

Report for Resolution

Report to	Norwich Highways Agency Committee 22 May 2008	Item 9
Report of	Head of Transportation and Landscape	
Subject	West Earlham to City Centre Cycle Measures / St John's School Signing Improvements - Heigham Road to City Centre Cycle link	

Purpose

This report informs Members of the results of public consultation two alternative cycle routes to link Heigham Road with the existing West Pottergate cycle route.

Recommendations

That the Committee:-

- (1) approves cycle route 1 for implementation;
- (2) asks the Head of Transportation and Landscape to carry out the necessary statutory procedures for the Footway Conversion Order

Financial Consequences

The financial consequences of this report are that the Local Transport Plan has allocations of £10,000 from the Safer and Healthier Journeys to School budget and £64,000 from the Cycling Schemes budget to fund this scheme

Strategic Objective/Service Priorities

The report helps to achieve the corporate objective to ensure the City has a clean and healthy environment and the service plan priority of implementing the Local Transport Plan.

Contact Officers

Phil Slater, Principal Technical Officer	01603 213426
Joanne Deverick, Transportation Manager	01603 213430

Background Documents

Norwich Highways Agency Committee Report and Minutes, 10 January 2008.

Report

Background

1. At your meeting of 10 January 2008, you considered the results of public consultation on a scheme to create a cycle route between Heigham Road and the City Centre, and to improve safety outside the St John's School on Heigham Road and West Pottergate.
2. The scheme consisted of constructing a speed table on Heigham Road outside the St John's School, and converting the footpaths between Heigham Road and West Pottergate (via Douro Place and Golding Place), into shared use footway / cycleway. The scheme is shown as appendix 1, with the cycle route labelled ROUTE 1.
3. You approved the implementation of the speed table on Heigham Road but resolved to remove the cycle link through Golding Place and replace it with a link between Douro Place and West Pottergate, running under the archway between no. 84 and 94 West Pottergate.
4. Public consultation was carried out on the alternative route during February 2008. This revised scheme is shown as appendix 2, with the cycle route labelled ROUTE 2.
5. The Heigham Road speed table was constructed over the school Easter holidays (25 March to 6 April 2008).
6. A summary of the comments received to ROUTE 1 is shown as appendix 3.
7. A summary of the comments received to ROUTE 2 is shown as appendix 4.

Assessment of Routes

8. Concern has been expressed about the conflict between cyclists and pedestrians along both routes, particularly on the sections where they pass through housing areas. A number of elderly people living in these areas are concerned for their safety.
9. The section between Heigham Road and Douro Place is common to both routes, and whilst some concern has been expressed about conflict between pedestrians and cyclists, the path is of sufficient width and there are few accesses leading off the path.

ROUTE 1

10. On route 1, the section through the housing area (Douro Place to Golding Place) is 4.2m width, and between Golding Place and West Pottergate it is 4.9m width (the recommended minimum width for a shared use footway / cycleway is 3m). Forward visibility is good along the whole route.
11. The path through the housing area between Douro Place and Golding Place has 3 bollards across it to prevent motor vehicles access to this area. The

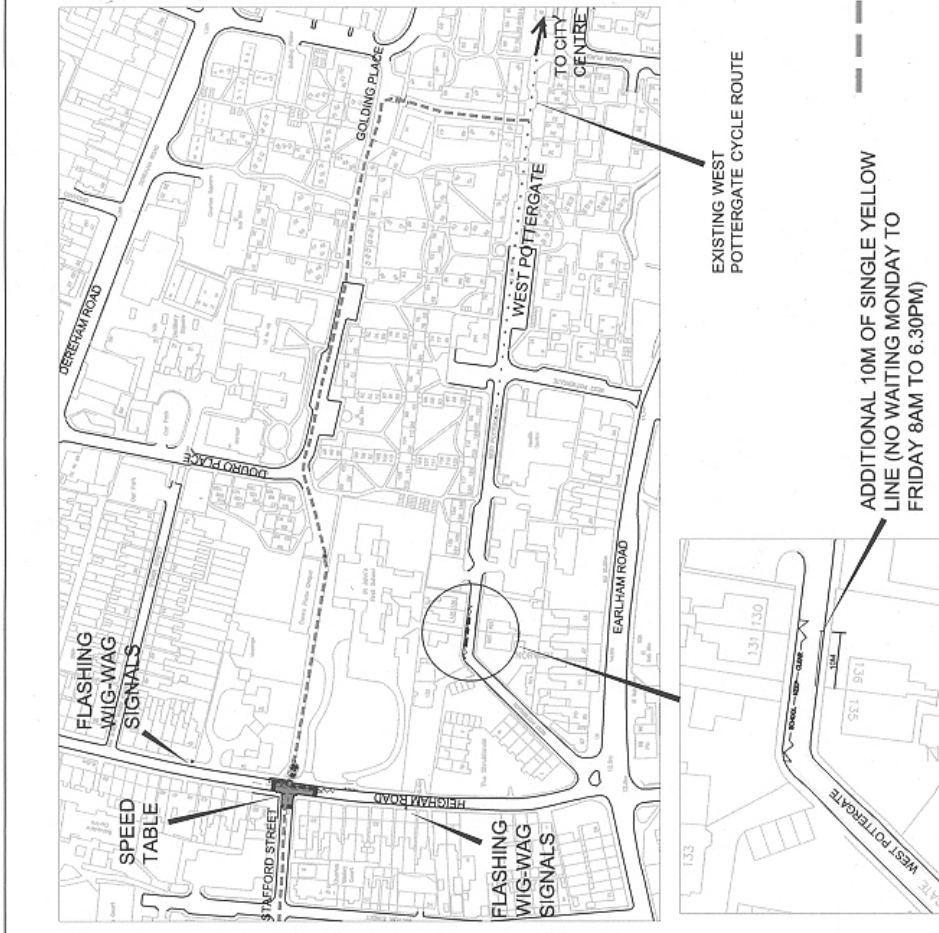
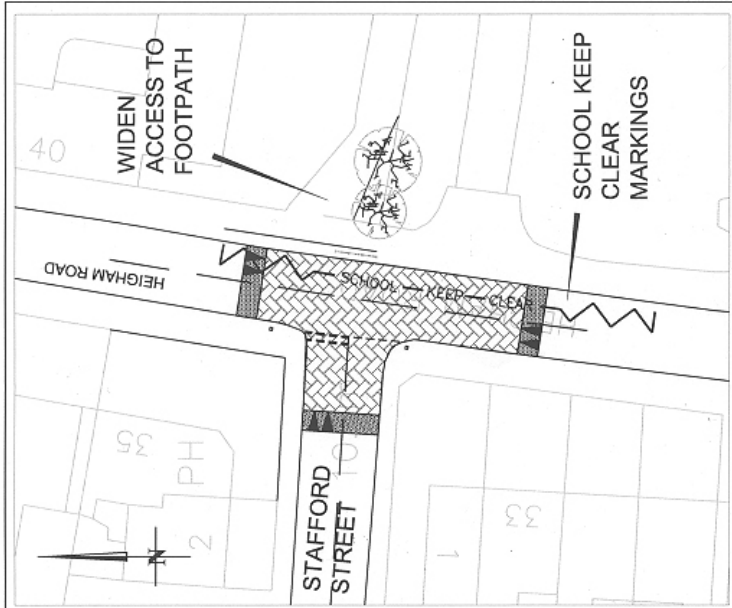
centre span could be marked out as the cycle route to help achieve segregation and keep cyclists away from the pedestrian accesses.

ROUTE 2

12. On route 2, cyclists will link up with West Pottergate more quickly than on route 1 but the section through the housing area (Douro Place to West Pottergate) is much narrower (2.9m) and is below the recommended width for a shared use route. Also, forward visibility is poor so there is more potential for conflict, particularly at the Douro Place end where the route passes through the archway.
13. It will be necessary to install staggered barriers along the route 2 to control cyclist speeds, however this may not be possible because access for maintenance vehicles to the central grassed area must be maintained.

Conclusions

14. As you will recall there was considerable opposition to route 1 at this meeting in January. The public consultation shows a similar level of objection to route 2. If neither route were to be implemented this would leave a gap in a well used, valuable cycle route between the west of the city and the centre, which utilises the underpass under Grapes Hill, and the recently improved Pottergate route which is due to be improved further this year. Therefore it is not recommended that neither route should be implemented.
15. Whilst both routes are feasible, route 1 is preferable because it is wider and therefore creates less pedestrian / cycle conflict than route 2. Route 1 is also more 'open', enabling cyclists and pedestrians to see each other much earlier. This was also the conclusion of an independent safety audit carried out on both routes.

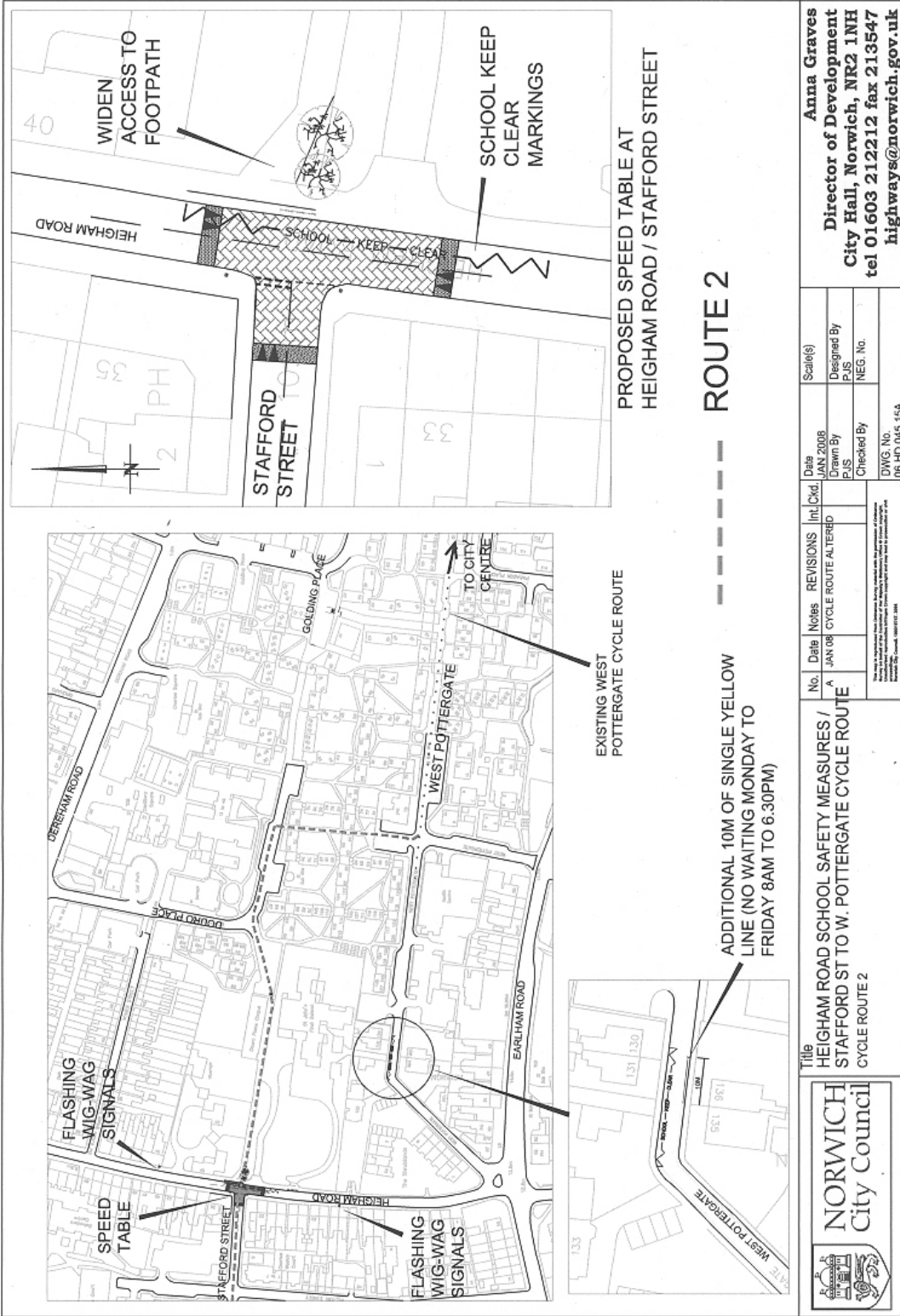


ROUTE 1

Anna Graves
 Director of Development
 City Hall, Norwich, NR2 1NH
 tel 01603 212212 fax 213547
 highways@norwich.gov.uk

Scale(s)	Date	Revisions	Int.Ckd.
Designed By PJS	JAN 2008	Notes	
Checked By NEG. No.	Drawn By PJS	A	
	Checked By	JAN 08	
	DWG. No.		
	06 HD 045 15A		

Title
 HEIGHAM ROAD SCHOOL SAFETY MEASURES /
 STAFFORD ST TO W. POTTERGATE CYCLE ROUTE
 CYCLE ROUTE 1



NORWICH City Council

HEIGHAM ROAD SCHOOL SAFETY MEASURES / STAFFORD ST TO W. POTTERGATE CYCLE ROUTE

Anna Graves
 Director of Development
 City Hall, Norwich, NR2 1NH
 tel 01603 212212 fax 213547
 highways@norwich.gov.uk

No.	Date	Notes	Revisions	Int. Ckd.	Date	Scale(s)
A	JAN 08	CYCLE ROUTE ALTERED			JAN 2008	Designed By PJS Checked By NEG. No.

HEIGHAM ROAD SCHOOL SAFETY MEASURES / STAFFORD ST TO W. POTTERGATE CYCLE ROUTE

ADDITIONAL 10M OF SINGLE YELLOW LINE (NO WAITING MONDAY TO FRIDAY 8AM TO 6.30PM)

EXISTING WEST POTTERGATE CYCLE ROUTE

No.	Date	Notes	Revisions	Int. Ckd.	Date	Scale(s)
					JAN 2008	Designed By PJS Checked By NEG. No.

DWG. No. 06 HD 045 15A

WEST EARLHAM TO CITY CENTRE CYCLE IMPROVEMENTS
RESULTS OF PUBLIC CONSULTATION
COMMENTS ON CYCLE ROUTE 1

	ADDRESS	COMMENTS	OFFICERS' RESPONSE
1	Resident of 93 Douro Place	Thinks it's a waste of money to make the alleyway along side Douro Chapel into a cycle route because cyclists already have routes via Wymer Street and West Pottergate. Also, danger of cyclists coming out of the alley into Douro place and being hit by manoeuvring vehicles.	The alternative routes are not direct routes for cyclists from the Stafford Road area. Improvements to the alleyway (widening of entrance and improving the street lighting) are needed anyway and will benefit pedestrians. Give way markings will be included at the end of the footway.
2	Norwich Cycle Campaign	In favour in principle. It shouldn't be signed as a main cycle route. It's usefulness will depend on design details - flush kerbs, barrier design etc. Wants to see kerbs at Wymer Street made flush.	Flush kerbs will be included along the route and also Wymer Street
3	Norfolk Constabulary	Support the proposals	Noted
4	Resident of 28 Charles Square	Against allowing cycles onto these pedestrian routes in area where elderly live. Increase risk of accidents	Noted
5	83 West Pottergate	Concerned that cyclists will ride out across the footpath onto Heigham Road and endanger pedestrians	Pedestrian guardrail at end of cycle route will help to slow cyclists down, and give way lines to be installed
6	West Pottergate Residents Association	Concerned about safety of pedestrians if cyclists are allowed to use these narrow alleyways with blind corners etc	Noted
7	Unknown	Concerned about the danger for pedestrians from cyclists at the pinch point at the Heigham Road end of the footway (near the Sycamore tree)	The widening of the entrance to this path will improve visibility and create space for cyclists or pedestrians to wait for each other to pass

WEST EARLHAM TO CITY CENTRE CYCLE IMPROVEMENTS
RESULTS OF PUBLIC CONSULATATION
COMMENTS ON CYCLE ROUTE 2

	ADDRESS	COMMENTS	OFFICERS' RESPONSE
1	Councillor hereward Cooke	Favours the proposals but suggests that the staggered barriers should be at the West Pottergate end of the Douro Place to Wset Pottergate link	A careful assessment of where the barriers should be placed will be made
2	Resident of 91 West Pottergate	Thinks it's a bad idea to allow cyclists to use the Douro place to West Pottergate link as it will endanger the many elderly people who use this route as a way to the shops or the Doctors	Noted
3	Resident of 73 Douro Place	Thinks it's a bad idea to allow cyclists to use the Douro place to West Pottergate link as it's not wide enough. Many elderly people use this route to get to the Doctors. The other route (route 1) was much more suitable.	Noted
5	Resident of 83 West Pottergate	Not in favour of the cycle route between Douro place and West Pottergate. Where the route passes beneath the archways, there are doors to storage sheds and an access path to 74-84 West Pottergate, and the lack of visibility will endanger cyclists and pedestrians. Barriers along this route will prevent access for grass cutting machinery.	Noted
6	Resident of 78 West Pottergate	Against the proposed cycle route between Douro Place and West Pottergate. Cyclists already cut through here and create a danger to pedestrians. The route through Golding Place is wider and more suitable.	Noted
8	Resident of 86 West Pottergate	Crossing the road junction in Douro Place will be dangerous for cyclists as this junction already has poor visibility due to parked cars. Very much against the route from Douro Place to West Pottergate becoming a cycle route. It is used by many elderly and disabled people as well as mum's with double buggies and small children. Some cyclists already use this route and it will be more dangerous if it becomes more used. A barrier is needed at the top if it goes ahead.	Give way lines will be installed. Consideration would be given to barriers at the top if this option is approved