise between the residents and people who require parking in order to access local businesses whilst at the same time restricting long stay parking.</p> <p>For information, resident parking schemes are now administered and enforced by district councils. Therefore, agreement with both the parish council and Broadland District Council would be required. Please note, resident parking schemes are required by Central Government to be self-funding and are generally used in high density housing estates with little or no off road parking. This therefore may be a long term solution but unfortunately</p>

see other vehicles parking in the area are by workmen on behalf of the residents/council.

If double yellow lines are approved there would be no where for the workmen to park when carrying out work to the neighbouring properties.

One of the reasons I bought my house in April 2017 was that there was no restriction to parking outside my house. My daughter has epilepsy and I need my car in close vicinity should she have a severe attack and I need to get her to hospital. I am a single mother and the only person who currently brings an income into the household. I am worried that if this proposal is approved my property will be devalued and I will struggle to re sell the property due to no parking available. Can you confirm whether I would be entitled to compensation for this.

Unlike my close neighbours, I do not have a drive or sufficient space in front of my house for a drive to be built. As this Order is to reduce the on road parking will any off road parking space be made available to me close to where I live?

There is an unregistered/unadopted road at the side of Middlesex Terrace named Middlesex Lane where my neighbours and visitors have parked for over 50 years, which is off Reedham Road. Parking here would not cause any obstructions or affect any traffic flow and would provide a parking space for myself should I be faced with an emergency. Recently, residents in the area erected wooden bollards to prevent anyone from parking here – if a parking space could be aligned to my property here, moving the bollards back slightly to allow for this, I would not object to the proposals. If this was not a consideration, my objection would stand, unless a parking permit is

will not resolve the parking problems highlighted in the short term. Any request for residents parking should be made via Broadland District Council.

I can confirm discussions have been held with the Area Manager about this and to aid road safety and it has been suggested the proposed double yellow directly outside 1, 2 & 3 Middlesex Terrace are retained due to the close proximity to the underpass.

Norfolk County Council does not plan any remuneration for local residents or businesses as we have a duty to maintain and improve the highway

The highway is primarily to allow movement for all highway users. There is no immediate right to be able to park on the highway, although it is generally tolerated unless an obstruction occurs. It is not Norfolk County Council policy to provide specific parking places for individual residents

Therefore, it is suggested that a H-Bar marking is to be provided outside The Old Police House and Virginia Bank, as shown in Appendix D. This proposal will eliminate the existing safety concerns due to the proposed location being further away from the underpass. This should also discourage visitors but still allow the residents to park here.

issued for my property to enable me to park outside of my house.		
<p>Your parking proposals seem to be aimed at preventing people driving to Acle and getting on a bus to Norwich or Great Yarmouth, which understandably irritates residents. Access to shops etc is provided via short term parking. However, there seems to be little thought given to people employed in Acle, who require all day parking in Acle, having little option other than to drive. They are contributing to the local area through use of local businesses. The firm attracts it's clients into Acle and contributes via business rates.</p> <p>We would be interested to know what proposals you have to make it possible for our staff to access parking during working hours?</p>	N	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate, promoting waiting restrictions in residential and commercial areas is always a contentious issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of The Street whilst limiting long stay parking, hence the combination of double, single yellow lines and parking bays. It is hoped the combination of double yellow lines and time limited waiting restrictions will encourage a 'turn over' of spaces and should make parking available for customers of local businesses and also residents.</p> <p>Regarding your comment around workers being able to park in close proximity to their place of work, it is the responsibility of individual businesses to make parking provisions for their staff and not the responsibility of Norfolk County Council who can only manage the public highway.</p>
<p>On the whole we are in favour of the proposals. Our concerns are more cars will park outside our home on Springfield</p>	Y	<p>Thank you for your comments and your general support for the scheme has been noted. As I am sure you can appreciate, finding a solution which suits everybody is very difficult and I appreciate the proposals may not be appropriate for some residents.</p> <p>In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of carriageway.</p> <p>I can confirm, the intention is to keep the parking restrictions under review once</p>



		<p>implemented and any issues should be raised via Acle Parish Council.</p> <p>I can confirm however, to improve safety when exiting/egressing side roads it is proposed to provide double yellow lines in junction bellmouths, as shown in appendix D.</p>
<p>I am in favour for the Proposed double yellow lines but object to the proposed single yellow line along Birtles Way as there is no need for it.</p>	N	<p>As I am sure you can appreciate, finding a solution which suits everybody is very difficult and I appreciate the proposals may not be appropriate for some residents. In the formulation of these proposals, it was clear that a suitable compromise between addressing concerns over safety and our duty to manage the highway network for all users, whilst allowing residents to park on some sections of Birtles Way was needed, hence the combination of double and single lines.</p> <p>However, following comments received during the consultation stages of this scheme, it has now been decided to remove the single yellow lining element. The revised proposals are intended to provide restrictions in the area with the largest safety concerns i.e., to improve visibility and safety when entering and egressing Birtles Way, as shown in Appendix D.</p> <p>For information, resident parking schemes are now administered and enforced by district councils. Therefore, agreement with both the parish council and Broadland District Council would be required. Please note, resident parking schemes are required by Central Government to be self-funding and are generally used in high density housing estates with little or no off road parking. This therefore may be a long term solution but unfortunately will not resolve the parking problems highlighted in the short term. Any request for residents parking should be made via Broadland District Council.</p>
<p>The Green - Parking around the green should be 4 hours as they have clients or other visitors to their office premises who needed to stay for more than 2 hours</p>	N	<p>These proposals are being promoted to help improve accessibility and safety for all highway users. As I am sure you can appreciate promoting waiting restrictions in residential and commercial areas is always a contentious</p>

		<p>issue and finding a solution that suits everybody is very difficult.</p> <p>In the formulation of these proposals, it was clear that a compromise between the residents and people who require parking in order to access local businesses whilst at the same time restricting long stay parking was the aspiration.</p> <p>It is felt that providing parking bays with increased time allowances would not encourage a regular turnover of spaces and may negatively impact the other local amenities/businesses situated in the vicinity. If longer durations for parking is required, it is suggested that alternative locations are found away from the village centre.</p> <p>It is acknowledged that these proposals may not be sufficient for some businesses; however, they have been proposed to provide short time available parking within the village centre, whilst trying not to adversely impact local businesses.</p>
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KEY:

- Proposed waiting restrictions.
- Existing waiting restrictions.

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Survey 100019340



Norfolk County Council

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

DRAWING TITLE  
ACLE  
TOWN CENTRE  
PROPOSED TRAFFIC REGULATION ORDER PLAN

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
	AMENDMENTS MADE AS PER PUBLIC CONSULTATION	HM	JT	09/21

	INITIALS	DATE	DRAWING No. PJA031-HP-1200-003
SURVEYED BY	OS	2020	PROJECT TITLE
DESIGNED BY	HM	01/20	ACLE TOWN CENTRE
DRAWN BY	HM	01/20	PROPOSED PARKING RESTRICTIONS
CHECKED BY	JW	02/20	SCALE 1:500 @ A1
			FILE No. PJA031