

Norwich Highways Agency committee

Date: Thursday, 07 June 2018

Time: 10:00

Venue: Mancroft room, City Hall, St Peters Street, Norwich, NR2 1NH

Members:

**County
Councillors:**

Fisher (chair)*
Vincent *
Bills
Jones (C)
Thomson

City Councillors:

Stonard (vice chair)*
Stutely*
Malik
Carlo
Peek

**For further information please
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Agenda

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1 Apologies

To receive apologies for absence

2 Public questions/petitions

To receive questions / petitions from the public

Please note that all questions must be received by the committee officer detailed on the front of the agenda by **10am on 4 June 2018**

Petitions must be received must be received by the committee officer detailed on the front of the agenda by **10am on 6 June 2018**

For guidance on submitting public questions or petitions please see appendix 1 of the council's constitution.

3 Declarations of interest

(Please note that it is the responsibility of individual members to declare an interest prior to the item if they arrive late for the meeting)

4 Minutes

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To approve the accuracy of the minutes of the meeting held on 22 March 2018.

5 Transport for Norwich - A11 Newmarket Road – A140 Mile End Road Improvements to relieve congestion at the Daniels Road Roundabout report

15 - 28

Purpose - To update members on current position of the work to identify capacity improvements at the A11 Newmarket Road / A140 Mile End Road junction.

6 Norwich Area Transportation Strategy Implementation Plan – Rose Lane and Prince of Wales Road Report

29 - 78

Purpose - To consider the results of the consultation on the Rose Lane and Prince of Wales Road traffic management scheme, approve the general principles of the overall scheme and approve for installation the King Street and

Rose Lane elements

- 7 Thorpe Road area Permit Parking Consultation report 79 - 98**
Purpose - To advise members of the response to the recent consultation in the Thorpe Road area to extend existing permit parking areas and recommend the implementation of permit parking in all of the areas concerned,
- 8 Transport for Norwich – Earlham Road/Outer Ring Road to Heigham Road safety scheme with out appendices 99 - 118**
Purpose - To seek approval to consult on proposals to make safety improvements at the Earlham Road / Outer Ring Road (ORR) roundabout, and along Earlham Road through to and including its junction with Heigham Road.
- 9 Transport for Norwich – Earlham Five Ways roundabout safety scheme 119 - 128**
Purpose - To seek approval to consult on proposals to make safety improvements at the Earlham Five Ways roundabout.
- 10 Waggon and Horses Lane; proposed traffic management 129 - 142**
Purpose - For members to consider an Experimental Traffic Regulation Order for a road closure on Waggon and Horses Lane to protect the property at 21 Elm Hill
- 11 Transport for Norwich – Cycling improvements, Edward Street / Heath Road / Magpie Road junction 143 - 156**
Purpose - To consider responses from consultation and approve installation of the Edward Street / Heath Road / Magpie Road cycling improvements scheme.

Date of publication: **Friday, 01 June 2018**

Norwich Highways Agency committee

10:00 to 12:00

22 March 2018

Present: **County Councillors:** **City Councillors:**
 Fisher (chair) (v)* Stonard (vice chair) (v)
 Vincent (v) Bremner (v)
 Bills Carlo
 Jones (C) Lubbock
 Thomson Peek

*(v) voting member

1. Public Questions/Petitions

Public question 1- Magdalen Street Flyover

Mr Tony Clarke, Robert Gybson Way, asked the following question:

“The works on the Magdalen Street flyover appeared to have been completed. I believe that the budgeted cost was £300,000. In view of the delays in completing the works and their very extensive nature, I would like to ask what the final cost is and what was the nature of the additional works?”

Councillor Fisher, chair, replied on behalf of the committee:

“The outturn works cost was approximately £753,000. The nature of concrete repairs is such that it isn’t possible to determine the full extent of repairs, particularly depth of repairs, until the defective concrete has been broken out. The contract included a constraint in terms of the amount of concrete that could be broken out on each column section at any one time. This was for safety reasons i.e. to avoid the columns being weakened to an extent that their load carrying capacity was compromised. This was particularly important bearing in mind that the structure continued to carry live traffic throughout the contract. The works were carefully phased so that, for example, some repairs would be carried out on one pier and then repairs would be carried out on another pier and then back to the first pier etc. It is this phasing which extended the contract duration and led to the significant increase in cost.

Although the works exceeded the initial budget estimate, the works were fully funded within the existing bridges maintenance budget that is in place for maintenance such as this.”

Mr Clarke thanked the chair for answering his question about the additional funding for the scheme and said that he had been curious about this following reading an article in the local press on funding for bridge maintenance in Norfolk.

Question 2 : Newmarket Road junctions

Councillor Wright, Eaton Ward, asked the following question:

“At the Norwich Highways Agency committee (NHAC) meeting in March last year, the committee took a decision to defer proposals to remove traffic signals at the Christchurch/Lime Tree Road and the Leopold/Eaton Road junctions with the Newmarket Road.

In January of this year at a meeting of the county's environment, development and transport committee, a sum of £1.75 million was earmarked for further work on these signalled junctions along with the Daniels Road. Officers will bring a report to a future meeting at which time residents can have their say on the proposals.

Since there are many residents who would be adversely affected by any changes to the traffic lights there is much concern about this issue.

As councillors we are constantly asked - "Why would the city and county councils wish to put the local residents' lives at risk by removing these vital traffic lights and expecting them to turn across the Newmarket road without the safety of traffic lights, possibly causing more accidents and hold ups on the Newmarket Road?"

To help those residents and local Eaton councillors understand the need to pursue such an unpopular, dangerous and costly scheme, can the committee chair explain the rationale behind attempting to reintroduce such a scheme?"

Councillor Fisher, chair, replied on behalf of the committee:

“As you say there is £1.75 million allocated to looking at ways of reducing congestion and improving journey times at the Newmarket Road / Outer Ring Road roundabout.

The network and analysis team at Norfolk County Council has been investigating traffic flows at the roundabout and on the approaches to it. This includes the signalled junctions of Newmarket Road with Leopold Road and Lime Tree Road. This is being done to identify how best to improve traffic flow in the area. Once this data has been carefully and fully evaluated we will be able to give further consideration to potential proposals for these junctions.

No decision has been made about the removal of any traffic signals in the area and nor would it be made without full consultation with affected parties and approval at this committee.

As you can imagine this is a complex issue and it is essential that all options are fully explored which is why it has taken longer than expected for initial proposals

to be brought to this committee. I am advised that a report on the proposed measures to reduce congestion on Newmarket Road will be presented to this committee later this year.”

Councillor Wright referred to the report considered at the environment, development and transport (ETD) committee (Norfolk County Council, 19 January 2018) and said that he was pleased that there would be a consultation before a scheme was implemented and that residents’ fears would have been allayed if more information had been included in this report. In response the chair reiterated that there would be further consultation before a decision on the removal of traffic lights was made by the committee. The transportation and network manager, Norwich City Council, explained that the report to the ETD committee in January was a standard report to approve the allocation of budgets to schemes. During discussion a member referred to the NHAC meeting in March of last year and commented that it was clear that this committee had not made a decision on the removal of the traffic lights and that it would be considered at a future committee meeting. Another member said that the ETD report should have been more explicit.

Question 3:

Mr Chris Speed, First Eastern Counties, asked the following question:

“First Eastern Counties is supportive of any measures to improve air quality in Norfolk.

We have invested in new / newer vehicles to improve Euro standards, including the latest Euro VI over the last 2 years.

Twenty vehicles in Norwich are Euro VI standard with an additional two arriving by the end of March. These vehicles emit miniscule amounts of PM and NOX.

With effective bus priority emissions per bus passenger kilometres can be 75 per cent lower than for car passenger kilometres.

We are the only bus operator in the City to have Euro VI vehicles and we are continually committed to introduce more investment.

Additionally, we use other technology to assist, such as all of our vehicles have automatic shut off after approximately 3 minutes idling and each vehicle is fitted with DriveGreen, which monitors driving behaviour and idling.

We currently do the majority of our loading and unloading at Castle Meadow, which can take varied times and we would like clarification of what you view as idling as I assume this does not include the loading of passengers, for which the engine must be switched on to lower the floor to ensure passenger safety?”

Councillor Stonard, vice-chair, replied on behalf of the committee:

“Firstly I would like to say on behalf of the committee that we are very appreciative of First’s efforts to update its vehicle fleet and aid with the efforts to improve air quality in Norwich.

I am pleased to confirm that the buses that are actively boarding or alighting passengers will not be subject to any enforcement action.

I think it would be useful if I took this opportunity to dispel a number of myths that have arisen since the city's council decision to apply for powers to enforce against engine idling were made public. The first of which is that in no way is it a money raising exercise. The £20 fixed penalty notice is a token amount set by government. We don't actually want to be issuing these; what we want is for the driver to comply when first spoken to and switch their engine off. More importantly for them to realise in future the pollution they are causing and switch their engine off whenever it is appropriate.

Secondly this is not targeted at any particular groups of individuals or transport providers. We want all drivers to switch off their engines if they are unnecessarily idling, be they bus or coach drivers, taxi drivers, delivery drivers or private motorists. It is also important to note that the fixed penalty notice will be given to the driver and not their employer.

Finally, these powers will only apply to the public highway and not private land, and can only be used when the vehicle is parked up within the Air Quality Management Area of Norwich. Vehicles waiting at traffic lights or in road works are not affected by the powers. However, saying that, it would actually help reduce pollution in our city if drivers voluntarily switched off their engines when they know they are going to be stationary for an extended period of time. Auto stop functions are becoming increasingly popular on new cars which cut out the engine when the car is taken out of gear."

Mr Speed thanked the vice chair for his response and confirmed that he had no further questions.

2. Declarations of Interest

During discussion on item 4, Transport for Norwich – 20mph Areas Associated with the Blue and Yellow Pedalways, Councillor Lubbock declared an other interest in that she lived in Unthank Road.

3. Minutes

RESOLVED to agree the accuracy of the minutes of the meeting held on 18 January 2018.

4. Transport for Norwich – 20mph Areas Associated with the Blue and Yellow Pedalways

(Councillor Lubbock declared an interest during this item.)

The chair introduced the report.

During discussion, Councillor Lubbock, Eaton Ward councillor, said that she welcomed the roll out of 20mph zones and was pleased that the whole of Eaton would be a 20mph

zone as large zones were more likely to get compliance. However, she was disappointed that Unthank Road and Bluebell Road were not included in the consultation, where other streets such as Sandy Lane were. The network and transport manager referred to the criteria set out in the report and explained that Unthank Road was not considered suitable because it did not have pedestrian generating frontages (ie, school or shopping parade) and would require extensive traffic calming measures to be effective in speed reduction and provide value for money. Unthank Road was not the same as Sandy Lane or Eaton Road. The safety audit team would not be satisfied with the use of signage only in Unthank Road.

Discussion ensued in which other members spoke positively about the opportunity to use Cycle Ambition funding to further the city council's priority to implement 20mph zones across the city. The vice chair also pointed out that that slower speeds achieved through the Pedalways made it safer for pedestrians and improved air quality. The Pedalways scheme was half way through implementation but in some areas of the city cycling had already doubled.

A member said that reducing speeds saved lives and that as greater compliance was achieved with wide areas of 20mph it was cost effective to implement larger zones in the first place, saving on traffic regulation orders. She suggested that the committee revisited the policy and that the city council showed some flexibility in its application. She said that she supported Councillor Lubbock's request. The head of citywide development, Norwich City Council, said that the roads included in the consultation were considered to be successful in reducing traffic speeds. Works to Unthank Road would not be sufficient for compliance or enforcement. The proposed schemes were where value for money could be obtained within the costed budget. There was no funding available for additional streets.

The chair in summing up said that this was a positive report and that the evidence from the officers was that the areas covered by the consultation should not be amended.

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

- (1) approve for consultation the scheme to introduce 20mph zones in the residential areas surrounding the blue and yellow pedalways;
- (2) ask the head of city development services to carry out the necessary statutory legal procedures to advertise the road notice and speed restriction order for the areas of 20mph shown on Plan Nos CCAG2/21/01 and 02.

5. Transport for Norwich – Review of Essex Street Cycle Contraflow

(Local members for Town Close, County Councillor Corlett and City Councillor Davis had submitted a written statement which was circulated at the meeting.)

Councillors Corlett and Davis addressed the committee on behalf of Essex Street residents and outlined their concerns. They suggested that a reduction in driver speed and prevention of drivers travelling the wrong way along Essex Street could be addressed by: introducing two pinch points with tree planting to slow down traffic; and, as the main problem was driver behaviour, for the committee to write to the local police

team. Essex Street was used as a rat run and to address and to reduce the number of large lorries cutting through it was suggested that a weight restriction of 7.5 tonnes should be imposed. Planning enforcement should be considered to ensure that the Tesco Metro store complied with planning permission in relation to delivery vehicles and use of the area around the store, to prevent lorries parking in Essex Street. To make it clear that cyclists should have priority, it was suggested that the full length of Essex Street was block marked as a contraflow cycle lane 1.2m from the kerb edge and that there should be either *share with care* or *give way* signs. The local members supported the addition of an island at the top of Essex Street and the change in priority to give way to traffic exiting Suffolk Square, provided there was clear signage. Consideration should also be made to a raised table or at least vivid road markings at the entrance of Essex Street to make it clear that it was a shared space and advising of the 20mph speed limit. Some residents had asked that the cycle route was re-routed along Rupert Street and down Trinity Street but the local members agreed with the officer view and did not support this as an alternative.

The transportation planner, Norwich City Council, responded to the issues raised by the local members. A weight restriction would be difficult to enforce and as the area required servicing by refuse vehicles and goods vehicles, there would be significant contravention of this restriction and it would be unlikely to be enforced. There was concern that some drivers were speeding in Essex Street, although average speeds were 18;7 mph. The design changes to the form of the changed priority with Suffolk Square and the cycle contraflow bypass would limit excessive speeds and make the one way order clearer to all drivers, whilst not impacting unnecessarily on all drivers and cyclists. The addition of tree planting could not be warranted on speed calming and safety grounds and would require the loss of a parking space for residents and their visitors. Officers would ask planning officers to investigate the concerns about non-compliance of planning consent at the Tesco's store. Members were advised that continuous cycle lane markings had been considered but there was concern that the lane would be driven in and therefore intermittent lines were considered to be more noticeable to drivers. The addition of two trees to demark the area where car parks was not considered to warrant the loss of a parking space and the creation of pinch points where the width was that of one vehicle would have a detrimental impact on cyclists. The proposed use of 20mph road markings would raise awareness of the speed limit to drivers leaving Unthank Road. Most streets allowed two way cycling and whilst the creation of a raised junction treatment would improve this space for walking and cycling, it would be costly and was not considered to be necessary or good value for money. Officers would share the findings of the survey with the police and advise them that there had been contraventions of the one way order.

During discussion the transportation and network manager, together with the transportation planner, referred to the report and addressed members' comments. The speed survey had been conducted over a seven day 24 hour count and the proportion of vehicles travelling at 40 or 50 mph was only slightly higher than other terraced streets. The imposition of a weight restriction would not be enforceable if it were not a blanket restriction and residents who required supermarket or goods delivered would be likely to object. In 2014, as part of the consultation on the Pink Pedalway, there had been very little support for closing Essex Street to general traffic. Sustrans had not recommended closure as part of its safety recommendations. City Ambition funding had been put aside for the remedial work to the Essex Street contraflow. The proposed scheme was within the budget.

In response to members' views that a pinch point, as suggested by the local members should be considered, the transportation and network manager said that the design could be revisited and following consultation with the chair, vice chair and local members, a pinchpoint could be included in the consultation. A member suggested that parked cars constrained vehicle speeds by narrowing the street. Members were advised that the safety audit team would be asked to review this proposal. A small chicane could encourage drivers to reduce speeds further.

The chair moved and Councillor Vincent seconded the recommendations as amended with the proposal to consider pinch points and to ask the chair to write to the Chief Constable regarding the findings reported in the traffic survey and summarised in the Sustrans report.

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

- (1) agree to consult on the scheme detailed in appendix 1, subject to asking the head of citywide development to consider the proposal for a pinch point to calm traffic in Essex Street, and to consider consulting on it, following consultation with the chair, vice chair and local members;
- (2) note that any representations received will be considered at a future meeting of the committee;
- (3) ask the chair to write to the Chief Constable to advise him of the outcome of the Sustrans survey of Essex Street.

6. Review of Bus Lane Traffic Regulation Orders

The chair introduced the report and said that the traffic regulations were there for a purpose and should be enforced.

In response to a question, the principal planner (transportation), Norwich City Council, said that most bus lanes included taxis, but there were a few which did not permit the use of taxis, such as Geoffrey Watling Way, and the yet to be completed bus and between Wendene and the new development at Three Score, Bowthorpe.

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

- (1) note the position of the current and proposed enforcement cameras;
- (2) delegate to the head of city development services the review and commencement of the statutory process of making any necessary changes to existing Traffic Regulation Orders (TROs) to enable all bus lanes to be enforced by camera;
- (3) delegate to the head of development services the consideration of any representations received prior to finalising the revised TROs;
- (4) delegate to the head of development services in discussion with the chair and vice chair the authority to decide when and where the camera enforcement should be deployed in the future;

- (5) agree to the deployment of camera enforcement at the Earlham Green Lane Bus lane at Bowthorpe.

7. Enforcement of Parking Adjacent to Dropped Kerbs

The chair introduced the report and moved the recommendations as set out in the report which and commented that this was “common sense”. The vice chair welcomed the proposal which meant that something could be done to deter drivers parking in front of dropped kerbs and blocking access. There was lots of case work that showed how frustrating this was to residents.

During discussion a member suggested that residents near to schools were the most affected and that at least once a term civil enforcement officers should visit schools. The transportation and network manager said that this was part of the civil enforcement officers’ operations and that action would be taken.

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

- (1) agree that the city council should use its powers under the Traffic Management Act 2004 to issue fixed penalty notices to vehicles parked in front of dropped kerbs even if no traffic regulation order exists;
- (2) agree to an amendment to on-street parking permit terms and conditions to enable enforcement of obstructive parking adjacent to dropped kerbs for vehicle crossovers in Controlled Parking Zones.

8. Air Quality –Fixed Penalty, Stopping of Engines

The vice chair confirmed that, at its meeting on 14 March 2018, the city council’s cabinet had approved the recommendation for the city council to apply to become a designated local authority for the purpose of issuing fixed penalties notices (FPNs) for stationary engine idling offences. He explained that the purpose of this was to manage air quality in Castle Meadow and to encourage bus operators to ensure that drivers switched off engines when idling. It was clearly not a money making scheme aimed at drivers in general. The intention was not to collect fines but to alter driver behaviour in the same way as seat belts were introduced.

During discussion members welcomed the proposal and noted that academic studies demonstrated the significance of switching off engines to reduce emissions and improve air quality. Two members considered that members of the public should be subject to FPNs for stationary engine idling offences and said that they often asked drivers to switch off their engines when stationary in traffic. Another member said that technology was currently being introduced which automatically switched off the engine when the vehicle was idle.

RESOLVED, unanimously (with all 4 voting members voting in favour) to note the attached report to “*Fixed penalty, stopping of engines*” and that the recommendations were approved on 14 March 2018.

9. Renewal of The Highways Agency Agreement Between Norfolk County Council and Norwich City Council

During discussion members the head of citywide development referred to the report and answered questions on the functions of the city and county council in relation to winter maintenance which was primarily the function of the county council's highways service and not part of the highways agreement. In extreme weather the city council would deploy labour from other services to clear footways, such as sheltered housing schemes, but the severe weather did not last long enough for this to be effective. The city council provided grit bins in areas where there was a hill for residents to use.

Discussion ensued in which a member referred to the difficulty of understanding which functions were conducted by either council or were shared. This was not clear in the report which made it difficult to scrutinise. The vice chair said that a county council officer had mistakenly referred a city council resident to the city council to ask about gritting. The head of citywide development had contacted the resident and the issue was now resolved.

Members considered that the agreement was working well and concurred with the recommendation to extend the current agreement for another year.

RESOLVED, unanimously (with 4 voting members voting in favour), to note that Norfolk County Council and Norwich City Council have agreed to amend the Highways Agency Agreement and to extend it for a period of 1 year until 31 March 2020 as detailed in the two attached reports.

10. Committee schedule 2018-19

RESOLVED, unanimously (with all 4 voting members voting in favour) to agree the committee schedule, subject to approval at the city council's annual council, the schedule of meetings of the Norwich Highways Agency committee for the civic year 2018-2019, with all meetings to be at 10:00 and held at City Hall, as follows:

Thursday, 7 June 2018
Thursday, 20 September 2018
Thursday, 20 December 2018
Thursday, 21 March 2019.

CHAIR

Report to	Norwich Highways Agency Committee 07 June 2018	Item
Joint Report of	Assistant Director Communities and Environmental Services, and Head of city development services	5
Subject	Transport for Norwich - A11 Newmarket Road – A140 Mile End Road Improvements to relieve congestion at the Daniels Road Roundabout	

Purpose

To update members on current position of the work to identify capacity improvements at the A11 Newmarket Road / A140 Mile End Road junction.

Recommendation

That the committee:

- (1) notes that a current bid to the Department for Transport (DfT) which includes a full appraisal of the entire transport corridor between Wymondham and the city centre along the Newmarket Road would mean that any major interventions at this time are likely to be premature;
- (2) notes that a trial of changes to traffic signal timings at junctions and crossings on both the A11 and A140 are to be carried out to determine whether this will improve capacity on the main road network;
- (3) asks that a report on outcome of both the bid to the DfT and the trial of traffic signal timing changes be presented to a future meeting.

Corporate and service priorities

The report helps to meet the corporate priority a safe, clean and low carbon city and the service plan priority to implement the Local Transport Plan and Norwich Area Transportation Strategy.

Financial implications

The Local Enterprise Partnership (LEP) Local Growth Fund has allocated funding of £1,650,000 for a scheme to improve capacity at the A11 / A140 roundabout. The cost of the implementation and assessment of the trial to change traffic signal timings is approx. £10,000 and will be funded from that budget

Ward/s: Eaton, Town Close

Chair/Vice chair: Councillor John Fisher - Environment and Sustainable Development; Councillor Stonard - Sustainable and inclusive growth

Contact officers

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Background documents

None

Report

Background

1. The roundabout junction of the A11 Newmarket Road with the A140 Daniels Road / Newmarket Road has been identified as one of the key sites in Norwich where capacity improvements are needed to improve journey times for all road users. The Local Enterprise Partnership (LEP) has recognised the need for improvements at the junction and has allocated £1.65M to improve capacity at this location.
2. At the inception of the project it was identified that one of the main causes of congestion at the roundabout was the queuing back that from adjoining junctions on the network. It was for that reason that the cycle scheme for Newmarket Road recommended removing the existing traffic signal controlled junction at Christchurch Road / Lime Tree Road in a report to this committee in March 2017. On the same agenda was a report on a proposal to extend a temporary closure of Leopold Road, at its junction with Newmarket Road. However, these proposals were deferred without discussion on the authority of the Chair of the committee in light of the significant opposition expressed in advance of the meeting. This was to enable further detailed traffic modelling and assessment of the A11 Newmarket Road junctions with Christchurch Road/Lime Tree Road, Daniels Road and Leopold Road/Eaton Road to be considered as a whole. This work is ongoing, and has been expanded to include the junctions along Mile End Road and Colman Road.

The location

3. The existing junction comprises of a relatively large roundabout; the A11 Newmarket Road approaches are two lanes wide with one for general traffic and another for bus and cycles, but the bus lanes terminate 50m from the give way lines. The Mile End Road approach is two lanes wide and the nearside lane is marked for left turn and ahead and the offside lane marked for right turn only. The Daniels Road approach is also two lanes wide but the nearside lane is marked for left turn and ahead and the offside lane is marked for ahead and right turn. There is also a signal controlled pedestrian crossing on Daniels Road 50m back from the give way line. There are splitter islands on all the approaches that allow uncontrolled pedestrian crossing but the crossing on Daniels Road is the only controlled crossing of this section of the ORR for pedestrians and cyclists.
4. There are bus and cycle lanes on the A11 Newmarket Road approaches and a painted cycle lane on the Norwich bound exit with a shared off carriageway footway/cycleway on the outbound exit but no facilities through the roundabout.
5. There are several schools on or adjacent to A11 Newmarket Road that generate an increase in traffic between 08:00 and 09:00 and between 15:00 and 16:00. They are City of Norwich School, Norwich High School for Girls and the Town Close Preparatory School.
6. The roundabout forms part of Norwich's strategic orbital and radial movement network, which provides a link to the A47 trunk road and Norwich city centre

to/from Norwich ORR. Significant levels of growth are planned at key housing and employment sites in Cringleford, Hethersett and Wymondham. Together, these are already planned to provide at least 4,400 new dwellings.

Transforming cities fund

7. In March 2018 the Department for Transport (DfT) announced that they were launching a transforming cities fund; this would see a pot of £850M over 4 years divided between 10 cities in the UK to deliver transformative infrastructure schemes that improved connectivity in urban areas. For the first round of the bidding process cities have to submit their vision for their area. From these visions the DfT will select 10 cities to work with to develop more detailed bids with costings. The deadline for the vision submission is 8 June 2018 and Norfolk county council, working with the 3 district councils (the City, Broadland, and South Norfolk), will be submitting a bid to be one of the 10 selected cities.
8. The bid for the greater Norwich area focuses on connecting people with jobs. Key employment areas are clustered along and around the A11 corridor as well as significant areas of existing and planned housing; as such, improvements to this corridor are a key part of the Norwich vision. That being the case, with the possible opportunity for transformative changes on the A11 corridor, it would not be appropriate to consider a major scheme to improve capacity at the roundabout at the current time.
9. An announcement on which 10 cities have been selected to benefit from the transforming cities fund is expected in the autumn and no decision will be made on taking forward a scheme to reduce congestion at the A11 / A140 roundabout until after the announcement.

Interim arrangements

10. Part of the work that has been done to date looking at a possible solution to improve capacity at the roundabout suggests that the queuing across the roundabout may be helped by maximising the green time for the main road at the signalled junctions and crossings on Newmarket Road, Mile End Road and Colman Road.
11. It is planned to implement the changed timings over the summer and then to carry out an assessment of the effects of this in September / October when schools return and the traffic levels return to normal. Changing signal timings is an operational issue that would not be subject to consultation. The results of that trial will then be presented to a future meeting of this committee.

Resource Implications

12. Finance: The TfN programme forms an integral part of strategic infrastructure as set out in the Joint Core Strategy. The delivery of this works is funded by government grants by way of the Local Enterprise Partnership (LEP) Local Growth Fund.

13. Staff: The project will be delivered through joint team working involving both county council and city council officers.
14. Property: The proposals can be delivered within the existing highway boundary so there is no requirement for land acquisition.

Other Implications

15. Legal Implications: None.
16. Human Rights: None.
17. Communications: The Communications Project Manager for Transport for Norwich schemes will manage publicity and enquiries.
18. An Integrated Impact Assessment has been conducted which amongst other factors has considered the impact of these proposals on equality and diversity for all users of the proposed highway improvements. The overall assessment has determined the impact of this scheme to be neutral in this regard.

Section 17 - Crime & Disorder Act

19. The scheme will be designed to ensure it has a positive effect on crime and disorder where possible. Care will be taken during construction to minimise opportunities for crime and disorder, for instance the secure storage of construction equipment and materials.

Risk Implications/Assessment

20. A risk assessment has been undertaken for the development of the NATS Implementation Plan (TfN). The key risks for delivering this are around funding, planning and timescales. These risks are being managed through active project management and ongoing engagement with stakeholders.

Conclusions

21. Extensive traffic modelling has been undertaken on the Newmarket Road corridor and around the roundabout with the ORR and this has demonstrated that it is the adjacent junctions that are the cause of congestion rather than the roundabout itself.
22. Adjustment of the timings of the existing traffic light controlled junctions on Newmarket Road will enable further analysis of the issues on Mile End Road and demonstrate whether adequate improvement on the Newmarket Road can be made without further intervention.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:

Norwich Highways Agency Committee

Committee date:

7 June 2018

Director / Head of service

Head of City Development Services

Report subject:

Transport for Norwich - A11 Newmarket Road – A140 Mile End Road Improvements to relieve congestion at the Daniels Road Roundabout

Date assessed:

14 March 2018

Description:

This report updates members on the current position of the work to identify capacity improvements at the A11 Newmarket Road / A140 Mile End Road junction

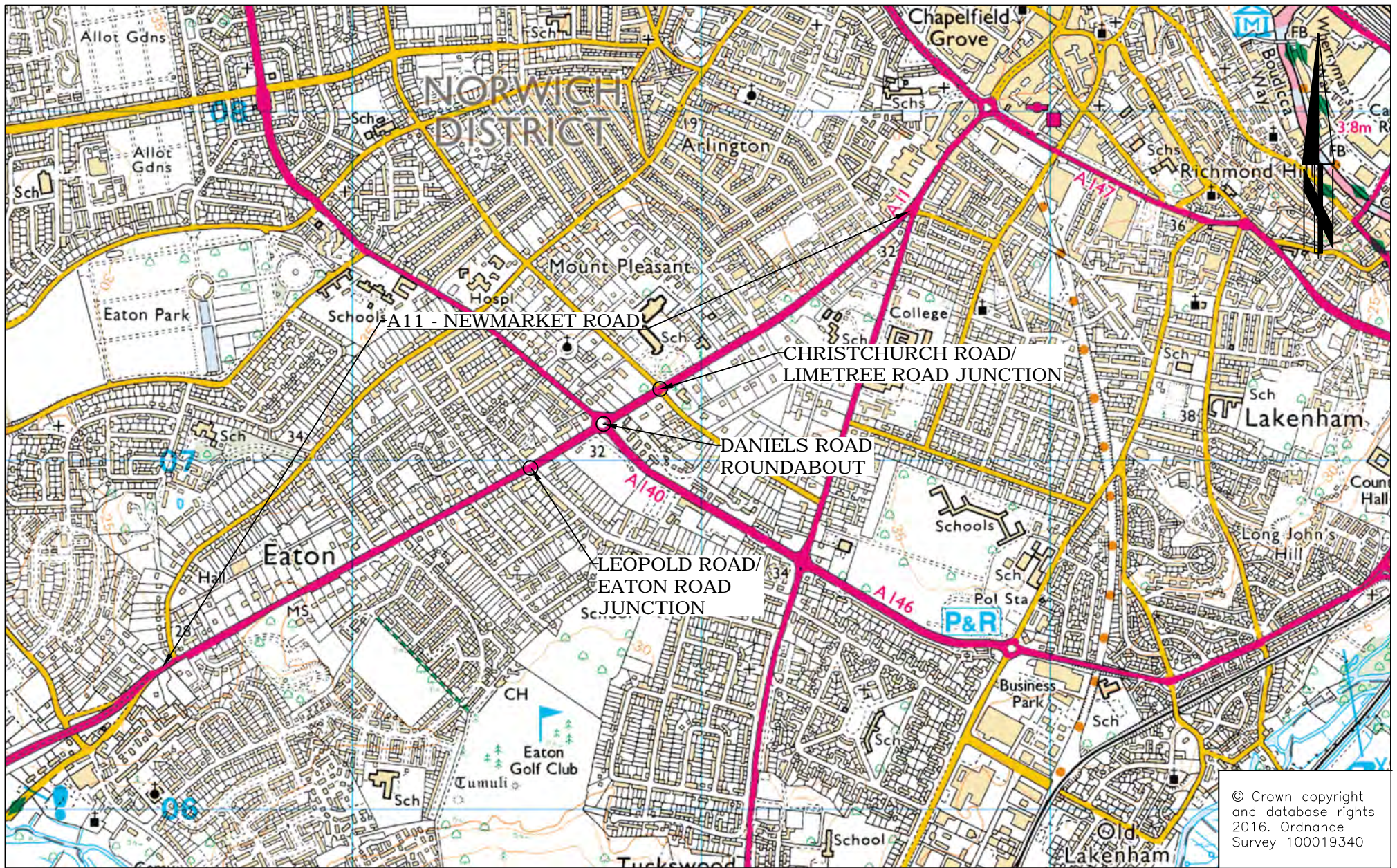
	Impact			
Economic (please add an 'x' as appropriate)	Neu tral	Positi ve	Negat ive	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The TfN programme forms an integral part of strategic infrastructure as set out in the Joint Core Strategy. The delivery of this project is funded by the Local Enterprise Partnership (LEP) Local Growth Fund.
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will be delivered through joint team working involving both County Council and City Council officers
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Social (please add an 'x' as appropriate)	Neu tral	Positi ve	Negat ive	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This scheme will be designed to ensure it has a positive effect on crime and disorder where possible. Care will be taken during construction to minimise opportunities for crime and disorder, for instance the secure storage of construction equipment and materials.

	Impact			
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	These proposals aim to encourage more journeys to be made by more sustainable transport such as public transport or by cycle.
Equality and diversity (please add an 'x' as appropriate)	Neu tral	Positi ve	Negat ive	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments.
Environmental (please add an 'x' as appropriate)	Neu tral	Positi ve	Negat ive	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	One of the main objectives derived from the TfN strategy is to increase walking and cycling and the strategy follows a mode hierarchy principal where walking, cycling and public transport are, where appropriate, prioritised above use of the car. These proposals form part of that overall package as they contribute to an improved journey time for public transport and an improved cycle environment, promoting the use of sustainable travel methods.

	Impact			
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No further comments
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	These proposals are intended to reduce journey times and delays on the main road network
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No further comments
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	These proposals are intended to reduce journey times and delays on the main road network
(Please add an 'x' as appropriate)	Neu tral	Positi ve	Negat ive	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A risk assessment has been undertaken for the development of the NATS Implementation Plan (TfN). The key risks for delivering this are around funding, planning and timescales. These risks are being managed through active project management and ongoing engagement with stakeholders

Recommendations from impact assessment
Positive
None
Negative

None
Neutral
Issues



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Funded by:




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

DRAWING TITLE

TFN - A11 - Newmarket Road
 A140 Mile End Road Improvements
 Site Location Plan

Page 27 of 156

REV.	DESCRIPTION	CHECKED	DATE

SURVEYED BY	INIT.	DATE	DRAWING No.
-	-	-	PK6063-HP-0100-025
DESIGNED BY	DAG	10/16	PROJECT TITLE
DAG	10/16	A11 Newmarket Rd Improvement Scheme	
DRAWN BY	DAG	10/16	SCALE
DAG	10/16	NTS	
CHECKED BY	NRW	10/16	FILE No.
NRW	10/16	PK6063	

Report to Norwich Highways Agency committee

Item

07 June 2018

Joint report of: Assistant Director Communities and Environmental Services, and head of city development services

6

Subject Norwich Area Transportation Strategy Implementation Plan
– Rose Lane and Prince of Wales Road

Purpose

To consider the results of the consultation on the Rose Lane and Prince of Wales Road traffic management scheme, approve the general principles of the overall scheme and approve for installation the King Street and Rose Lane elements

Recommendation

That the committee:

- (1) notes the results of the consultation on the Rose lane / Prince of Wales Road project and that as a result of that consultation 3 elements have been added to the overall scheme, these being
 - (a) an additional loading bay on Market Avenue
 - (b) no loading at any time along the entire length of Rose Lane and Market Avenue except in the specifically designated loading bays
 - (c) a length of bus lane on Market Avenue

- (2) approves the general principles of the overall Rose Lane / Prince of Wales Road scheme, including:
 - (a) re-aligning the road between the end of Mountergate and Prince of Wales Road, creating a new public space on Prince of Wales Road and a two-way link between Prince of Wales Road and Mountergate;
 - (b) closing Eastbourne Place to motorised traffic;
 - (c) narrowing Rose Lane to two traffic lanes along the majority of its length, providing wider pavements, an off-carriageway cycle route, landscaping and loading bays. The current bus lane is to be removed;
 - (d) converting King Street between Prince of Wales Road and Rose Lane to a pedestrian / cycle zone and close it to through motorised traffic at its junction with Prince of Wales Road, significantly upgrading this section of National Cycle Route No. 1. The direction of traffic flow along King Street to be reversed from Rose Lane through to the Greyfriars Road junction;
 - (e) moving the disabled space from King Street to Greyfriars Road;
 - (f) providing a cycle track through Cattlemarket Street from Rose Lane, linking with the existing facility;
 - (g) providing an enhanced pedestrian / cycle facility on Market Avenue;

- (h) creating a contra-flow cycle lane on Bank Street, moving the disabled parking to the south side of the road;
 - (i) adjusting the layout of Agricultural Hall Plain to take account of the closure of King Street providing a new cycle link to Castle Meadow from Prince of Wales Road and wider pavements;
 - (j) maintaining Prince of Wales Road as a one-way route for motorised traffic, installing an off-carriageway contra-flow cycle route to the south side by narrowing the carriageway (but maintaining two lanes of traffic);
 - (k) closing St Faiths Lane to motorised traffic at its junction with Prince of Wales Road, maintaining two-way cycling and enhancing pedestrian provision;
 - (l) Considering proposals to visually upgrade the area around the Foundry Bridge.
 - (m) Creating an additional loading bay on Market Avenue
 - (n) Introducing a no loading at any time restriction along the entire length of Rose Lane and Market Avenue except in the specifically designated loading bays
 - (o) Creating a length of bus lane on Market Avenue
- (3) agrees to implement the first 2 phases of the scheme which are the closure of King Street and the works on Rose Lane, Cattlemarket Street and Market Avenue, including the two-way link from Mountergate to Prince of Wales Road.
- (4) asks the head of city development services to complete the statutory procedures associated with the following traffic regulation orders associated with phase 1 and 2 that have been advertised.
- a) Close King Street to through traffic just north of its junction with Greyfriars Road, creating a pedestrian and cycle zone with access only
 - b) Rescind the current one-way order on this part of King Street, reversing the traffic flow for that section between Rose Lane and Greyfriars Road only
 - c) Introduce a with flow cycle track on Rose Lane
 - d) Introduce a 'loading only' restriction in the proposed pedestrian areas
 - e) Introduce no waiting and no loading restrictions along both sides of Rose Lane
 - f) Introduce dedicated loading bays on Rose Lane
 - g) Relocate the disabled bay on King Street to Greyfriars Road
- (5) asks the head of city development services to commence the statutory processes for the additional traffic regulation orders identified in the report that are consequent on detailed design changes and consultation responses to include:
- (a) an additional loading bay on Market Avenue
 - (b) no loading at any time along the entire length of Rose Lane and Market Avenue except in the specifically designated loading bays
 - (c) a length of bus lane on Market Avenue

- (6) delegates consideration of any objections to these traffic regulation orders to the head of city development services, in consultation with the chair and vice chair;
- (7) note that detailed design work continues on the future phases of the scheme and that further reports detailing these will be presented to future meetings;
- (8) note that the details of these proposals are shown on Plan contained in Appendix 5.

Corporate and service priorities

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

Financial implications

In total, around £2.75m of funding has been secured for the development, design and construction of the Rose Lane / Prince of Wales Road project. The majority of this (£2.6m) is from the Local Growth Fund (LGF), with the balance coming from maintenance and signal upgrade budgets. Delivery of the full proposals will be undertaken in standalone phases, the individual costs of which will be refined and confirmed as designs and construction plans are finalised. At this stage, it is envisaged that there is insufficient funding secured to deliver all phases of work required to complete the entire project. However, the splitting of the entire project into separate and standalone phases enables maximum use to be made of the available funding, with priority being given to the delivery of phases that offer the greatest benefit. Additional funding for phases that cannot be delivered with currently available funding will be sought as appropriate.

Ward/s: Multiple Wards

Chair/Vice chair: Councillor Fisher, Environment and sustainable development, Councillor Stonard - Sustainable and inclusive growth

Contact officers

Bruce Bentley – Principal transportation planner	01603 212445
David Wardale Project Engineer (Highway Projects)	01603 223259

Background documents

None

References

Report to Norwich Highways Agency Committee 25 March 2010 on the Norwich Area Transportation Strategy (NATS) Implementation Plan by the Director of Environment, Transport and Development

Joint Core Strategy for Broadland, Norwich and South Norfolk (adopted March 2011).

Report

Background

1. At your meeting in January 2018 you agreed to consult on a traffic management scheme for the Rose Lane/ Prince of Wales Road area which was made up of the following elements:
 - (a) re-aligning the road between the end of Mountergate and Prince of Wales Road, creating a new public space on Prince of Wales Road and a two-way link between Prince of Wales Road and Mountergate;
 - (b) closing Eastbourne Place to motorised traffic;
 - (c) narrowing Rose Lane to two traffic lanes along the majority of its length, providing wider pavements, an off-carriageway cycle route, landscaping and a bus and loading bays. The current bus lane is to be removed;
 - (d) converting King Street between Prince of Wales Road and Rose Lane to a pedestrian / cycle zone and close it to through motorised traffic at its junction with Prince of Wales Road, significantly upgrading this section of National Cycle Route No. 1. The direction of traffic flow along King Street to be reversed from Rose Lane through to the Greyfriars Road junction;
 - (e) moving the disabled space from King Street to Greyfriars Road;
 - (f) providing a cycle track through Cattlemarket Street from Rose Lane, linking with the existing facility;
 - (g) providing an enhanced pedestrian / cycle facility on Market Avenue;
 - (h) creating a contra-flow cycle lane on Bank Street, moving the disabled parking to the south side of the road;
 - (i) adjusting the layout of Agricultural Hall Plain to take account of the closure of King Street providing a new cycle link to Castle Meadow from Prince of Wales Road and wider pavements;
 - (j) maintaining Prince of Wales Road as a one-way route for motorised traffic, installing an off-carriageway contra-flow cycle route to the south side by narrowing the carriageway (but maintaining two lanes of traffic);
 - (k) closing St Faiths Lane to motorised traffic at its junction with Prince of Wales Road, maintaining two-way cycling and enhancing pedestrian provision;
 - (l) considering proposals to visually upgrade the area around the Foundry Bridge.
2. These proposals are shown on the consultation plans attached as Appendix 1

Consultation

3. The consultation took place between 5 February 2018 and the 5 March 2018, with statutory advertisements placed in the press and around the entire area and a letter drop to all local residents and businesses. Stakeholder groups were also consulted, and all information about the scheme was made available on line, including an on-line survey. There was also an exhibition in City Hall which was staffed on a number of occasions. In addition, a drop-in session was arranged with the King Street Residents Association, Police representatives and the cycling campaign at their request.
4. Overall, 1251 consultation letters and plans were sent out to local residents and businesses in the area, of which 184 were to frontage properties. An additional 35 letters were sent to key stakeholders. The extent of this consultation is shown on the plan in Appendix 2.
5. 321 responses were received to the questionnaire and a further 35 responses received in the form of e-mails, letters or phone enquiries. Those from major stakeholders are included in Appendix 3 and the overall responses from businesses, residents and other interested parties are summarised in Appendix 4. The major issues raised are discussed later in this report whilst those raised by just a few respondents are answered in the appendix itself.

Stakeholder Responses

6. Responses were received from the following key stakeholders to the consultation and included in Appendix 3:
 - (a) Norwich Cycling Campaign
 - (b) Inspiration Trust
 - (c) Norfolk Constabulary – Traffic Management Officer and Crime reduction Officer
 - (d) Norwich BID
 - (e) Norfolk Living Streets
 - (f) The Norwich Society
 - (g) First Bus
7. In addition, meetings were held with the bus companies prior to the NHAC meeting in January seeking authorisation to consult and feedback was included in the previous committee report.
8. All the responses received from the major stakeholders regarding the part closure of King Street between Prince of Wales Road and Rose Lane along with the proposed Mountergate right-turn were positive. Issues were raised about other areas, and these are addressed in the section below.
9. All local organisations that support people with disabilities were consulted, as

was the sensory support team at Norfolk County Council. They welcomed the retention of the current controlled crossing points, but had some general principals they would want to see applied to help visually impaired people navigate the open plan areas. This will be developed in the detail design with further assistance from the sensory support team.

Issues raised by a significant number of respondents

General Issues (number of times mentioned in responses shown in brackets and included in Appendix 4: Summary of Key Comments)

10. Concerns were raised that the scheme was not value for money as there were too many benefits for cyclists (40), that the scheme wouldn't be of any benefit (28), that money should be spent elsewhere (27), that greater priority should be given to motorists (15) and that they disliked the overall proposals as there was not improvement for all road users (12).
11. All users benefit from this proposed scheme, and that was demonstrated in the report considered by NHAC in January 2018. The scheme is an integral part of the city centre measures identified in the Transport for Norwich strategy as critical to the successful operation of the city. Encouraging cycling is a key part of that strategy as it reduces congestion and air pollution and is a healthy activity that takes up much less space than car driving. The Department for transport has recognised Norwich as one of eight cycle ambition cities. Norwich has amongst the highest levels of cycling in the UK, and that is increasing as a result of the investment that is being made (cycle counters have shown a general increase in cycling in those locations where they have been installed of around 40% in the past five years). Cyclists are vulnerable road users and investment is necessary to ensure that cycling use continues to increase, and that cyclists are provided with a safe environment.
12. In any case, investment in transport infrastructure is being made across the Norwich Policy Area, and that includes investment in facilities for all modes of transport. That investment is led by the Transport for Norwich Strategy, which is currently being reviewed.

The closure of King Street

13. The proposed closure of King Street was subject to the most comments, both supporting and opposing the idea. Overall, 77 people objected to the closure and 72 supported it. The objection to the closure was primarily on the premise that it would disadvantage general traffic and was 'anti motorist'. Whilst it is true that general traffic from Bank Plain will have to travel further down Prince of Wales Road and use St Vedast Street to get to Rose Lane (as traffic from Upper King Street currently does), overall journey times in the area for car drivers are improved, and this is partially as the closure of King Street allows for the redesign of the existing light controlled junction. Significant levels of 'green time' currently have to be provided for traffic using King Street and much less is needed when through traffic is removed. This will reduce congestion on Rose Lane, which regularly affects the junction with Mountergate further down the hill, and occasionally reaches Foundry Bridge, adversely affecting the operation of the Ring Road as well.

14. In addition, all the traffic modelling that was undertaken took account of proposed development in the area that has yet to occur.
15. The closure of King Street therefore not only provides a significant improvement for cyclists on National Cycle route 1, and an improved pedestrian environment, it also helps to contribute to improved journey times for both buses and general traffic. The removal of traffic from King Street and the reduction of queuing in Rose Lane should also improve air quality in the area.

Rose Lane

16. The overall proposals for Rose Lane were supported by 46 respondents, with 18 respondents supporting the cycle lane. However, 39 respondents thought that the proposals would increase traffic in Rose lane and 12 thought that the proposals would make the current situation in Rose Lane worse.
17. The modelling has shown that, even accounting for significant additional development primarily around Mountergate, traffic conditions on Rose Lane will improve significantly, with both journey times and queue lengths reduced.
18. Journey times on Rose Lane improve by 10% in the morning peak, and 27% in the evening peak, whilst queue lengths reduce on all junctions by between 20% and 52%. The concerns raised aren't substantiated in the assessment.

Mountergate

19. The proposal to provide a two-way link between Mountergate and Prince of Wales Road had very significant levels of support with 90 respondents supporting it, but 23 respondents also felt that closing Eastbourne Place was not a good idea. It should be noted that the existing function of Eastbourne Place is effectively replaced by the new two way link, which also provides direct access from Mountergate to the east, without the need to drive through the City Centre. Some of these concerns may have been as a result of misinterpretation of the consultation plan and not realising that it would still be possible for all but the largest vehicles to still be able to turn right from Prince of Wales Road to Mountergate.

Prince of Wales Road

20. 34 respondents supported the proposals for Prince of Wales Road, with 23 specifically citing the contraflow cycle lane. This was, however opposed by 17 respondents on grounds of safety. The cycle lane is clearly defined along almost all the length of Prince of Wales Road, and a contraflow cycle lane into the City Centre from the station has been identified as a critical piece of cycling infrastructure as demonstrated by the level of support. The detailed design will help to ensure that pedestrians are aware of the cycle lane, and locations to cross, as well as those locations where some shared space needs to be introduced (adjacent to Toucan crossings, for example, where it is not possible to segregate users).
21. Closing St Faith's Lane benefits the area by removing traffic onto Prince of Wales Road at this point, making it a better environment for pedestrians and cyclists, especially with the closure of Eastbourne Place opposite. This allows the proposed Toucan crossing of POW Road to align with the closed section of

St Faith's Lane. The nearby side roads of Cathedral Street and Recorder Road cater for displaced traffic.

Landscaping

22. There was support for tree planting, with 17 people supporting it and a further eight wanting to see more. Officers are aware of the extent of underground utility services in the area, which impacts on where we are able to plant trees, but will use this along with further site investigation to ensure that an appropriate level of replacement tree planting is undertaken. Where this proves impractical, other features will be used such as the stainless steel trellis and climbing plants that we have already used elsewhere in the city as part of the design to provide some softening in the area.

Other issues

23. Officers have commented on all other issues raised in Appendix 4 of the report.

Conclusion on Consultation

24. The responses to the proposals were fairly evenly balanced, but many of the concerns raised about adverse impacts on particularly groups (and in particular motorists) are not consistent with the assessment of traffic impacts that has been undertaken. Consequently officers believe that the principles of the scheme remain sound, and there is no reason not to progress with the scheme in principle.
25. As a result of the consultation a number of additions have been made to the proposals. These include introducing a bus lane on the approach to Market Avenue, a no loading at any time restriction on Rose Lane and an additional loading bay on Market Avenue. In addition to these as part of the detailed design for the Mountergate junction consideration will be given to introducing a raised table at the Rose Lane Mountergate junction.

First Phases

26. At the January meeting, it was made clear that the currently available budget was sufficient to partially fund the proposals and that consequently the scheme would be progressed in phases, and additional funding would be sought to complete the proposals.
27. A funding profile for the allocation of monies from the Local Growth Fund has been agreed with the Local Enterprise Partnership (LEP). This is necessary to ensure that the overall Local Growth Fund package is managed efficiently with full spend and delivery achieved. The agreed funding profile for this scheme allocates a significant element in this financial year (18/19) and it is therefore the intention to commence construction during the autumn. This will prioritise the closure of King Street and works on Rose Lane, Cattlemarket Street and Market Avenue, with works during 19/20 in the Mountergate area. It should be noted that the changes to the Rose Lane / Vedast Street junction will not be completed as part of the initial phases as vehicles will be required to turn left at this junction when the Mountergate junction works are being completed
28. The closure of King Street delivers not only an improved pedestrian and cycling

environment there, but will also reduce congestion and delays on Rose Lane by simplifying the signalled junction at Rose Lane / King Street.

Cost projections

29. At this stage, it is too early to specify firm cost projections for the different phases of work. However, initial cost estimates for the delivery of works on Rose Lane and King Street, as well as design works for Mountergate are in the region of £1.8-1.9m. These costs are subject to change as more detailed design and planning works are undertaken. As a minimum, there is the requirement for all works at Rose Lane, King Street and Mountergate to be completed within the budget allocation.

Future phases.

30. Detailed design work continues of the remaining elements of the scheme and officers are actively seeking funding for these works. Further reports will be presented to this committee seeking approval to consult on the traffic regulation orders that will be needed to deliver the complete scheme

Resource Implications

31. Finance: The TfN (Transport for Norwich) programme forms an integral part of the strategic infrastructure as set out in the Joint Core Strategy. The delivery of this work is funded through £2.6m from the Local Enterprise Partnership (LEP) along with a NCC maintenance contribution towards carriageway surfacing and an NCC contribution towards an upgrade of the traffic signals impacted by the initial phase of works.

32. Staff: The project will be delivered through joint team working involving both county council and city council officers.

33. Property: All work is within the existing highway boundary.

34. IT: None.

Other implications

35. Legal Implications: None.

36. Human Rights: None.

37. Equality Impact Assessment (EqIA): An EqIA has been completed for the NATS Implementation Plan. An Equality Impact Assessment for this scheme will be carried out as part of the detailed development, after discussions with the appropriate groups.

38. Communications: The Transport for Norwich Communications Officer is a member of the delivery team.

Section 17 - Crime and Disorder Act

39. The scheme will be designed to ensure it has a positive effect on crime and disorder where possible. There were a couple of main issues that the Police identified in relation to the night time economy on Prince of Wales Road. The first was with the planned cycle route along Prince of Wales Road and the possible conflict with other road users/revellers, especially at night. However, they accepted there would be an alternate route available along Rose Lane. The other concern was with the public space near Eastbourne Place. They have asked that this should remain open with no benches or permanent seating areas to discourage people congregating in the area. As detailed earlier in the report, the preference is instead to encourage private businesses to develop a café culture with temporary outside seating and tables that can be removed nightly.
40. The opportunity will be taken to review CCTV coverage in the area, as any existing or proposed tree planting that might impact on site lines will need to be taken into account.
41. Care will also be taken during construction to minimise opportunities for crime and disorder, for instance the secure storage of construction equipment and materials.

Risk Implications/Assessment

42. A risk assessment has been undertaken for development of the NATS Implementation Plan. The key risks for delivering this are around funding, timescales and planning. These risks are being managed through active project management and ongoing engagement with stakeholders.
43. A risk register is being maintained as part of the technical design and construction delivery processes.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	18 January 2018
Director / Head of service	Andy Watt
Report subject:	Norwich Area Transportation Strategy Implementation Plan – Rose Lane and Prince of Wales Road
Date assessed:	December 2017
Description:	

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The scheme is externally funded through the Local Growth Fund and is subject to appropriate business case development and sign off.
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None anticipated.
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme improves access to jobs, training / education and retail opportunities in the city centre, as well as improving the environment in this part of the city. Supports the development of the Mountergate area.
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
<u>S17 crime and disorder act 1998</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme should provide more easily managed space, and potential for improved CCTV coverage. The Police will be consulted as part of the consultation and throughout any subsequent detailed design to ensure any particular concerns / issues around crime and disorder are noted and addressed where appropriate.

	Impact			
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme supports increased levels of walking, cycling and public transport and associated health / well-being impacts of this.
Equality and diversity (please add an 'x' as appropriate)				
	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme will improve overall accessibility in the area for disabled people and enhance the reliability of public transport that tends to be used more by some protected groups. Signalised crossings are provided in key areas.
Environmental (please add an 'x' as appropriate)				
	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme provides improved pedestrian and cycling environments, and improves reliability of public transport. General traffic also benefits.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme offers the potential for significant enhancement in terms of hard and soft landscaping and the creation of the public space.

	Impact			
Waste minimisation & resource use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Materials will be re-used where possible. The scheme makes better use of existing spaces.
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme should reduce the levels of queuing and stationary traffic. These impacts in terms of air quality will be measured as the scheme is developed.
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The scheme is provided under long term contract.
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme will promote more sustainable forms of transport, and reduce traffic queuing. These impacts will be measured as the scheme is developed.
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Risk assessments are routinely carried out on contracts such as this. There is a communications plan in place to minimise any risk to reputation.

Recommendations from impact assessment	
Positive	Positive impacts on air quality are envisaged and these should be identified where possible.
Negative	

There are no significant negative impacts to resolve.

Neutral

There are no significant neutral impacts to resolve.

Issues

Any issues raised through the consultation will be fully considered and reported as appropriate at NHAC.

Have your say on plans for Prince of Wales Road

Prince of Wales Road

We're putting forward proposals for changes to the Prince of Wales Road/Rose Lane area of the city. We'd like your feedback on the plans to help shape the final version of the scheme that will be put forward for construction.

Project maps

All the proposed changes in the area are shown on the large overview map. This is broken down into four sections marked in different colours. Each section has numbered points that describe the different features of the project and also correspond to their location on the map.

The four separate maps zoom in on each of the sections and describe the proposed changes and the reasons behind them in more detail.

Please read the information on the project maps before responding to the consultation.

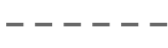














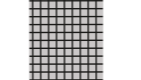
How to comment

There are two ways to share your views:

- Visit www.norfolk.gov.uk/princeofwalesroad to fill out our online survey.
- Complete one of the paper surveys and return it to the box provided or by post using the details on the form itself.

For more details on the background to this project and next steps, please visit www.norfolk.gov.uk/princeofwalesroad

Key to all map features

 Existing kerblines (to be realigned)	 Proposed kerblines	 NORWICH City Council  Norfolk County Council  Transport for Norwich  NEWANGLIA Local Enterprise Partnership for Norfolk and Suffolk
 Proposed cycleway on footway	 Pedestrian crossing (Zebra)	
 Proposed cycleway on carriageway	 Existing trees	
 Proposed shared-use facility	 Proposed trees	
 Pedestrian crossing (light controlled)	 Trees to be removed	
 Cycle/pedestrian crossing (Toucan)	 Feature paving	

King Street/Upper King Street - proposed changes



www.norfolk.gov.uk/princeofwalesroad

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Ordnance Survey 100019747.

Proposed change

- ① Converting King Street between Prince of Wales Road and Rose Lane to a pedestrian/cycle zone, closing it to motorised through traffic at its junction with Prince of Wales Road.
- ② Providing a new cycle link to Castle Meadow from Prince of Wales Road, including wider pavements.
- ③ Adjusting the layout of Agricultural Hall Plain to take account of the King Street closure.
- ④ Creating a contraflow cycle lane on Bank Street.
- ⑤ Moving the disabled parking to the south side of the road.
- ⑥ Improving pedestrian and cycle facilities on Market Avenue.
- ⑦ Moving the disabled space from King Street to Greyfriars Road.

Reason for proposal

Significantly upgrades this section of National Cycle Route 1. Access would be maintained by the reversal of traffic flow from Rose Lane.

Improves cycle links with the city centre along the green pedalway.

Provides space for wider pavements as well as a new cycle link.

Connects Upper King Street with Bank Plain.

Maintains provision of disabled parking.

Makes crossing easier for pedestrians and cyclists.

Maintains provision of disabled parking.

Mountergate to Thorpe Road - proposed changes



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Mountergate to Thorpe Road

Proposed change

- 1 Visual enhancements around Foundry Bridge.
- 2 Closure of St Faiths Lane to motorised traffic at its junction with Prince of Wales Road, maintaining two-way cycling and improving facilities for pedestrians.
- 3 Off-carriageway cycle route on south side by narrowing the carriageway (but maintaining two lanes of traffic).
- 4 Creating a two-way link between Prince of Wales Road and Mountergate.
- 5 Proposed bus stop to replace one on Riverside Road.

Reason for proposal

- Improves the overall look of the area.
- Optimises traffic flow and journey times for all traffic.
- Improves cycle links while maintaining capacity for buses and general traffic.
- Simplifies traffic movements in the area, improving traffic flow. This would support traffic management as development of nearby sites takes place.
- Corresponds to existing inbound stop on the opposite side and helps relieve congestion on Riverside Road.

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Prince of Wales Road - proposed changes



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Prince of Wales Road

Proposed change

- 1 Maintaining Prince of Wales Road as one-way and two lanes for motorised traffic.
- 2 Installing an off-carriageway contraflow cycle route heading towards the city centre. This will be achieved by narrowing the main carriageway.
- 3 Closing Eastbourne Place to motorised traffic.
- 4 Creating a new public space on Prince of Wales Road.
- 5 Creating a two-way link between Prince of Wales Road and Mountergate

www.norfolk.gov.uk/princeofwalesroad

Reason for proposal

Optimises traffic flow and journey times for all vehicles.

Improves a major cycle link on the green pedalway into the city centre.

This is replaced by a new two-way route, creating a useable public space.

Improves 'gateway' to the city when approaching from the railway station.

Simplifies traffic movements in the area, improving traffic flow. This would support traffic management as development of nearby sites takes place.

Rose Lane - proposed changes



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Rose Lane

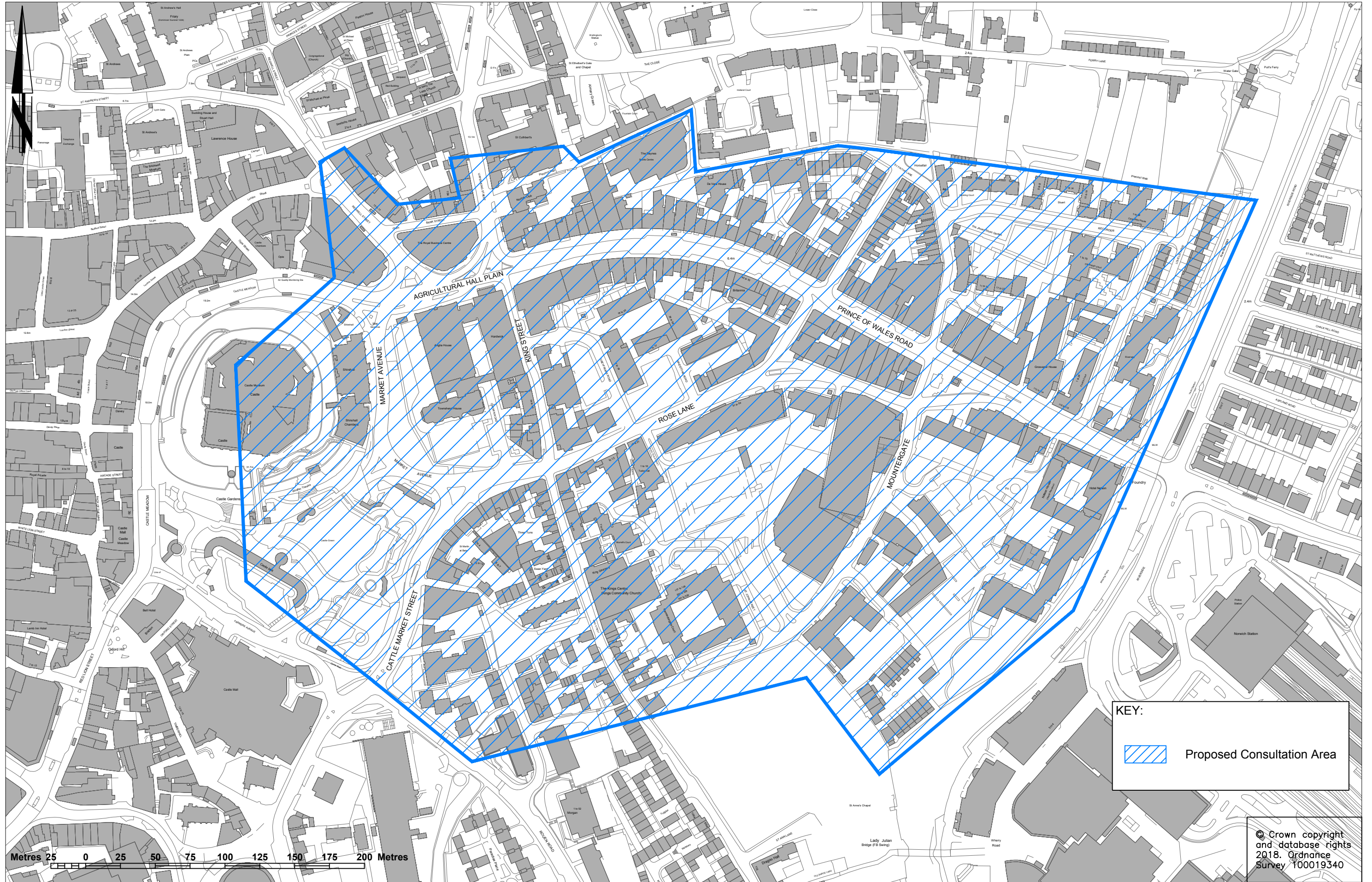
Proposed change

- ① A cycle track on Cattle Market Street from Rose Lane.
- ② Narrowing Rose Lane to two lanes of traffic along its entire length and removal of current bus lane.
- ③ Providing wider pavements and an off-carriageway cycle track.
- ④ Landscaping and loading bays.


Reason for proposal

- Joins up with the existing facility on Golden Ball Street.
- Provides a consistent carriageway width in Rose Lane and creates space for pedestrian and cycle improvements. The changes to the King Street and St Vedast junctions with Rose Lane (see Prince of Wales Road map) would improve flow for all traffic, allowing removal of the existing bus lane.
- Connects to proposed cycling infrastructure on Cattle Market Street.
- Improves loading facilities for businesses while also improving the look of the area.

www.norfolk.gov.uk/princeofwalesroad



KEY:

 Proposed Consultation Area

Metres 25 0 25 50 75 100 125 150 175 200 Metres

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REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
OS	OS	2018	PK6062-HP1-054
DESIGNED BY	DW	01/18	PROJECT TITLE
DRAWN BY	AM	01/18	Norwich Rose Lane, Prince of Wales Road
CHECKED BY	DW	01/18	Feasibility Study
			SCALE
			1:2500 @A3
			FILE No.
			PK6062

Prince of Wales Road Proposals:

Comments by Norwich Cycling Campaign

1. We support segregated and kerbed contraflow cycle tracks along Prince of Wales Road and Rose Lane. We would like to be consulted on the detailed design of these tracks. The footways are busy and there should be an unambiguous differentiation between the footway and the cycle track. Furthermore the build quality of surfaces on recent cycle tracks has been poor.
2. We welcome the closure of King Street between Agricultural Hall Plain and Rose Lane, but would want to see some delineation of routes for walking and cycling. We would prefer that existing kerbs are kept so that pedestrians and cyclists do not conflict in shared space. If the plan is for a level surface, we would favour a marked cycle route, clearly differentiated from the walkway, for clarity and comfort. The model should be All Saints Green and not Westlegate.
3. We welcome a proposal to provide a right turn for cycles from Cattle Market Street (north bound) on to Rose Lane (east bound) to connect up with King Street.
4. We are concerned that the narrowing of the carriageway on Prince of Wales will make conditions worse for cycles heading towards the station if there will be not be enough room for vehicles to overtake.
5. We are disappointed that through traffic will not be removed from Prince of Wales Road as included in the Action Plan of the 2006 NATS. This misses an opportunity for making substantial improvements in the city centre. There will be an overall reduction in traffic if the through route is removed and secondly, it will specifically reduce traffic through Tombland, also an identified Action. The removal of through traffic on Prince of Wales Road will not result in a like for like increase in traffic on the inner-ring road. Studies of this kind of restriction consistently show that it is the only way to reduce overall vehicle traffic in urban areas. Traffic is not simply displaced, it is discouraged.
6. Removal of through traffic is a key Action for improving the illegal levels of air pollution in the city centre. What other measures are planned to achieve the reductions in pollution levels caused by vehicles, given that this has been abandoned?
7. In the process of developing a Travel Plan for the station, research showed that Norwich Station has a lower than average amount of journeys made to the station by walking and cycling. These proposals do not make the route through Prince of Wales Road more attractive, nor do they improve the junction with Riverside Road and Riverside for walking and cycling.
8. The junctions at Agricultural Hall Plain cannot be fundamentally improved within this scheme as traffic will still be using Prince of Wales Road. As they are, these junctions are unpleasant and a barrier to both walking and cycling. Some improvements could be made to reduce pedestrian and cycle conflict on the small island between King Street and Upper King Street, which is a key route for cyclists. Furthermore speed calming measures (such as carriageway narrowing and sharper turn radii) should be made outside the Royal Hotel to reduce the speed of traffic entering Upper King Street. This will improve the environment of

Upper King Street and convenience of the pedestrian crossing here. The cycle route from King Street to Upper King Street involves negotiating a series of sharp turns that are very difficult, this should be improved.

9. All pedestrian guard rails should be removed except where beneficial for visually impaired people at crossings. A recently-published Transport for London study has shown removing pedestrian railings resulted in "a statistically significant fall of 56% (43 to 19) in the number of collisions involving pedestrians who were killed or seriously injured. There was also a fall of 48% (109 to 57) in the number of KSI collisions for all users.
10. The new junction Eastbourne Place is considerably worse than the current arrangement and makes it very difficult to join the proposed cycle track on Prince of Wales Road or turn in to Saint Faiths Lane. This junction needs to be redesigned.

Magar, Alisa

From: James Goffin <jamesgoffin@inspirationtrust.org>
Sent: 02 March 2018 11:07
To: Norwich Transport
Subject: Prince of Wales Road / Rose Lane consultation

Dear sir,

Prince of Wales Road consultation

I am writing on behalf of the Inspiration Trust, and in particular Charles Darwin Primary and Nursery, to respond to your consultation on traffic proposals for Prince of Wales Road, Rose Lane, and Mountergate. Our comments predominantly relate to the Rose Lane and Mountergate proposals as these are directly outside the school and will have the greatest impact on our pupils, parents, and staff.

We broadly welcome the proposals, particularly the increased pedestrian space directly outside Charles Darwin at Rose Lane / Mountergate. This will be beneficial for the school and provide a more pleasant environment for our families. We would, however, prefer to see more landscaping and planting in this area - together with the new public space at Eastbourne Place - to further enhance the environment. While the current grassed area outside Eastbourne Place is not particularly special, that is not a reason to replace it solely with hard grey paving; we would like to see a more imaginative, greener, approach here.

With regard to the closure of Eastbourne Place, the replacement right turn from Prince of Wales Road outbound on to Rose Lane is a particularly sharp turn, and is additionally restricted by traffic islands. We have concerns as to whether this is suitable for larger vehicles, which could have difficult turning and cause congestion or damage. We would suggest this area needs to be reconsidered, perhaps by reducing the length of the islands. Ideally this junction would be removed entirely with most traffic using St Vedast Street, but we recognised that it does provide a useful access to Mountergate.

We welcome in principle the introduction of a right-hand turn from Mountergate to Prince of Wales Road. While we encourage families to walk to school, this will benefit those with particularly young children who drop off and pick up at our nursery, and staff and visitors using the Rose Lane multi storey car park. Removing the need for those heading out of the city to 'loop' around Prince of Wales will also hopefully reduce overall traffic levels in the area. However, the proposals maps appears to suggest this junction will no longer be traffic-light controlled. This causes us concern around pedestrian safety for those walking up along Rose Lane, who will be required to cross two lanes of unmanaged traffic. At the very least some form of raised table here would be helpful to pedestrians.

We recognise that implementing the changes will cause some level of noise and disruption, and that this is unavoidable. We would however encourage the timing of this work, particularly at Rose Lane and Mountergate, to take school terms into account so as to minimise the disruption to school lessons and the nursery. There will also be a need to maintain access to Mountergate not only for the school but also for the multi storey car park and other local occupants.

Yours sincerely,

James Goffin

James Goffin

Head of Communications
01603 280938

Inspiration Trust
28 Bethel Street
Norwich
NR2 1NR

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NORFOLK
CONSTABULARY

Our Priority is You

Mr David Wardale
NCC Community and Environmental Services
County Hall
Martineau lane
Norwich
NR1 2DH

Environment, Transport & Development Dept

20 FEB 2018

Onto.....

Action.....

File.....

PEM Ref.....

Norfolk Constabulary

Roads Policing
OCC Wymondham
Wymondham
Norfolk NR18 0WW

Tel: 01953 424825
Fax: 01953 424178

www.norfolk.police.uk
lawda@norfolk.pnn.police.uk
Non-Emergency Tel: 101

Date: 16th February 2018

Our Ref: DL/06/02/2018

Your Ref: HP1/PK6062/DW

Dear Mr Wardale

Re: Transport for Norwich: Consultation on Prince of Wales Road/Rose lane

Thank you for your letter dated 2nd February 2018, and which I received on the 6th February and referred to the above Consultation Proposals.

Thank you also for your time yesterday at City Hall to discuss in detail the proposals, and for listening to our concerns in relation to the Night Time Economy on Prince of Wales Road. I believe you have answered a number of the concerns we had in relation to congestion and confrontation between vulnerable road users in this area.

There are two main issues we have identified, one is that the planned Cycle route should go up Rose lane, thus avoiding Prince of Wales Road and possible conflict with other vulnerable road users/revelers especially at night, this would take cyclists up to the city centre following the flow of traffic.

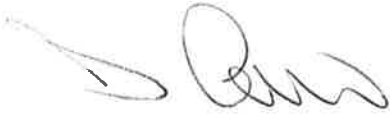
The second point is the public space at the Eastern end near Eastbourne Place, this should remain open with no benches or permanent seating areas this will discourage people congregating in this area, instead private businesses should be encourage to place temporary outside seating and tables within the wide paved area for coffee shop facilities, which then would be removed nightly.

We still have some concerns over the parking issues identified with the night time economy within Prince of Wales Road, and would welcome consideration to address these, by looking at improved parking provisions for Taxi's which form an important and integral part in reducing public order at weekends as they transport people away quickly from the area.



If in the meantime, I can be of any further assistance, please do not hesitate to contact me.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'D Law', written in a cursive style.

Mr David Law
Traffic Management Officer



Norfolk Constabulary

Bethel Street Police Station
Norwich
Norfolk
NR2 1NN

Email:
Bernice.Lawless@norfolk.pnn.police.uk

www.norfolk.police.uk
Non-Emergency Tel: 101

Date: 16/02/2018

**Norwich Bid Board
Prince of Wales Road Public Consultation**

Thank you for inviting me to comment on the above consultation.

My role as the Architectural Liaison and Crime Reduction Officer is to give advice on behalf of Norfolk Constabulary in relation to, the layout, environmental design and the physical security of buildings, and also within crime prevention to reduce the opportunity for crime and disorder that will impact on the wider community.

The recent changes to the English Planning and Building Control Regulations have underlined the importance of Police advice delivered over the past 25 years. References within the National Planning Policy Framework and the National Planning Practice Guidance sought to reinforce the need and importance of a safe and secure external environment with specific references to the Police Service advice.

My comments below refer to: **Item 3, Prince of Wales Road, the proposed creation of a new public space.**

The purpose of this open space is to provide a "Gateway" to the City for visitors coming into Norwich from the Railway Station. There have been no specific plans on layout at this time however a suggestion may be to perhaps provide a seated area for pedestrians to rest before continuing their journey.

Introduction

When creating an open space it is important to consider its purpose, creating an area that is not only pleasant, safe and easy to maintain but also where you can control what people can or cannot do making it difficult for crime to occur. This may sound quite austere however there is a reason to this methodology.

When deciding on its function other factors should be consider such as:

- Density and proximity of licensed premises, takeaways, shops, taxi ranks and ATM's
- Policing during the night-time economy and the necessity to keep pedestrians moving during the busiest hours
- It being located close to a school
- Beggars and rough sleepers

One also has to realise that what was thought to be its desired use may not always be practical 24 hours a day 365 days of the year.

Ignoring these factors can result in crime and disorder which will impact on already stretched resources and impact on the local residents and businesses.

Bearing this in mind I would advise that seating or street furniture that can be used for seating should be avoided. This also applies to the kerb- street furniture that will be used to redesign areas **4-5**.

Rationale

Prince of Wales Road on Thursday to Saturday nights put a huge strain on the emergency services. It is identified by Police that areas where groups gather tend to become hotspots for disorder, diverting resources away from the nightclubs and surrounding street. This can result in losing emergency staff to attend custody or A&E.

The idea is to prevent congregations of pedestrians and to keep feet moving to clear the area once the clubs start to empty, very much on the same model as traffic movement.

Seating areas automatically result in congregations of people which in the right location with all the risks factors considered are not necessarily an issue.

An argument may be that this is only 3 nights a week and may not justify my response however as explained in my opening paragraphs consideration must be taken for all eventualities, to reduce the opportunity for crime and deplete resources and this cannot be ignored.

The alternative to permanent seating could perhaps be to encourage and allow the cafes in this location licenses for outside seating areas. Outside seating areas can be vibrant, creating an exciting street scene to the area, attracting custom and supporting local business. It could also encourage new business to the empty units in this location creating a whole new, fresh appearance to this space.

Yours Sincerely

B Lawless

Bernice Lawless
Crime Reduction/Architectural Liaison Officer
Norfolk Constabulary

Norfolk Living Streets

Consultation Feedback

Ref: Prince of Wales Rd area

Date: 15/1/2018

Version: **Draft**

King Street / Upper King Street

APPENDIX 3

At a number of locations new cycle lanes appear to give priority to cyclists over motor vehicles turning in and out of side roads - which we support. However, we recommend giving pedestrians the same priority at junctions as cyclists as is common in other European countries.



Proposed change

- 1 Converting King Street between Prince of Wales Road and Rose Lane to a pedestrian/cycle zone, closing it to motorised through traffic at its junction with Prince of Wales Road.
- 2 Providing a new cycle link to Castle Meadow from Prince of Wales Road, including wider pavements.
- 3 Adjusting the layout of Agricultural Hall Plain to take account of the King Street closure.
- 4 Creating a contraflow cycle lane on Bank Street.
- 5 Moving the disabled parking to the south side of the road.
- 6 Improving pedestrian and cycle facilities on Market Avenue.
- 7 Moving the disabled space from King Street to Greyfriars Road.

.1 This is a good idea in principle, but is there any way that pedestrians and cyclists could have separate lanes? Mixing cyclists and pedestrians does not work well for either group.

.2 We support this, but see comment on the left about pedestrian priority.

.3 This has created a lot of extra pedestrian space so we support this.

.4 This make sense - we support this

.5 No objections.

.6 Apart from adding the cycle lane it is not clear what is changing here

.7 No objections.

Will there be bollards other other measure to stop motor vehicles accessing King Street (all entry points)? This is not shown on the diagram.

A lot of new pedestrian space is being created here. We recommended that more could be made of it by, for example, planting more trees, adding more benches, and adding more cycle stands.

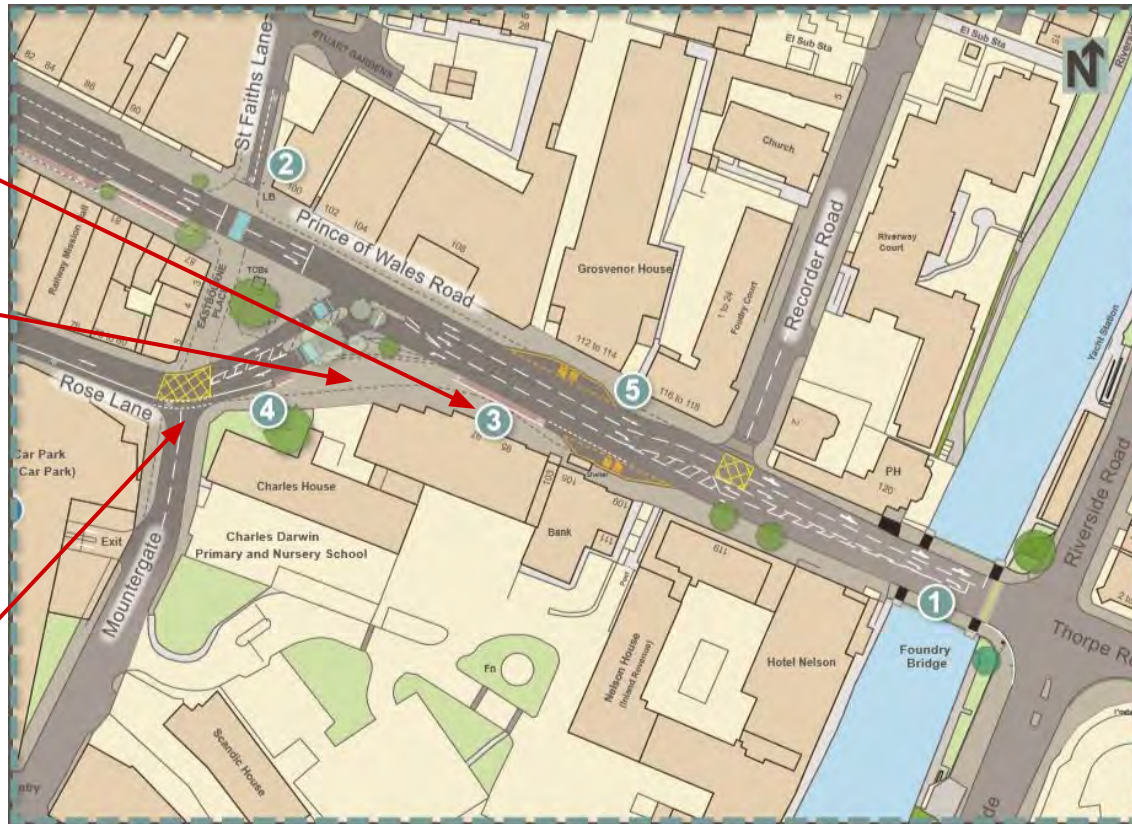


Mountergate section

The new cycle lane is very short. For cyclists who want to continue north west along Prince of Wales Rd, where should they go?

Likewise, for cyclists on this path who want to continue north-west along Rose Lane it is not clear how they join the new Rose Lane path. It appears they will mingle with pedestrians in the pedestrian space. We recommend making a clear cycle path in this space as there is plenty of room, separated from pedestrians using low curbs or something similar to deter cyclists and pedestrians entering each other's space (e.g. as per recent changes to Magdalen Street).

The new cycle lanes appear to give priority to cyclists over motor vehicles turning in and out of Mountergate - which we support. However, we recommend that the same priority at junctions is given to pedestrians crossing Mountergate.



- ① Visual enhancements around Foundry Bridge.
- ② Closure of St Faiths Lane to motorised traffic at its junction with Prince of Wales Road, maintaining two-way cycling and improving facilities for pedestrians.
- ③ Off-carriageway cycle route on south side by narrowing the carriageway (but maintaining two lanes of traffic).
- ④ Creating a two-way link between Prince of Wales Road and Mountergate.
- ⑤ Proposed bus stop to replace one on Riverside Road.

.1 No objections.

.2 Will there be bollards or something similar to stop motor vehicles accessing the closed part of St. Faith's Lane? Nothing is shown on the diagram

.3 See detailed comments above left.

.4 No objections.

.5 We agree with this. This will make life much easier for bus passengers.



Prince of Wales Road section

The new cycle lanes appear to give priority to cyclists over motor vehicles turning in and out of the side road - which we support. However, we recommend that the same priority at junctions is given to pedestrians crossing side streets.



- ① Maintaining Prince of Wales Road as one-way and two lanes for motorised traffic.
- ② Installing an off-carriageway contraflow cycle route heading towards the city centre. This will be achieved by narrowing the main carriageway.
- ③ Closing Eastbourne Place to motorised traffic.
- ④ Creating a new public space on Prince of Wales Road.
- ⑤ Creating a two-way link between Prince of Wales Road and Mountergate

- .1 No objections.
- .2 This is a good idea, but it important that the cycle lane is clearly segregated from the footway to keep cyclists on the cycle path and pedestrians out of it. A drop curb or something similar should be installed between the two would be a good idea e.g. as per recent changes to Magdalen Rd.
- .3 Agree. But bollards or something similar should be installed to prevent motor vehicles using this street.
- .4 Agree. But a lot of new pedestrian space is being created here. We recommended that more could be made of it by, for example, planting more trees, adding more benches, and adding more cycle stands.
- .5 No objections.



Rose Lane section



See comment on other slides concerning pedestrian right of way at T junctions.

- ① A cycle track on Cattle Market Street from Rose Lane.
- ② Narrowing Rose Lane to two lanes of traffic along its entire length and removal of current bus lane.
- ③ Providing wider pavements and an off-carriageway cycle track.
- ④ Landscaping and loading bays.

.1 This is a good idea, but it important that the cycle lane is clearly segregated from the footway to keep cyclists on the cycle path (and pedestrians out of the cycle path). A drop curb or something similar should be installed between the two would be a good idea e.g. as per recent changes to Magdalen Rd.

.2 We disagree with the removal of the bus lane. This is a relatively new bus lane and seems to be operating effectively. We are concerned that abolishing it will result in slower bus services when in fact bus services need to be improved. An alternative idea is to perhaps have the the bus lane open only during the 'rush hours'.

.3 We support this, but see comments as per point 1 above around keeping cyclists and pedestrians segregated.

.4 We support loading bays as it should reduce vehicles parking on the pavement, but there need for bollards or similar to keep the vehicles in the bays so they can't encroach onto the pavement or cycle path.



Norwich Business Improvement District (BID) comments (extracted from on-line survey)

Like the proposals for Prince of Wales Road

The plan offers the opportunity to improve the wayfinding across the city. The Norwich BID has been working with the city council to create a new wayfinding plan and these changes will give an opportunity to put some of those ideas in place. We would like to see funding within the project to look at implementing this wayfinding in the new plan.

We would like to see improvement in wayfinding from the railway station to the city centre, with visitors on foot being directed via King Street and London Street (following the wider city wayfinding process).

A report commissioned by the BID set out a desire to create a "green spine" and the trees in Prince of Wales Road are the start of that, so we are pleased to see them retained. We would like have this embedded in the scheme, either as trees or planters as opportunities allow.

Item 2: Contraflow cycle lane. We welcome the extension of cycle facilities but have concerns over 2 issues. 1) Firstly, that the Castle Meadow end of the proposed route will leave cyclist with few opportunities to continue their journey safely. 2) Secondly, Prince of Wales Road has dramatically more pedestrian traffic at night, especially Thursday – Saturday. The inclusion of a cycle route in close proximity to the large volume of pedestrians during those hours is likely to cause problems. Any opportunity to widen the pavement would be welcomed or a review of how this scheme could be adapted to meet these issues.

A review of traffic movements on Prince of Wales Road on Thursday – Saturday between, say, midnight and 4am should be undertaken. Anecdotal evidence shows that the lack of parking space for taxis and pick up and puts down traffic causes significant congestion and potentially dangerous scenarios. It may be worth considering a traffic ban, except taxis, during certain hours and providing designated pick up points.

Item 4: The new public space at Eastbourne Place is very much to be welcomed. This will offer the chance to create a gateway feature, enhancing the route into the city centre. The BID would welcome the opportunity to work on this aspect of the project with partners.

The new public space created should be attractive to outdoor cafes. A set of guidelines for this should be created and adopted. Again, the BID is happy to support this.

Finally, the works offer the opportunity to update the communications infrastructure. The BID would like to extend the free public wireless availability in this area. We would support colleagues at Norfolk County Council IT infrastructure projects proposal to have duct / tubing placed in the ground as part of the works to ensure

this meets future city broadband requirements (NCC/BID aspiration to be a gigabit city).

Like the proposals for King Street/Upper King Street

We have concerns, already noted, about the safe passage of cyclists onwards from Prince of Wales Road across Agricultural Hall Plain.

The moving of disabled parking from London Street by the Open to the south side of the road is very much to be welcomed. This will enable the creation of improved space (outside the scope of this work) to improve the entrance to London Street and support the creation of the green spine pedestrian route via Prince of Wales Road to the city centre.

Like very much the proposals for Rose Lane

The removal of the bus lane, and one set of traffic lights is very much welcomed as this will speed traffic and reduce journey times.

Rose Lane may be a more appropriate route for cycle traffic from Thorpe Road.

Allowing a right turn from the Rose Lane car park will reduce traffic up Rose Lane and will significantly reduce times for traffic leaving via Riverside or Thorpe Road.

It will offer the opportunity to enhance the gateway to the city centre and improve the wayfinding for pedestrians

We agree with the changes

These works will allow visitors to receive a much improved welcome to the city, to allow the incremental introduction of a coherent and modern wayfinding system and to support the evening and night time economy, which is a significant employer and attraction for the city.



The Norwich Society

Please reply to: Paul Burall, 5 Littlewood, Drayton, Norwich NR8 6FB

Email: drayton@burall.one

Phone: (01603) 927289

The Norwich Society broadly welcomes these proposals but does have some concerns and suggestions.

In particular, we welcome the removal of traffic from the section of King Street between Prince of Wales Road and Rose Lane, although we are not clear whether the traffic lights at Rose Lane are to be retained: if not, we are concerned about how cyclists and pedestrians will cross Rose Lane.

We do wonder whether enough is being done to prioritise buses with the removal of the Rose Lane bus lane and lack of any bus lane in that part of Prince of Wales Road wide enough to accommodate one. We note that the overall scheme will be implemented in stages and suggest that the removal of the Rose Lane bus lane is in the first stage to test the effect, possibly using temporary measures to test what will happen when the road is narrowed. Even a trial as short as a week would illuminate potential problems. We also wonder how the access from the City centre to the car park will work in practice; if this could be trialled (which we recognise will be difficult), that would be useful information as well.

Assuming that buses can be accommodated in Rose Lane without the bus lane, we welcome the widening of the pavements and landscaping in what is currently a very bleak street. We would also like to see some trees planted at the eastern end of Prince of Wales Road in addition to the proposed landscaping of the toilet block area.

We are concerned that the proposals will not greatly improve the exiting of cars from the Rose Lane car park, where the real obstacle is the very short distance between the exit barriers and the traffic lights, meaning that only four or five vehicles can cross the lights before delays at the barrier hold everything up. Without going to the great expense of completely reorganising the entrance/exit design of the car park, the best solution that we can see would be to move the exit barriers further into the car park so that more cars can leave when the traffic lights are green without being held up waiting at the barriers.

Paul Burall

Vice-chair and chair of Strategic Planning & Transport Committee

Appendix 4

Comment	Number of times mentioned	Officer Comment
Keep King Street open / Not necessary to close King Street.	77	See Report
Like the proposal for Rose Lane.	46	See Report
Closing of King Street an improvement.	72	See Report
Like Mountergate right turn.	90	See Report
Narrowing Rose Lane will increase traffic volume.	39	See Report
Like proposal for Prince of Wales Road	34	See Report
Too many cycle benefits / Not worth the cost.	40	See Report
Not a major change / Will not improve traffic flow or time.	28	See Report
Should spend money elsewhere / Waste of money.	27	See Report
Do not close bus lanes unnecessarily.	23	See Report
Closing Eastbourne Place is not good idea.	23	See Report
Like Prince of Wales cycle lane (contra-flow).	23	See Report
Like the overall proposal.	21	See Report
Closing of St. Faiths lane is not good/will make little difference.	24	See Report
Like improved cycle and pedestrian links.	20	See Report
Will send more traffic through city / Congestion will increase.	18	See Report
Improve cycle link between train station and Prince of Wales Road.	17	See Report
Like landscaping/proposed trees.	17	See Report
Do not like contra-flow cycle lane / Dangerous for pedestrians and cyclists.	17	See Report
Like Rose Lane cycle lane provision.	17	See Report

Appendix 4

Comment	Number of times mentioned	Officer Comment
Mountergate will become accident hotspot / Situation will worsen.	16	See Report
Prioritise motorists / Think about people working and living in the city.	15	See Report
Like decision to remove bus lane.	14	noted
Cyclists will not use dedicated cycle lanes.	14	Cyclists are permitted to use the road as well as any cycle lane. They are not required to use the cycle lane if they prefer not to
Concern with intermittent cycle links.	14	They are not intermittent. In location adjacent to Toucan Crossings, space necessarily has to be shared with pedestrians who also need to use the facility
Concern with Shared-cycleway.	14	See Report
Improve Agricultural Hall Plain Area (Pedestrian crossing/cycle path).	14	This is included in the proposal, but is part of a later phase
Taking bus stop off riverside road is sensible / Proposed bus stop an improvement.	13	Support noted
Like off-carriageway cycle lanes.	13	Support noted
Do not like Mountergate proposal.	13	
Visual improvement of Bridge welcome.	12	Support noted
Cycle routes need to head in both directions.	12	
Separate cycle lanes from carriageway and pedestrian walkways physically and visually.	12	This has been done where it is practical and appropriate to do so
Dislike overall proposal / Will not improve road for all users.	12	See Report
Concern with unsavoury behaviour.	12	Design aims to minimise potential for antisocial behaviour so far as practicable
Situation in 'Rose Lane' will worsen.	12	See Report
Why spend money to alter existing fine layouts.	11	See Report
Dislike closing of various roads / Think about alternative routes during accidents/ breakdowns.	11	See Report

Appendix 4

Comment	Number of times mentioned	Officer Comment
Cycle provision needs improving in Norwich.	10	Noted, The scheme aims to improve cycling facilities in this part of the City, and is an enhancement to the national cycle network
New cycle routes might not be utilised.	10	See Report
Roads need widening not narrowing / Stop road narrowing.	10	See Report
Remove motorised traffic from Prince of Wales Road / Bus lanes only.	10	See Report
Public space not necessary / not beneficial.	10	The public space is a benefit consequent on the road re-alignment and is an important gateway to the City
Closing of St. Faiths Lane is good.	10	See Report
Maps too small / Unable to read small prints on map.	9	Large Scale maps were available at our exhibition, and all the maps on line could be enlarged
Needs Pedestrian crossing over Mountergate.	9	An informal crossing will be provided. The volume of traffic on Mountergate is too low to warrant a formal crossing
Reduce speed limit to 20mph / Traffic calming measures.	9	The area is already in a 20mph zone
Just leave it alone.	9	The schema is part of a series of related City Centre measures designed to cater for the growth of the city
Reduce / Remove all traffic from city centre.	9	This is part of the overall strategy
Like the closing of Eastbourne place.	8	See Report
Pedestrianisation of the city centre is not the way forward.	8	The pedestrianisation of King street has widespread benefits. See Report
Better for cyclists.	7	Support noted
Add more trees in the city / More greenery.	8	See Report
Prince of Wales road should be pedestrianised.	7	See Report
Does not encourage people to use public transport / Public transport not cheap.	7	See Report
Like cycle lane on Bank Street.	6	Support noted

Appendix 4

Comment	Number of times mentioned	Officer Comment
Will improve traffic flow on both Prince of Wales & Rose Lane.	6	Support noted
Make Rose Lane two-way.	6	See Report
Concern about bus stop being far from station / causing hold-ups.	5	Bus stop is to replace the one on Riverside Road and is better related to the inbound stop
Cycle lane on Prince of Wales not necessary.	5	Prince of Wales Road offers a direct route into the City Centre and that is why the contra-flow cycle lane is proposed
Like the idea of public space.	5	Support noted
Better cameras on roads / CCTVs.	5	Provision of cameras will be reviewed as part of the scheme
Need better cycle/pedestrian crossing at King Street/Rose Lane junction.	4	This is part of the proposal
Make more pedestrian friendly / Need more crossings.	4	Many extra pedestrian facilities are proposed
Cycle lanes on both roads not necessary.	4	Cycle Lane on Prince of Wales Road allows for contraflow movement. On Rose Lane it provides a segregated facility away from general traffic and links with existing facilities on Cattlemarket Street
Concern with cycle link to Castle Meadow.	4	This will be the subject of detailed design when that phase of the project is delivered
Need to fully explore potential opportunities for this development.	4	The scheme provides improvements for all transport modes, and useable public spaces
Noise and air pollution. Do something about it.	4	The scheme will reduce congestion that will help with air quality
Bridge does not need doing anything / Visual enhancements not necessary.	3	Bridge does need maintenance and repainting
Removal of bus stop on riverside is concerning (for less mobile people).	3	New bus stop relates better to inbound stop, and may help with congestion on Riverside Road
Messed up.	3	noted
Like cycle lane on Rose Lane.	3	Support noted
Businesses on King Street will suffer.	3	Pedestrianisation has resulted in an improved business environment everywhere else in the City

Appendix 4

Comment	Number of times mentioned	Officer Comment
No access from Cathedral Street/St. Faiths Lane to Rose Lane	3	Yes there is, It is possible to turn right from Prince of Wales Road into Rose Lane
Produce more routes and walkways for pedestrians.	3	The scheme significantly improves the pedestrian environment
Provide more detail on public space proposals.	3	Full details were not worked up for the consultation which was to establish principles
Remodel junction at the top of Rose Lane.	3	Junction is being remodelled
Improve Foundry Bridge Area / Traffic.	3	This will be considered as part of the inner ring road study
Improve access/egress of Rose Lane car park.	2	That is one of the aims of this scheme
Not enough information provided.	2	A substantial amount of information was available and exhibitions were staffed to enable questions to be asked. The letter drop inevitably had only limited information.
Existing cycle path on King Street working fine.	2	The King Street proposals benefit all user groups and help to reduce overall congestion. Keeping the exiting arrangements would not resolve the current issues
Start cycle path on Thorpe Road side of Foundry Bridge.	2	This would be very desirable, but there is insufficient space on the bridge to allow for this
Make cycle lanes compulsory to cyclists.	2	Cycle lanes are provided to encourage higher rates of cycling and are not necessarily appropriate for confident cyclists. The use of cycle lanes is not compulsory, and cannot be determined locally
Add a provision of bicycle filter and pelican crossing with lights (St Faiths Lane/Rose Lane).	2	It is intended to provide a suitable arrangement as part of the detailed design
Like loading bays	2	Support noted
Increase disabled parking bays.	2	A review of the parking arrangements at the top of London Street will consider disabled parking provision. Disabled parking provision in the City Centre has increased over recent years
Re-think disabled parking bay on Greyfriars Road.	2	
Remove automatic lights on Prince of Wales Road.	2	These are an essential speed management feature to achieve speeds compliant with the 20mph zone
Revitalise existing public realm.	2	Support noted

Appendix 4

Comment	Number of times mentioned	Officer Comment
Keep Rose Lane as it is.	2	See Report
Will make it safer for pedestrians and cyclists.	2	Support noted
Allow traffic to go from Upper King Street to King Street and then Rose Lane.	2	See Report
Improve road signs.	2	Signage will be reviewed as part of the scheme
Bike parking	2	Cycle parking will be provided
We need less buses.	1	Bus patronage is rising in Norwich, and is an essential part of our transport strategy to avoid increasing congestion
Easy to use consultation / Excellent maps.	1	Support noted
Add northbound cycleway on Cattlemarket Street.	1	This is included in the proposals
Will encourage to cycle.	1	This is one of the aims of the scheme
Do not need cycle lanes in city centre.	1	Cycle Lane on Prince of Wales Road allows for contraflow movement. On Rose Lane it provides a segregated facility away from general traffic and links with existing facilities on Cattlemarket Street
Address water drainage issue on right lane of Market Avenue.	1	Noted, the area is being remodelled
Use Eastbourne place to right turn into Prince of Wales.	1	This facility is provided by the new link
Too many buses in the area for cycle link to work.	1	Bus patronage is rising in Norwich, and is an essential part of our transport strategy to avoid increasing congestion. The cycle lanes are provided to segregate cyclists from general traffic
Like proposed island stopping traffic turning right from Upper King Street to Bank Street.	1	noted
No access to property from work place (Toys R Us)	1	Access is maintained to all properties
Access problems to Hardwick House residents.	1	Access is maintained to all properties
Look more on safety and management of Prince	1	The current arrangements on Prince of Wales Road were designed to improve safety in a

Appendix 4

Comment	Number of times mentioned	Officer Comment
of Wales Road.		very difficult environment, and have been very successful in achieving that. These additional changes should improve that further
Remove parking bay on Prince of Wales (south) and extend on north side.	1	
Make Prince of Wales Road two-way.	1	See Report
Install traffic lights at the junction of Greyfriars Road and Rose Lane.	1	There is no need for a light controlled junction here. Greyfriars carries very little traffic, and there is no crossroads to manage. A priority junction will be more than adequate
Make Rose Lane bus lane only between Greyfriars & St. Vedast.	1	See Report
Dislike narrowing of St. Vedast Street.	1	noted
Start tackling out of control drinking culture.	1	This is not within the scope of a traffic management scheme
Tram	1	Trams are not an affordable option for Norwich
Monitor the changes after implementation.	1	Schemes are monitored after implementation
Remove current bus stop from further up Prince of Wales Road.	1	Detailed design work has yet to be done on the Prince of Wales Road element of this scheme. There may be a need to review kerbside uses here
Remove bus stop from Bank Plain.	1	All the arrangements on Bank Plain will be reviewed
Remove bus stop from Upper King Street.	1	
Make Market Avenue two-lane.	1	See Report
Better pedestrian and vehicular directions to Norwich Cathedral.	1	Cathedral is already signed and is a major destination on the pedestrian signage.
Like Prince of Wales proposal.	3	Support noted
Traffic will back up at mall car park.	3	When the car park is full, and motorists ignore all the warning signs, then there can be traffic build up. The road layout and signage allows motorists to choose alternative car parks that do have spaces easily.
Concern with shared space.	2	See Report
Very well thought out plan.	2	Support noted
Traffic will increase in Prince of Wales Road.	2	There will be an increase between Agricultural Hall Plain and St Vedast Street due to diversion away from King Street. Overall, however, traffic levels are not affected

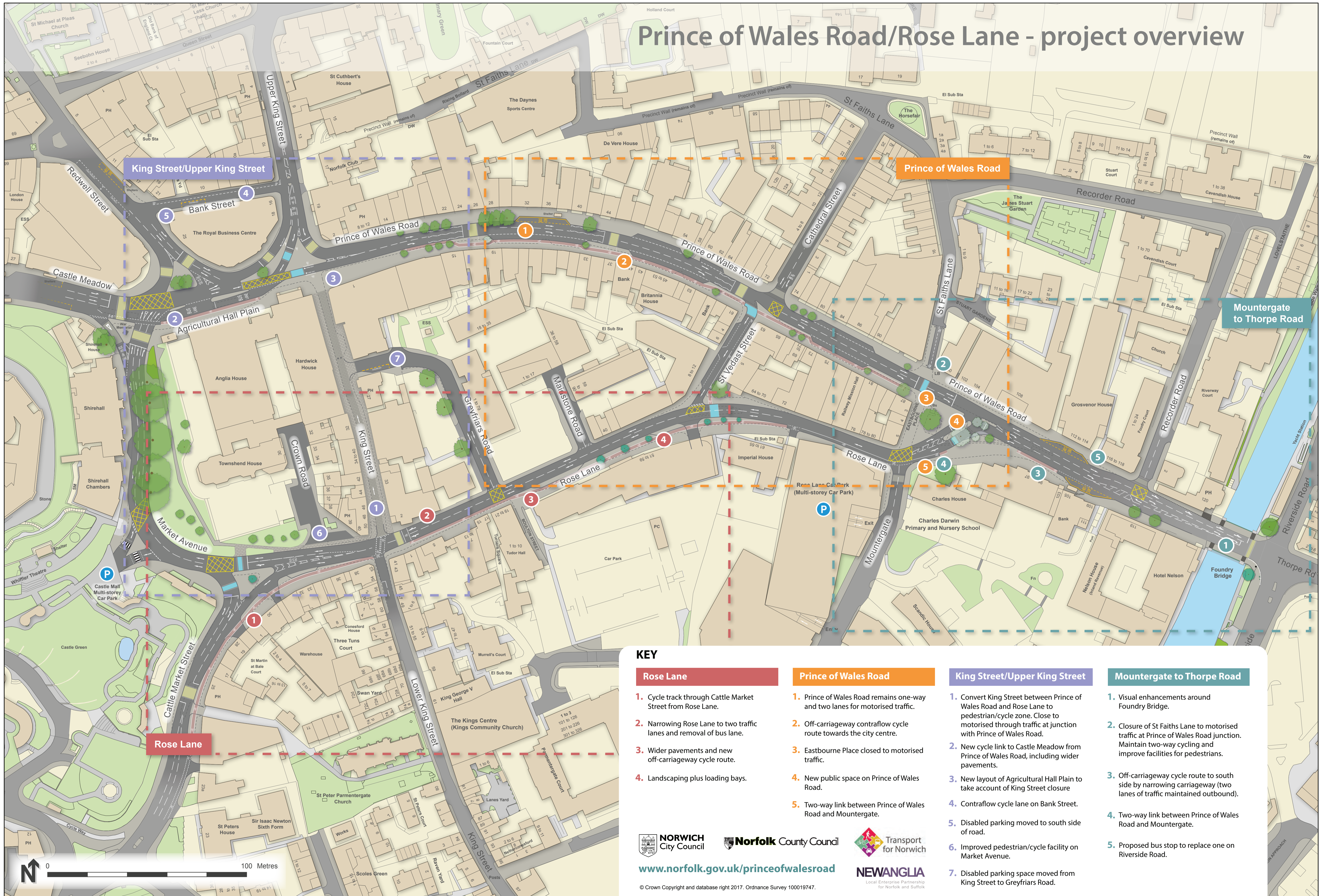
Appendix 4

Comment	Number of times mentioned	Officer Comment
PoW proposal will aid traffic circulation	2	Support noted
Like improvements at Foundry Bridge.	2	Support noted
Remove unnecessary traffic light set half way up Rose Lane / Move traffic lights up Rose Lane.	2	Light are necessary to manage cycle and pedestrian crossing movements
Do not close Eastbourne Place.	1	Eastbourne Place is not required as an alternative route is proposed, so can be made a pedestrian area
PoW / Rose Ln-Mountergate turn looks difficult.	1	The turn is not appropriate for large vehicles, but most general traffic can use it
Cycle path will reduce pavement space.	1	Most of the cycle provision is within existing carriageway. Overall the amount of pavement is increased substantially
Put more legal control in place for cyclists.	1	
Does removal of bus lane mean stopping of bus service?	1	No. The improvement mean that the lane is no longer needed
Concerned with unsavoury behaviour.	1	This is not within the scope of a traffic management scheme
Overall it has not been well thought.	1	See Report
Add yellow box at King Street junction in Rose Lane.	1	
Add railings on southwest side at King Street/Rose Ln junction.	1	Railings are provided immediately adjacent to traffic light controlled crossings
Upper King Street bus lane not clearly marked.	1	This is a maintenance issue
Visual amenity will improve.	1	Support noted
Rose Lane requires further work.	1	The proposals sought to establish principles. Additional design work is being done
Pedestrians will benefit.	1	Support noted
Like cyclists being off footpath.	1	Support noted
Access to Orbit Development needed.	1	Access to this development site is improved
Move taxis to Castle Meadow.	1	There is insufficient space in castle Meadow, and the demand is on Prince of Wales Road
More congestion at St. Vedast Street.	1	Although St Vedast Street will take more traffic, overall congestion should reduce
Cycles + Traffic not safe.	1	Scheme aims to minimise conflict between different user groups.

Appendix 4

Comment	Number of times mentioned	Officer Comment
Better for cyclists.	1	Support noted
Like Rose Lane cycle facility.	1	Support noted
It will be safer.	1	Support noted
Close St. Faiths Lane to create two cul-de-sacs.	1	This will be considered as part of the detailed design in this area
No need for casual parking other than permits in the Recorder Road area.	1	Parking in this area is a balance between the needs of local businesses and residents

Prince of Wales Road/Rose Lane - project overview



KEY

Rose Lane

1. Cycle track through Cattle Market Street from Rose Lane.
2. Narrowing Rose Lane to two traffic lanes and removal of bus lane.
3. Wider pavements and new off-carriageway cycle route.
4. Landscaping plus loading bays.

Prince of Wales Road

1. Prince of Wales Road remains one-way and two lanes for motorised traffic.
2. Off-carriageway contraflow cycle route towards the city centre.
3. Eastbourne Place closed to motorised traffic.
4. New public space on Prince of Wales Road.
5. Two-way link between Prince of Wales Road and Mountergate.

King Street/Upper King Street

1. Convert King Street between Prince of Wales Road and Rose Lane to pedestrian/cycle zone. Close to motorised through traffic at junction with Prince of Wales Road.
2. New cycle link to Castle Meadow from Prince of Wales Road, including wider pavements.
3. New layout of Agricultural Hall Plain to take account of King Street closure.
4. Contraflow cycle lane on Bank Street.
5. Disabled parking moved to south side of road.
6. Improved pedestrian/cycle facility on Market Avenue.
7. Disabled parking space moved from King Street to Greysfriars Road.

Mountergate to Thorpe Road

1. Visual enhancements around Foundry Bridge.
2. Closure of St Faiths Lane to motorised traffic at Prince of Wales Road junction. Maintain two-way cycling and improve facilities for pedestrians.
3. Off-carriageway cycle route to south side by narrowing carriageway (two lanes of traffic maintained outbound).
4. Two-way link between Prince of Wales Road and Mountergate.
5. Proposed bus stop to replace one on Riverside Road.



www.norfolk.gov.uk/princeofwalesroad



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Report to Norwich highways agency committee
7 June 2018
Report of Head of city development services
Subject Thorpe Road area Permit Parking Consultation

Item

7

Purpose

To advise members of the responses to the recent consultation in the Thorpe Road area to extend the existing permit parking areas, and recommend the implementation of permit parking in all of the area consulted.

Recommendation

To:

- (1) note the responses to the permit parking consultation
- (2) agree to implement a 24 hour seven day a week permit parking scheme in Cintra Road, Ranson Road (remaining properties only), Stanley Avenue, Telegraph Lane East (part) Thorpe Road and Wellesley Avenue South, and the double yellow lines on Stanley Avenue as shown on the plans (nos. PL/TR/3584/437C) attached in Appendix 1
- (3) delegate the consideration of any representations to minor amendments to the extent of the originally proposed short stay parking area in Wellesley Avenue South to the head of city development services, in consultation with the chair and vice chair;
- (4) note that double yellow lines will be implemented on the south side of Thorpe Road in the Broadland district council area to complement the recommended extension to the Controlled Parking Zone (CPZ).
- (5) ask the head of city development services to complete the statutory processes to implement these proposals.

Corporate and service priorities

The report helps to meet the corporate priority to provide a safe, clean and low carbon city and the service plan priority of implementation of the Transport for Norwich strategy.

Financial implications

The installation costs of the scheme will be funded through income generated by on-street parking. Implementation costs are estimated at £20,000.

Ward/s: Thorpe Hamlet

Cabinet member: Councillor Stonard – Environment and sustainable development

Contact officers:

Bruce Bentley, Principal transportation planner

01603 212445

Background documents

None

Background

1. Members will be aware that there is continuing pressure from some local residents for permit parking to be extended into their areas. This is due to issues with commuter and other non-local parking taking the already limited parking facilities available.
2. Extensions in the College Road and Salisbury Road areas and Lakenham have recently been completed, and adjustments to the University CPZ will be completed over the summer. However, significant demand remains in other parts of the city that has yet to be addressed. Officers and local members are well aware of this and receive substantial amounts of correspondence where requests have had to be declined.
3. Consequently, there is a commitment to consult in a number of areas, of which this extension is one.
4. Currently, the council operates and enforces controlled parking zones (CPZs) throughout the city centre, the inner suburbs of the city and around the university. These permit schemes operate 24 hours a day, seven days a week, in and around the City Centre, whilst the more suburban ones operate between 8am and 6:30pm Monday to Saturday. Some parts of the 'University' scheme only operate between 10.00am and 4pm Monday to Friday.
5. Following agreement by local members, residents in Cintra Road, Ranson Road (properties not already in a permit area), Stanley Avenue, Telegraph Lane East (properties not already in the permit area) Thorpe Road and Wellesley Avenue South were consulted as to whether they wanted to see permit parking in their streets or not. In addition, double yellow lines were proposed on Thorpe Road (both sides, including the section within Broadland District Council's area) and Harvey Lane. The original consultation plan is contained in Appendix 2
6. Consequent on the consultation, some minor amendments and additions were advertised on 25 May 2018. These are discussed in the report below.

The consultation

7. 162 households and businesses were consulted on the proposal and 91 responses were received, representing a response rate across the area of 56%. Details of the response rates are contained in the table in Appendix 3.
8. A response rate in excess of 90% was received from Cintra Road and Wellesley Avenue South, although there was a low response rate from the flats on Thorpe Road.
9. The only area where a majority of residents opposed permit parking was City Heights in Telegraph Lane East, albeit the response rate was quite low. However, leaving a very short length of Telegraph Lane out of the permit area and not allowing the residents there to obtain permits would leave them in a significantly worse

position than they are now. Consequently, this section, and City Heights should be included in the scheme.

10. Overall, 74% of those who wanted permit parking preferred the 24 hour a day, seven day a week option.

Other responses

11. General comments from residents are included in Appendix 4, along with officer comments. In response to these comments, some amendments to the extent of the short stay parking on Wellesley Avenue South were made reducing the length of short stay parking on Wellesley Avenue South, and providing permit parking instead, and protecting the entrance to the park with double yellow lines. These were advertised on 25 May 2018 and are now included in the scheme.
12. However, the statutory period for responses extends until 19 June, so a final decision on these elements will need to be delegated to the head of city development services and the chair and vice chair of this committee if any objections are received before then. All comments received in advance of the committee will be reported verbally.

Proposed extent of recommended permit scheme

13. Consequent on the consultation, the recommendation is to extend permit parking to the residents of Cintra Road. Ranson Road (remaining properties only), Stanley Avenue, Telegraph Lane East (part) Thorpe Road and Wellesley Avenue South to operate 24 hours a day seven days a week and implement the minor changes to the short stay parking mentioned above. These proposals are shown on the plan contained in Appendix 1.

Proposed Double Yellow Lines on Thorpe Road and Stanley Avenue

14. To the south side of Thorpe Road, the proposed double yellow lines are within Broadland District Council's administrative area and hence not within the jurisdiction of this Committee. However, these have been agreed via the appropriate County Council process and will proceed with the implementation of the permit parking scheme. Those on the north side and on Stanley Avenue are within the City Councils administrative boundary.
15. Only 3 responses were received from residents around Harvey Lane and Eden Close from the 46 residents consulted, and 2 of these supported the double yellow lines here. All comments received about these are included in the table in Appendix 3, together with officer comments.
16. It is recommended that all the double yellow lines are installed in accordance with the plans in Appendix 1.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee: Norwich Highways Agency Committee

Committee date: 7 June 2018

Director / Head of service Andy Watt

Report subject: UEA CPZ Extension

Date assessed: December 2017

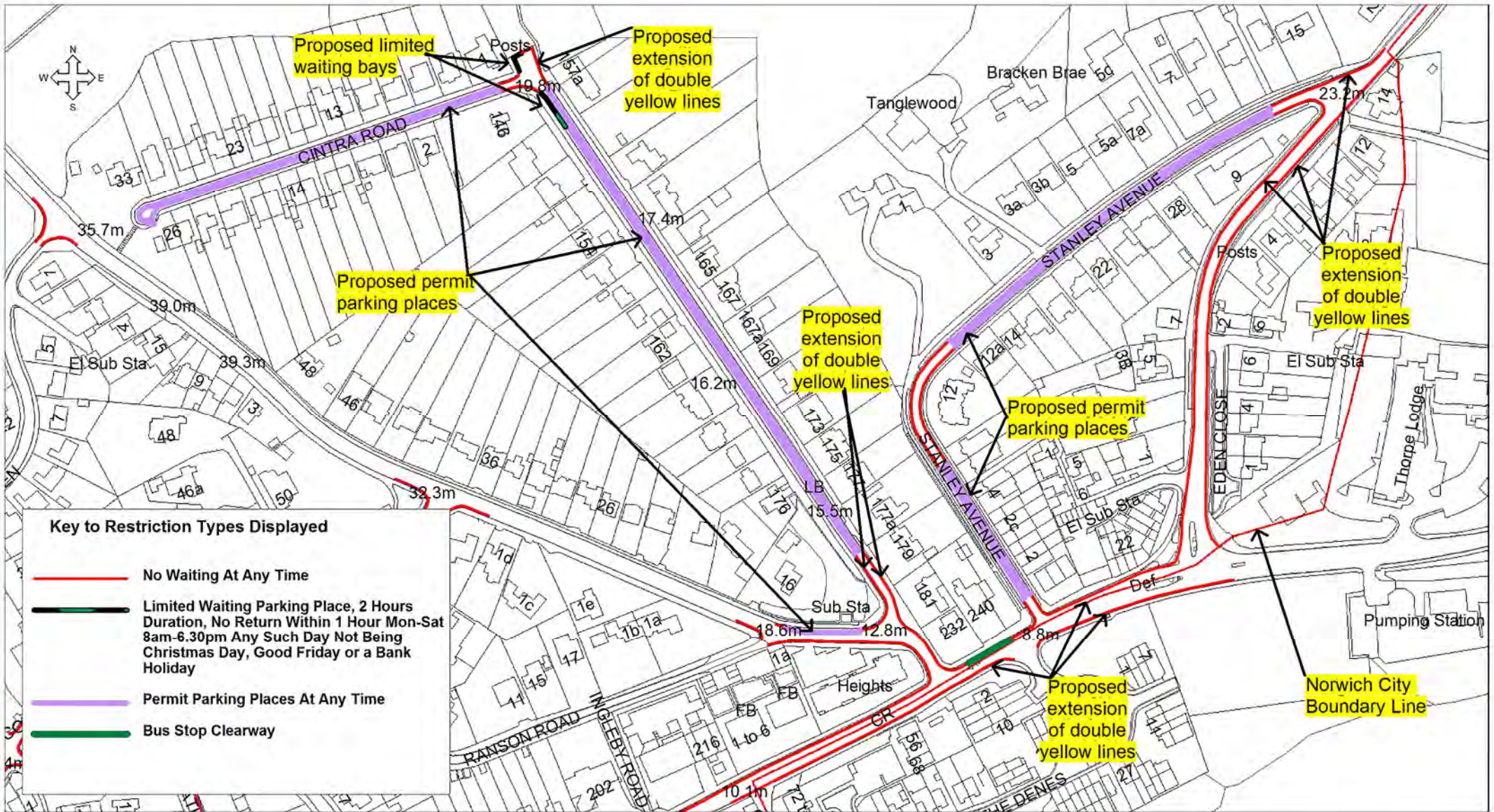
Description: Seeking approval to implement controlled parking zone in Thorpe Road area

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Permit parking schemes cover their own operational costs
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Uses existing processes.
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Uses existing software
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The permit scheme has been designed to take account of the needs of protected groups affected
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The implementation permit parking supports NATS by discouraging commute parking in the urban area
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will help to promote sustainable transport forms by discouraging commuting by car
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will improve facilities for cycling, walking and public transport in the longer term

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment
Positive
The proposal will reduce parking congestion in this part of the City and support NATS
Negative
N/A
Neutral
Issues
N/A



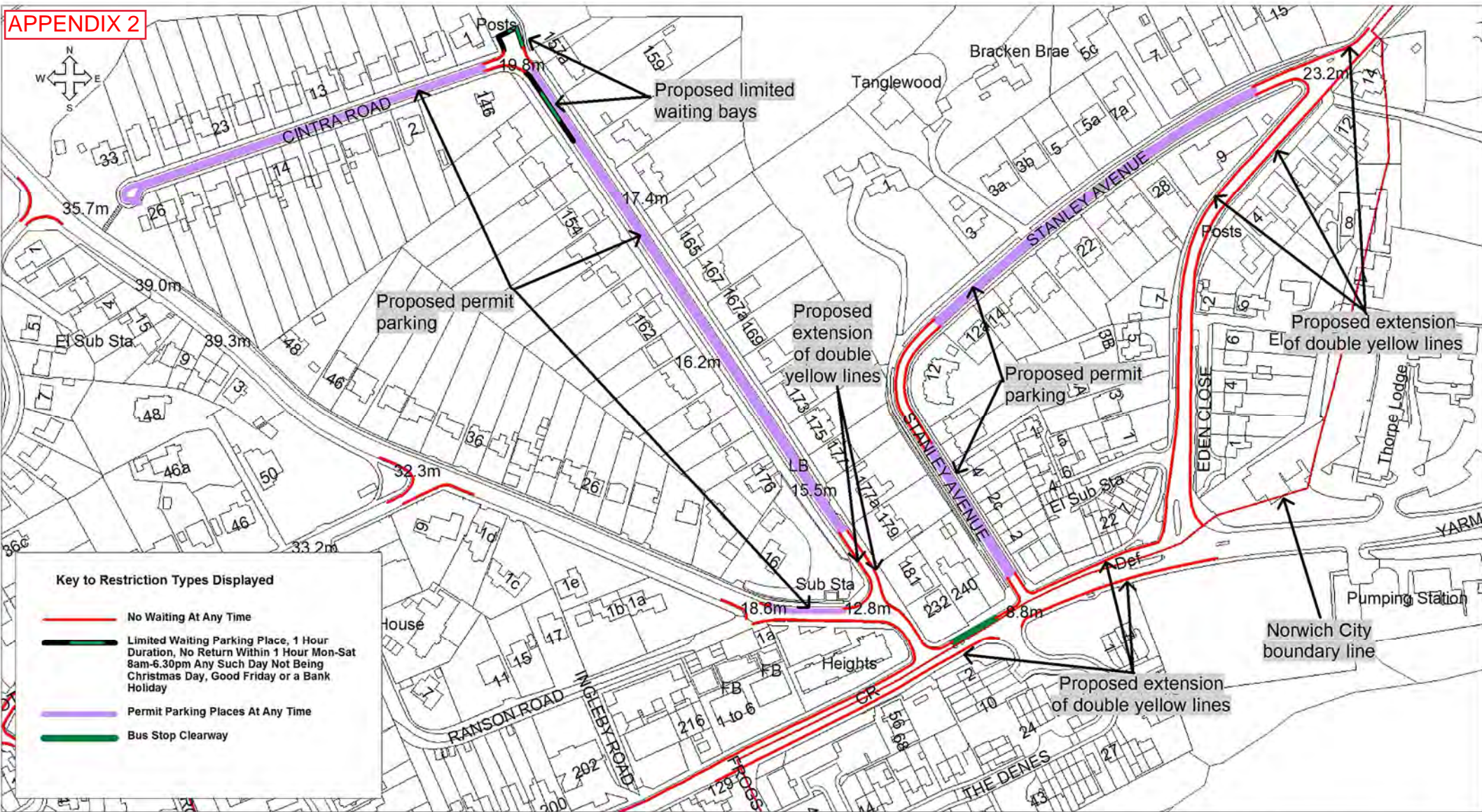
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ECPZ: Proposed Waiting Restrictions

SCALE	1 : 2500
DATE	24/05/2018
DRAWING No.	PL/TR/3584/437C
DRAWN BY	JG

APPENDIX 2



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ECPZ: Proposed Waiting Restrictions

SCALE	1 : 2500
DATE	16/02/2018
DRAWING No.	PL/TR/3584/437
DRAWN BY	JG

Appendix 3 Individual street response rates

Road	No of households	YES responses	NO responses	Response rate	% of those who responded in favour	No's in favour of 24/7 scheme	% in favour of 24/7	Include in CPZ
Cintra Road	30	15	13	93%	54%	12	80%	y
Ranson Road	13	1	1	15%	50%	1	100%	y
Stanley Avenue	40	18	4	55%	82%	9	50%	y
Telegraph Lane East	20	2	4	30%	33%	2	100%	y
Thorpe Road	27	2	1	11%	67%	2	100%	y
Wellesley Avenue South	32	28	2	94%	93%	23	82%	y
Totals	162	66	25	56%	73%	49	74%	

Appendix 4 - comments received

Issue	Times raised	Officer response
Football Parking is not a sufficient issue to warrant permit parking	13	Respondents who opposed permit parking were more likely to say that parking by non –residents was not a problem, but those that did want it thought the reverse
Commuter/shopper parking is a problem	12	Respondents who opposed permit parking were more likely to say that parking by non –residents was not a problem, but those that did want it thought the reverse
Parking on both sides of the road causes access issues	11	Permit parking should reduce the amount of on-street parking so that this ceases to be an issue. It is not appropriate to paint extensive double yellow lines in residential streets
Football parking is a problem	9	Respondents who opposed permit parking were more likely to say that parking by non –residents was not a problem, but those that did want it thought the reverse
Commuter/ Shopper parking is not an issue	6	Respondents who opposed permit parking were more likely to say that parking by non –residents was not a problem, but those that did want it thought the reverse
Permits would be an unnecessary expense	6	Residents who don't want permit parking see it as an unnecessary expense, but the permit scheme charges are intended to cover the costs of fully operating the permit scheme
Support all double yellow line proposals	4	noted
Do not like/want the limited waiting bays on Wellesley Avenue South. Bay should be shorter/ restricted to the turning head area only	4	These have been subject to amended proposals in response to the consultation – see report

Appendix 4 - comments received

Issue	Times raised	Officer response
Parking should be managed on Football Match days only	4	It is possible to do this, but it does require that signs are placed to advise of the next match day, and this is resource intensive. The preferred option is for 24/7 permit parking, however
Traffic Calming is needed on Harvey Lane	2	This is outside the scope of a permit parking scheme
Permit Parking is inconvenient	3	This is a balance between the inconvenience caused by extensive non-local parking and the need to think about displaying permits
It's a money making scheme for the Council	2	The permit charges just cover the cost of operating and maintaining the permit scheme. This was explained to residents (See Appendix 5)
People should use their driveways/car parks	2	It is not possible to require this except by banning parking on the public roads. This would be an excessive response
Stanley Avenue should be closed to through traffic	1	This is outside the scope of a permit parking scheme
Thorpe Road residents should be allowed permits	3	All residents within the extended zone will be eligible for permits
Limited waiting bays will make the road too narrow	2	The road is 5.6 metres wide, so this would not have been a problem unless someone parked opposite
Parking on verges should be restricted	2	Officers are currently working on a draft verge and pavement parking policy for consideration by this Committee in due course
Extend double yellow lines further into Stanley Avenue and 'passing places' should be installed on Stanley Avenue	1	This would be an excessive intervention in a residential street. Permit parking will reduce current parking pressures.
Clarence Road should be permit parking	1	Clarence Road is already in the permit parking scheme, but as it is part of the strategic network, parking is prevented during the working day

Appendix 4 - comments received

Issue	Times raised	Officer response
Eden Close might get additional parking and is a private road	1	It is possible that this could happen. Other private roads within permit areas put up signage.
People living in the flats on Thorpe Road park in the street	1	It is not reasonable to exclude existing residents from the permit scheme if they are within it. Thorpe Road residents will still be able to do this
Bus stop clearway is missing from Harvey lane	1	Noted. There isn't a clearway in place currently, but this can be added when the DY lines are put in place
Double yellow lines will increase speeding on Harvey Lane	1	Parked cars can have a speed calming effect, so there is a risk of this, but that needs to be balanced with the need to maintain traffic flow on a busy road
Visitors need to park on side roads, and those outside the permit area will be prevented from doing this	1	Everyone parked within a permit zone must display an appropriate permit. Residents can obtain visitor permits for their guests
Harvey Lane is an accident blackspot	1	There have been no recorded accidents on the southern section of Harvey lane in the past 5 years
Believes on-street parking should be available for anyone to use	1	noted
Cintra Road residents depend on on-street parking	1	Introducing permit parking would ensure that all on-street parking was for the residents only
Wants traffic calming	1	This is outside the scope of this project
The roads should have double yellow lines down one side, and free parking on the other	1	This would not ensure parking was available for residents



Permit parking and Controlled Parking Zones

When there are parking pressures on streets in Norwich we have Controlled Parking Zones (CPZs) where parking permits are used. CPZs are very effective at preventing commuter parking or local parking pressures as we enforce the restrictions. You can find out more about permit parking and CPZs at www.norwich.gov.uk/permits

How CPZs work

The proposed permit parking zone is dependent on the outcome of this consultation. We are required by law to publish a Traffic Regulation Order which we will do alongside this public consultation so that if residents approve the scheme we can implement it quickly. This streamlines the process and reduces costs.

We are proposing a CPZ in your area that operates during the hours detailed in the letter that accompanies this note.

During these hours you and your visitors will need to use parking permits to park in a permit bay. We might also propose limited waiting bays that offer short stay parking which do not require the use of permits. These tend to be located near to local business premises. Short lengths of double yellow lines will also be implemented on junctions where they are not in place already. Please see the attached plan for the local proposals.

Outside of these hours there is no restriction on parking in any designated parking bay, nor is there any restriction on Christmas Day. However, permits are required during operational hours on all other public holidays.

Number of resident permits allowed

We offer residents up to two parking permits for their own vehicles and a choice of visitor parking permits. Visitor permits are available as a one-day 'scratchcard' (maximum of 60 per year valid on day of validation and until 10.00am the following day) and/or a four-hour permit (this is issued with a clock to confirm the time the permit is used).

Costs

Resident permit charges are based on the length of your vehicle to encourage use of shorter vehicles in CPZs to maximize the amount of parking space available.

Resident's parking permit for 12 months:

- Short vehicle (or Blue Badge holder): £21.60
- Medium vehicle: £34.20
- Long vehicle: £50.40

- Four-hour visitor permit: £21.60 for 12 months (no charge for those on low incomes).

(please note – we can issue permits for a minimum of 1 month up to 18 months)

- One-day visitor parking permit: 60p per day (but issued as a £12 minimum amount).
- We also issue care permits to people who can demonstrate the need for support relating to health/disability reasons or for childcare.

Business permits and costs

We offer a range of parking permits to suit the needs of businesses situated within a permit parking area.

A business may apply for the following permits:

- Long stay permit; all day stay (two permits with two vehicles per permit) £138 for 12 months
- Short stay permit: two hours stay (one permit with any vehicle per permit) £138 for 12 months

Minimum permit issue is one month, up to a maximum of 18 months.

There are also arrangements in place for hotels and guest houses and other specific business and household needs. Visit www.norwich.gov.uk/permits for more information.

Other things to consider

- Permits are for use on-street only. They are not required for any private off street parking areas or driveways.
- Properties built or converted after the CPZ is in operation will not receive a permit entitlement. This rule aims to ensure that CPZs are not oversubscribed when new residential developments are built.
- If you have a blue badge you can park for up to three hours in a permit bay, but you will need a permit for longer stays.
- If you are actively unloading or loading you don't need a parking permit (for example if you have deliveries from a supermarket to your property).
- CPZs are a tried and tested way of managing high demand to parking and we aim solely to cover the operating costs of enforcement, permit issuance and maintenance from permit charges. If we were to make any surplus, this would be invested in other transport improvements.
- Permit parking does not resolve parking issues if these are caused by residents own vehicles
- Streets just outside permit parking areas can be subject to increased parking pressures.

Report to	Norwich Highways Agency committee 07 June 2018	Item
Report of	Head of city development services	8
Subject	Transport for Norwich – Earlham Road/Outer Ring Road to Heigham Road safety scheme	

Purpose

To seek approval to consult on proposals to make safety improvements at the Earlham Road / Outer Ring Road (ORR) roundabout, and along Earlham Road through to and including its junction with Heigham Road.

Recommendation

To:

- (1) approve for consultation the scheme which includes:
 - (a) Earlham Road / ORR roundabout (Appendix 1):
 - (i) Upgrading existing signalled pedestrian crossing to a toucan crossing;
 - (ii) Building a new cycle zebra crossing on Earlham Road (eastern arm);
 - (iii) Connecting the toucan crossing and cycle zebra with a shared path facility;
 - (iv) Modifying the central island of the roundabout and splitter islands.
 - (b) Earlham Road between A140 and Christchurch Road (Appendix 2):
 - (i) Implementing 1.5m wide light-segregated cycle lanes on both sides of the carriageway;
 - (ii) Creating a new raised table and cycle zebra crossing at the junction with Christchurch Road.
 - (c) Earlham Road between Christchurch Road and Heigham Road (Appendix 3):
 - (i) Introducing a 20mph restriction and in the side streets;
 - (ii) Installing a new zebra crossing near to Wellington Road;
 - (iii) Building pedestrian priority crossings on side roads;
 - (iv) Making changes to waiting restrictions.
 - (d) Heigham Road/ Mill Hill Road / Earlham Road junction (Appendix 4):
 - (i) Improving junction including narrowing of the carriageway;
 - (ii) Installing cycle zebra over Earlham Road;
 - (iii) The closure of West Pottergate at its junction with Heigham Road / Earlham Road to motor-vehicular through traffic.

- (2) ask the head of city development services to carry out the necessary statutory procedures to advertise the road notices and traffic regulation orders for the safety scheme on the Earlham four-ways roundabout, and Earlham Road through to the Heigham Road / Mill Hill Road / West Pottergate junction, and to note that all responses will be considered at a future meeting of the committee.

Corporate and service priorities

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

Financial implications:

The proposed scheme is estimated to cost £1,600,000. This will be funded from £560,000 of pooled community infrastructure levy (CIL) funding and £1,040,000 from Department for Transport (DfT) Cycle Ambition Safety Funding.

The CIL funding has been agreed by the three district councils (Norwich, South Norfolk and Broadland) and was formally signed off by the Greater Norwich Delivery Board on 12 March 2018. A formal announcement by the DfT on the cycle ambition safety funding is expected shortly.

Ward/s: Mancroft, Nelson, University and Wensum

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Ed Parnaby, Transport planner 01603 212446

Joanne Deverick, Transportation and network manager 01603 212461

Background documents

None

Report

Background

1. Norwich has seven colour coded strategic cycle routes. The green pedalway runs from Bowthorpe in the west of the city through to Broadland Business Park in the east via the city centre. A feasibility study, funded by Norfolk county council, was completed in January 2018 and identified the locations where design interventions were needed to remedy a poor environment for walking and cycling and a high accident record overall.
2. The scheme area includes the Earlham Road / ORR roundabout and Earlham Road through to and including its junction with Heigham Road / Mill Hill Road shown on Appendix 5.
3. In the 5 years ending September 2017, there were 38 accidents in the scheme area, 18 of which involved cyclists. The main cycle related casualty issues that were identified as needing to be addressed were:
 - (a) Interactions with motor vehicles at the Earlham Road / ORR roundabout – 17 accidents, 7 involving pedal cycles and 1 involving a pedestrian;
 - (b) Motor vehicles emerging from side roads along the link between Christchurch Road and Heigham Road – 21 accidents 11 involving pedal cycles and 3 involving pedestrians. It should be noted that although it is outside of the 5 year study period, there was a fatal accident in 2010 involving a cyclist being hit by a car emerging from a side road along this link.
4. The numbers of cyclists along this route are increasing; between 2013 and 2017, the 12 hour cycle count along Earlham Road (east of ORR) more than doubled from 192 to 402. With 2,500 homes due to be built in the next few years needing to access the city centre along this section of the green pedalway, the numbers of cyclists are expected to increase considerably, which amplifies the need to redesign the highway to reduce their exposure to the risk of collisions.
5. In February 2018, the DfT released information about funding for cycle safety schemes that the Cycle City Ambition Cities were eligible to bid for. These cities were allowed to submit up to two schemes that address safety where there is an established recorded injury data for cycling. Two schemes were submitted, these being the Earlham Five Ways roundabout and a larger scheme for the Earlham Road / outer ring road roundabout through to the Earlham Road / Heigham Road junction. The DfT will be making a formal announcement shortly on which schemes have been successful in getting funding. Should this scheme receive funding consultation will need to commence immediately to ensure that the spend profile of the bid is met.

Existing situation

6. The key issues that need addressing:
- (a) An established accident pattern along the whole scheme area;
 - (b) A lack of facility for crossing the four-ways roundabout by bike;
 - (c) Inadequate facility for pedestrian crossing on three arms of the roundabout;
 - (d) A lack of facility for cycling to and from the city along Earlham Road;
 - (e) Traffic speeds that require calming (~30mph) where a cycling facility cannot be provided owing to available road space and level of parked cars;
 - (f) Risk of collision from vehicles emerging from side roads;
 - (g) Centre line on eastern section of Earlham Road ineffective owing to parked cars on northern carriageway;
 - (h) A convoluted and challenging road layout for cycling at Heigham Road / West Pottergate junction and difficulty crossing Earlham Road at this location.

Proposals

7. The scheme comprises of:

(a) Earlham Road / ORR roundabout (Appendix 1):

- (i) Upgrading the existing signalised pedestrian crossing on the Farrow Road arm to allow for walking and cycling (toucan crossing);
- (ii) Building a new cycle zebra crossing on Earlham Road (east) arm;
- (iii) Connecting the toucan crossing and cycle zebra with a shared path facility;
- (iv) Modifying the central island facilitates bringing the toucan crossing nearer to the roundabout and offers a safer entry and exit to Gypsy Lane;
- (v) Enlarging the splitter islands reduces exit speeds and improves crossing of Earlham Road (western) and Colman Road arms.

(b) Earlham Road, ORR to Christchurch Road (Appendix 2):

- (i) Implementing a mandatory cycle lane, 1.5m wide with light segregation on both sides of the carriageway provides safe routes for both inbound and outbound journeys on this section;
- (ii) Building a cycle zebra on a raised table at the junction with Christchurch Road to reduce traffic speeds and provide a suitable crossing facility.

(c) Earlham Road, Christchurch Road to Mill Hill Road (Appendix 3):

- (i) Implementing a 20 mph speed restriction in keeping with the published Norwich city council policy on 20mph streets;
- (ii) Building a new zebra crossing on a raised table near the junction of Wellington Road to reduce traffic speeds and provide a suitable crossing facility;

- (iii) Building pedestrian priority treatments across side roads to reduce traffic speed and chance of collisions from emerging vehicles, deter or slow rat running traffic and to improve the environment for walking.;
- (iv) Associated changes to waiting restrictions to improve safety;
- (v) Removing centre line.

(d) Heigham Road/ Mill Hill Road / Earlham Road junction (Appendix 4):

- (i) Remodelling the junction and building a new cycle zebra on a raised table across Earlham Road to provide a suitable crossing for walking and cycling;
- (ii) Widening footways on Earlham Road to reduce traffic speeds and shorten crossing distance;
- (iii) The closure of West Pottergate at its junction with Heigham Road / Earlham Road to motor-vehicular through traffic and creating a new turning head to provide improved and safer access to crossings for walking and cycling;
- (iv) Existing parking to remain near 55 and 57 Earlham Road.

Considerations

8. The current Norwich area transportation strategy seeks to preserve capacity on the ring roads and therefore the proposed design for the Earlham road / ORR roundabout has had to balance traffic capacity requirements with prioritised improvements for walking and cycling.
9. Traffic count data shows the predominant cycle movements across the Earlham road / ORR roundabout is from Gypsy Lane to Earlham Road (in both directions) and the Earlham Road to Earlham Road movement (33% and 35% respectively). Accordingly, the design has looked to improve the existing design around this requirement.
10. People already cycle using the signalled crossing despite the lack of a cycle facility of suitable shared path. Providing an improved cycle crossing and making it better connected will encourage more cyclists to use the signalled crossing (but still facilitate on-carriageway cycling) thereby improving safety.
11. The proposed Earlham road / ORR roundabout design will improve pedestrian movements across all arms with the provision of the new zebra crossing and improved pedestrian refuges.
12. The use of a stepped kerbed cycle track was ruled out owing to concerns with drainage issues and utility covers on the north side of the road and possibility of needing to raise the footway. Therefore lower cost, quicker and less disruption during construction led to the consideration of the light segregation option outlined above.
13. It is not possible to accommodate a suitable cycle lane on the section of Earlham Road east of Christchurch Road owing to restricted widths and a high level of on-street parking required by residents. Accordingly, the traffic calming, pedestrian priority at side roads and revised lining are the preferred approach to improving this section.

Conclusions

14. The proposed scheme meets the two main objectives; it significantly improves safety (both real and perceived) and improves the level of service for those walking and cycling.
15. The proposed timescales for this scheme are for consultation in June/July 2018 before a decision at the September committee. Implementation would be during 2019; the exact timings will be dependant upon other works in the area.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	7 June 2018
Director / Head of service	David Moorcroft/ Andy Watt
Report subject:	Transport for Norwich – ORR to Heigham Road safety scheme
Date assessed:	12 April 2018
Description:	To seek approval to consult on proposals to make safety improvements on the Earlham Road / Outer Ring Road (ORR) roundabout, and Earlham Road through to and including its junction with Heigham Road

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Scheme will reduce risk of accidents and is largely funded by the DfT. Scheme is well located to maximise gain in walking and cycling
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improving the access to education and employment along key transport corridor to UEA and housing development
Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improving the access to low cost transport options
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Increasing safety for walking and cycling will promote health and well being

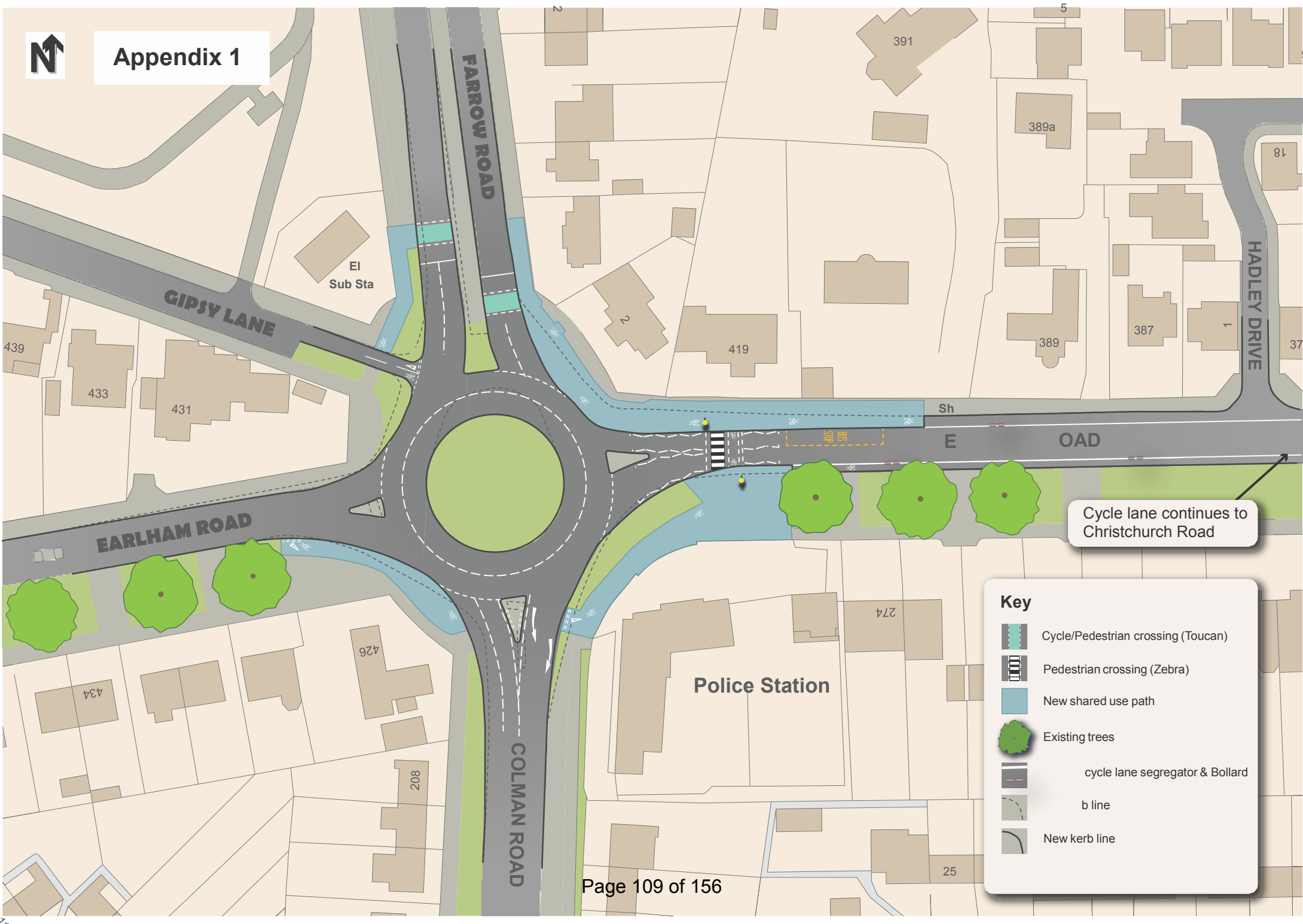
	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Lowering speed and offering separation where appropriate benefits all users. A purpose built facility will better cater for walking and cycling.
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improves facilities for walking and cycling along key transport corridor close to UEA and new housing development, working towards our transport objectives
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will encourage use of zero emission transport
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will encourage use of zero emission transport

	Impact			Comments
	Neutral	Positive	Negative	
(Please add an 'x' as appropriate)				
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Close monitoring will be required to ensure delivery within budget

Recommendations from impact assessment	
Positive	
	There are a number of positive outcomes that will be achieved with this scheme and it is largely funded by the DfT with the remainder being funding allocated for safety schemes
Negative	
	N/A
Neutral	
	There is a degree to which this scheme will make the environment less urban by reducing traffic speeds and narrowing the amount of carriageway. This is partially offset by the widening of footways and the building of splitter islands
Issues	
	N/A










Appendix 1

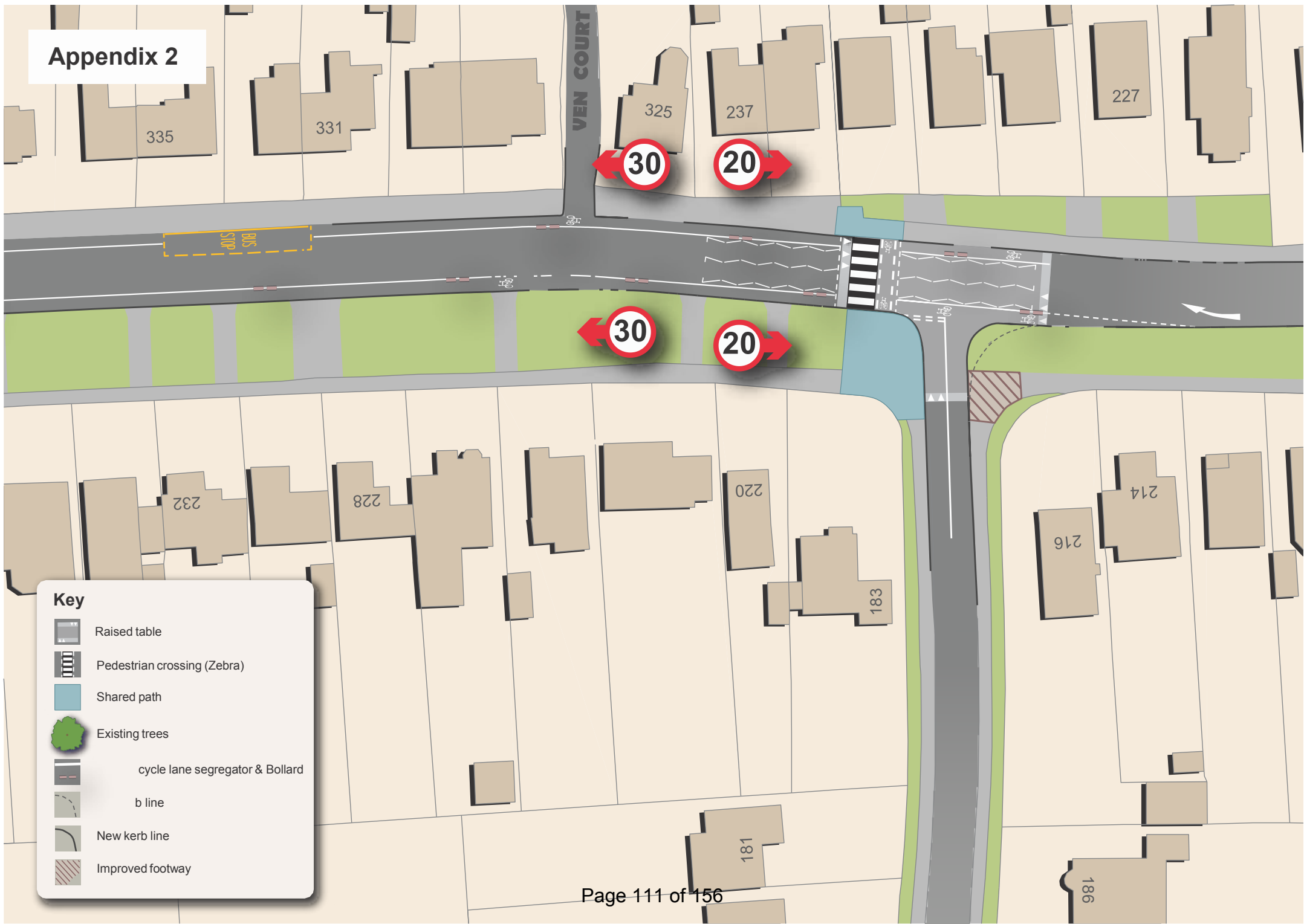


Cycle lane continues to Christchurch Road









Key

-  Cycle/Pedestrian crossing (Toucan)
-  Pedestrian crossing (Zebra)
-  New shared use path
-  Existing trees
-  cycle lane segregator & Bollard
-  b line
-  New kerb line

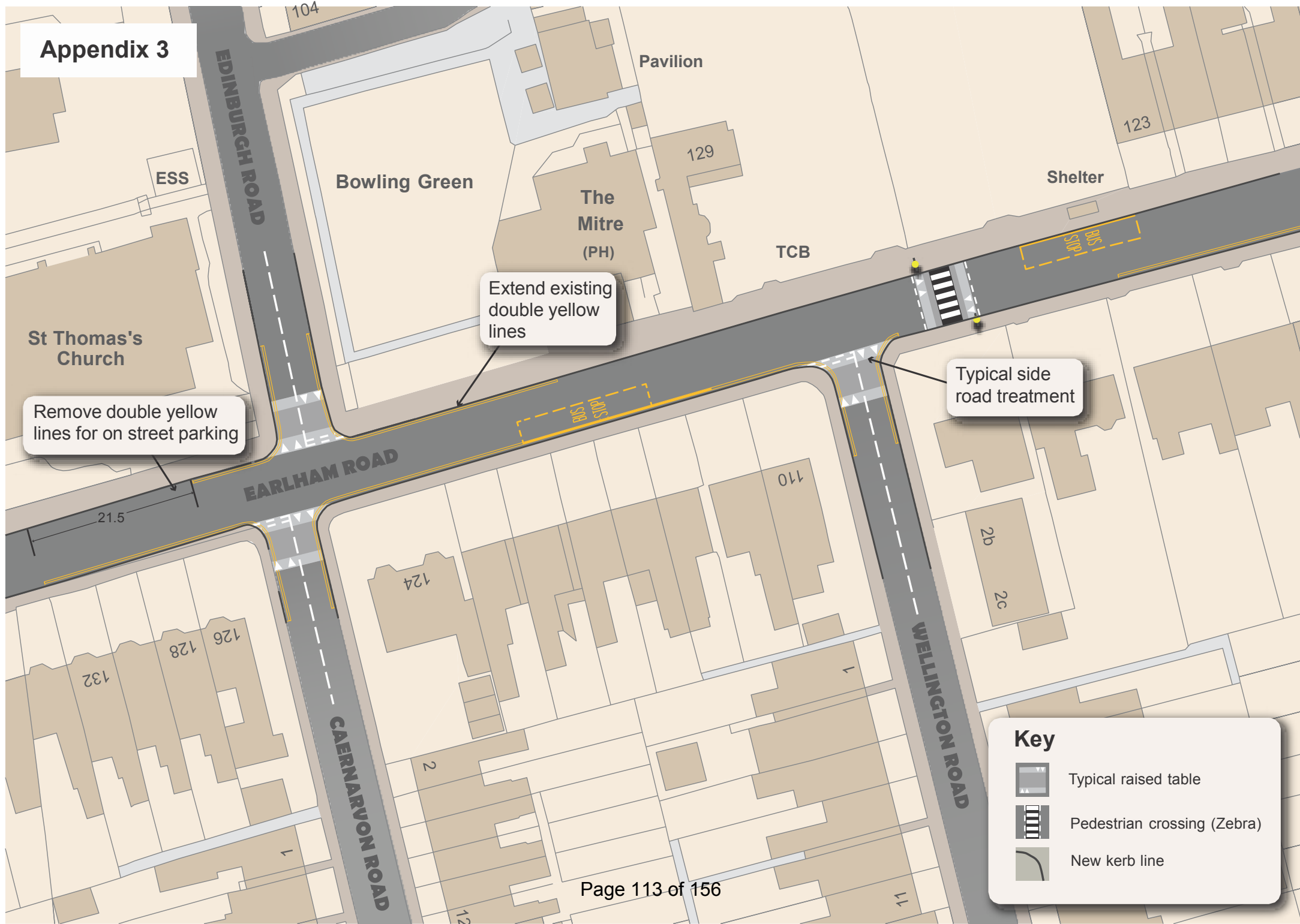
Appendix 2



Key

-  Raised table
-  Pedestrian crossing (Zebra)
-  Shared path
-  Existing trees
-  cycle lane segregator & Bollard
-  b line
-  New kerb line
-  Improved footway

Appendix 3






Remove double yellow lines for on street parking

Extend existing double yellow lines

Typical side road treatment

Key






-  Typical raised table
-  Pedestrian crossing (Zebra)
-  New kerb line

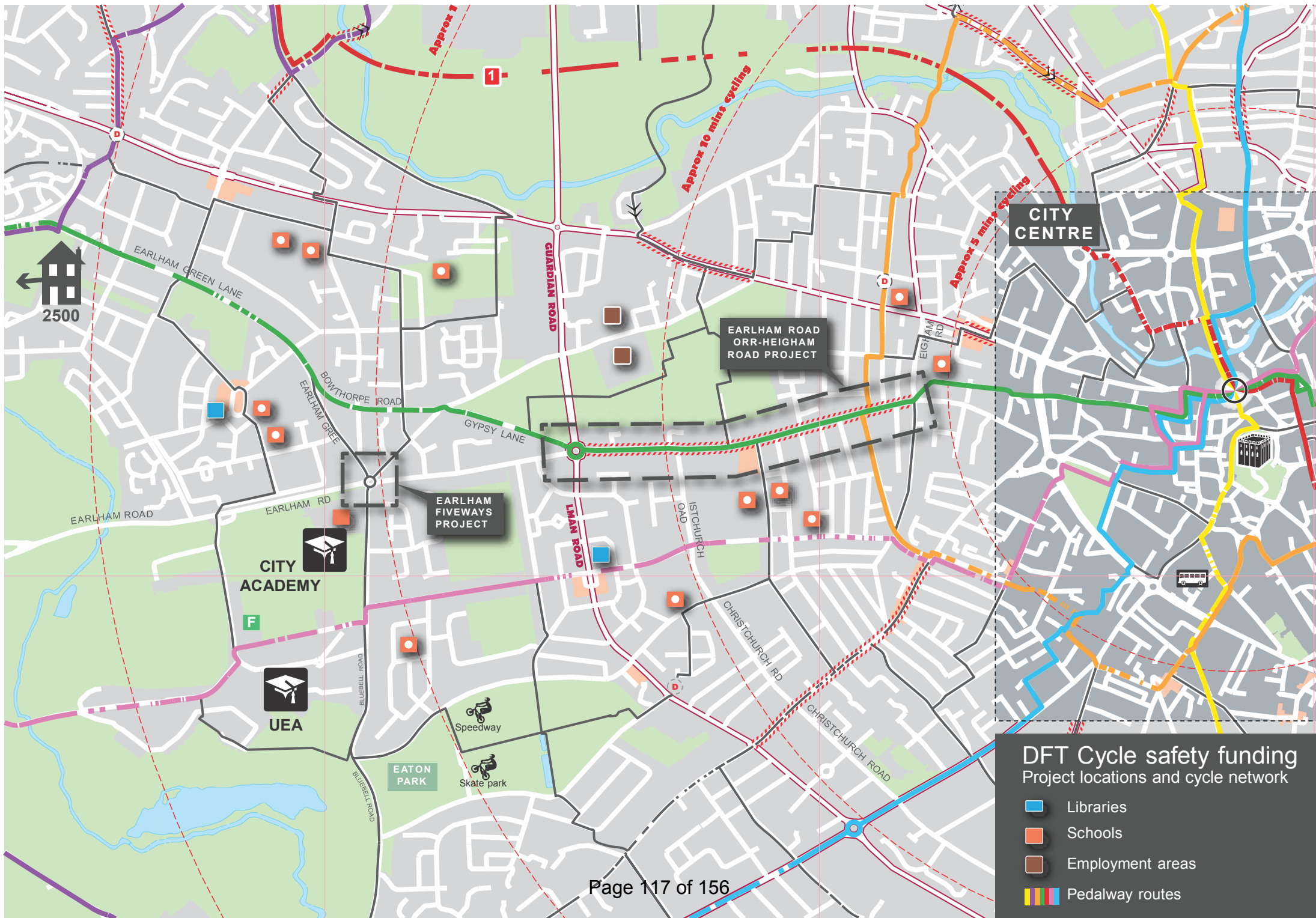
Appendix 4



West pottergate closed to motor traffic

Key

-  Raised table
-  Pedestrian crossing (Zebra)
-  New Shared path
-  Old kerb line
-  New kerb line



Approx 7

1

Approx 10 min cycling

Approx 5 min cycling

CITY CENTRE

EARLHAM ORR-HEIGHAM ROAD PROJECT

EARLHAM FIVEWAYS PROJECT

CITY ACADEMY

F





UEA

EATON PARK

Speedway

Skate park

DFT Cycle safety funding
Project locations and cycle network

-  Libraries
-  Schools
-  Employment areas
-  Pedalway routes

Report to	Norwich Highways Agency committee 07 June 2018	Item
Report of	Head of city development services	9
Subject	Transport for Norwich – Earlham Five Ways roundabout safety scheme	

Purpose

To seek approval to consult on proposals to make safety improvements at the Earlham Five Ways roundabout.

Recommendation

To:

- (1) approve for consultation the scheme which includes:
 - (a) Upgrading three existing signalled pedestrian crossings to Toucan crossings;
 - (b) Connecting all four Toucan crossing with an improved shared path facility;
 - (c) Building splitter islands on the four arms of the roundabout;
 - (d) Resizing the central island to reduce the width of circulatory lanes;
 - (e) Building a new raised table on Gypsy Lane near to the roundabout and implementing a 20mph speed limit on this connecting arm;
 - (f) Installing new street lighting on the central island.
- (2) ask the head of city development services to carry out the necessary statutory q procedures to advertise the road notices and traffic regulation orders for the safety scheme on the Earlham Five Ways roundabout;
- (3) note that all responses will be considered at a future meeting of the committee.

Corporate and service priorities

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

Financial implications:

The proposed scheme is estimated to cost £750,000. This will be funded from £65,000 of Norfolk County Council local safety scheme budget and £685,000 from Department for Transport (DfT) Cycle Ambition Safety Funding. A formal announcement on the DfT funding is expected shortly

Ward/s: University and Wensum

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Ed Parnaby, Transport planner 01603 212446

Joanne Deverick, Transportation and network manager 01603 212461

Background documents

None

Report

Background

1. The Earlham Five Ways roundabout is a busy five arm junction adjacent to the University of East Anglia (UEA) and City Academy with an undersized, oval shaped central island and inadequate facilities for cyclists and pedestrians to make crossing movements. In addition to the two Earlham Road arms of the roundabout, the remaining three arms of the roundabout (Bluebell Road, Earlham Green Lane and Gypsy Lane) are designated neighbourhood cycle routes. These neighbourhood cycle routes have direct connections to the green, pink and blue pedalways, the strategic cycle routes in Norwich.
2. The junction has appeared as an accident cluster site for many years and there have been a number of low cost interventions aimed at improving the safety record. Most recently, in 2016, Norfolk county council produced an accident investigation report (AIR) that identified the causes. It proposed a further low cost improvement based on the assumption that only a limited level of local transport plan funding would be available.
3. In February 2018, the Department for Transport (DfT) released information about funding for cycle safety schemes that the Cycle City Ambition Cities, such as Norwich, were eligible to bid for. These cities were allowed to submit up to two schemes that address safety where there is an established recorded injury data for cycling. Two schemes were submitted, these being the Earlham Five Ways roundabout and a larger scheme for the Earlham Road / outer ring road roundabout through to the Earlham Road / Heigham Road junction. The DfT will be making a formal announcement shortly on which schemes have been successful in getting funding. Should this scheme receive funding consultation will need to commence immediately to ensure that the spend profile of the bid is met.

Existing situation

4. The 5 year accident data in the AIR shows 13 accidents at the junction, 9 involved cyclists (2 serious) and 1 involved a pedestrian. These accidents cluster towards the eastern and northern arms of the roundabout. The existing geometry gives little deflection for vehicles travelling north and the limited slowing down effect on circulatory speeds is likely a factor in the accident cluster location towards northern half of the circulatory carriageway. There are a high proportion of collisions involving cyclists, with 75% having occurred at night (unusually high) and 50% on the roundabout circulatory lanes. Two injury collisions involved cyclists on shared use paths being struck by vehicles exiting the carriageway.
5. There is inadequate connectivity across this junction for those walking and cycling. This stems from a combination of:
 - (a) three signalled crossings that do not accommodate cycling and accordingly are not connected by suitable paths;
 - (b) very limited facility for pedestrians or cyclists to cross the junction on direct desire lines;

- (c) the Gypsy Lane arm having no formal crossing point;
- (d) Tree canopy creating shadow over the paths making pedestrians and cyclists less visible.

Proposals

6. The scheme comprises of (appendix 1):
 - (a) Upgrading three existing pedestrian signalled crossings to Toucan crossings to provide safe facility for pedestrians and cyclists to cross the four busiest arms of the roundabout (one arm already has this type of crossing);
 - (b) Connecting all four Toucan crossing with a shared path facility (including building out the footway into the carriageway) to facilitate connectivity for cycle movements separated from motorised traffic;
 - (c) Building splitter islands (2.5m wide) on the four busiest arms where adequate space is available to allow convenient and safe crossing for cyclists and pedestrians;
 - (d) Building a larger central island to reduce the width of circulatory lanes. This will reduce speeds and road position ambiguity, encouraging better vehicle positioning and reducing conflict between on-carriageway cyclists and other vehicles;
 - (e) Building a new raised table on Gypsy Lane near to the roundabout and implementing a 20mph speed limit on this connecting arm to improve the environment for walking and cycling;
 - (f) Installing new street lighting on the central island to avoid shadowing created by the tree canopy cover and to fully illuminate the shared cycle facilities and splitter island crossings.

Considerations

7. A similar scheme was implemented in Cambridge on the roundabout of Perne Road (A1134) and Birdwood Road. This junction had a similar three year record of accidents prior to the scheme, with seven accidents where cyclists were injured, of which two were serious. In the following three years, no injury accidents have been recorded.
8. The scheme is located in close proximity to the UEA, which has a significant level of cycling, with 21% of staff and 23% of students regularly cycling to the University. The UEA plan to increase the level of cycling further and are investing in additional cycle facilities on their campus, including cycle parking provision for 200 more cycles.
9. The proposed design maximises the number of journeys that can utilise a signalled Toucan crossing, whilst acknowledging that not all users will utilise the toucans in favour of the pedestrian refuge / splitter islands which are significantly improved.

10. The pedestrian refuge / splitter islands are 2.5m wide to facilitate convenient walking and cycle crossing where there is a clear desire to do so. This desire line was observed within the AIR.
11. Increasing the size of the central island and building out the footway (thereby creating narrower circulatory lanes) is an established way to reduce speeds of both circulatory and exiting vehicles. This will reduce accidents and make the junction far more convenient for walking and cycling.
12. Utilising a 20mph limit on Gypsy Lane will fit with its residential and traffic calmed environment and help to mitigate the lack of formal crossing where one could not be provided. Building a formal crossing would be problematic owing to the wide entrance to The Fiveways public house combined with limited width and nearby trees. Additionally, given the volume of pedestrians and nature of Gypsy Lane a formal crossing cannot be justified.
13. Providing street lighting located on the central island will improve lighting of the walking and cycling paths and raise driver awareness of people crossing. This approach will also mitigate some existing maintenance difficulties associated with the need to cut back tree canopies.

Conclusions

14. The proposed scheme meets the two main objectives; it significantly improves safety and improves the level of convenience for those walking and cycling. It will reduce the exposure to risk for all users and provide vital amenity for walking and cycling on this part of the network.
15. The proposed timescales for this scheme are for consultation in June/July 2018 before a decision at the September committee. Implementation would be during 2019; the exact timing will be dependant on other works in the area.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	7 June 2018
Director / Head of service	David Moorcroft/ Andy Watt
Report subject:	Transport for Norwich – Earlham Five Ways roundabout safety scheme
Date assessed:	8 February 2018
Description:	A report to seek approval for consultation on safety improvements to Earlham Five Ways roundabout

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Scheme will reduce risk of accidents and is largely funded by the DfT. Scheme is well located to maximise gain in walking and cycling
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improving the access to education and employment along key transport corridor to UEA and housing development
Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improving the access to low cost transport options
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Increasing safety for walking and cycling will promote health and well being

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Lowering speed and offering separation where appropriate benefits all users. A purpose built facility will better cater for walking and cycling.
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improves facilities for walking and cycling along key transport corridor close to UEA and new housing development, working towards our transport objectives
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will encourage use of zero emission transport
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will encourage use of zero emission transport

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Close monitoring will be required to ensure delivery within budget







Recommendations from impact assessment
Positive
There are a number of positive outcomes that will be achieved with this scheme and it is largely funded by the DfT with the remainder being funding allocated for safety schemes
Negative
N/A
Neutral
There is a degree to which this scheme will make the environment less urban by reducing traffic speeds and narrowing the amount of carriageway. This is partially offset by the widening of footways and the building of splitter islands
Issues
N/A



Appendix 1



Key

-  Cycle/Pedestrian crossing (Toucan)
-  New shared use path
-  Existing trees
-  Old kerb line
-  New kerb line
-  Reconfigured crossing island

Report to Norwich Highways Agency committee
07 June 2018
Report of Head of city development services
Subject Waggon and Horses Lane; proposed traffic management

Item

10

Purpose

For members to consider an Experimental Traffic Regulation Order for a road closure on Waggon and Horses Lane to protect the property at 21 Elm Hill

Recommendation

To:

- (1) ask the head of city development to undertake the necessary statutory procedures and implement an Experimental Traffic Regulation Order (TRO) for the closure on Waggon and Horses Lane to through traffic.
- (2) agree to delegate to the head of city development services that within the first six months, three closure points may be trialled.
- (3) agree that within the first six months of the experiment, its effects will be monitored and appraised by officers and reported to a future meeting of Norwich Highways Agency committee for members to determine whether to further amend, end or make permanent the experiment.

Corporate and service priorities

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

Financial implications

The cost of the proposal is estimated to be £8,000. The proposal would be funded from the area manager's budget.

Ward/s: Thorpe Hamlet

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Kieran Yates, Transport Planner 01603 242471

Bruce Bentley, Principal Transport Planner 01603 212445

Background documents

None

Background

1. High sided vehicles have repeatedly struck the side flank corner of 21 Elm Hill at its junction with Waggon and Horses Lane. See Appendix 1 for photographic evidence of this issue.
2. To date, this has caused superficial damage but repeated or hard collisions potentially pose a structural risk to this fragile building, which is of significant concern for the occupants' safety and due to its historic value as Grade II listed building, to the character of the City Centre Conservation Area. The city council's conservation officers are naturally concerned about the potential damage to this important building.
3. There have already been several attempts to resolve this problem in recent years, by the installation of 'Unsuitable for HGVs' signs on the approach to Elm Hill and Waggon and Horses Lane, and by repositioning of wooden bollards outside 21 Elm Hill to align vehicles with the approach to the lane. As there appears to be a particular issue with supermarket home delivery vehicles, various supermarkets have been contacted to advise them of the issue, but not all replied. Satellite Navigation companies have also been advised but not all provide the option to register this issue.
4. As there are no restrictions on vehicular access on Waggon and Horses Lane, high sided vehicles continue to use it and strike the building. Consequently, 21 Elm Hill is still being struck by vehicles.

Description of the problem

5. 21 Elm Hill is at the junction of Waggon and Horses Lane and Elm Hill. See Appendix 2 for a diagram of the problem.
6. Waggon and Horses Lane, despite its narrowness, is in fact a two way street, that is accessed from Wensum Street (via Tombland) or via Elm Hill (via the Britons Arms café).
7. This junction of Waggon and Horses Lane and Elm Hill is very narrow at approximately 2.7metres, and is just wide enough for vehicles to pass through.
8. The complication is that the opening from Waggon and Horses Lane onto Elm Hill is on a slope with an adverse camber (the surface of the cobbled road is angled towards the adjacent tree more steeply), that means that the top of high sided vehicles tilts and strikes 21 Elm Hill and scrapes the building as it travels.
9. This is why 21 Elm Hill is being damaged by any passing high sided vehicle. There is no way of the driver avoiding this risk or knowing of it in advance.

Possible options

10. A range of potential options have been considered, which are listed below. Their pros and cons are described in Appendix 4. These are:-

- (a) Make Waggon and Horses Lane a one way street from Wensum Street towards Elm Hill.
- (b) Make Waggon and Horses Lane a one way street from Elm Hill to Wensum Street.
- (c) Vehicle height restriction.
- (d) Re-grading the carriageway of Elm Hill to remove the adverse camber.
- (e) Pedestrianisation of all local streets; including Waggon and Horses Lane, and Elm Hill on a full time basis.
- (f) Advisory signage e.g. Adverse Camber/ Overhanging building etc.
- (g) Notifying satellite navigation companies of problem.
- (h) Closure of Waggon and Horses Lane to traffic using a 'point closure'.

Preferred option

11. For reasons explained in the appendix, a point closure on Waggon and Horses Lane comprising of bollards and 'no through road except cycles' signs are recommended as the preferred solution to protect this important and vulnerable building.

The benefits of using an Experimental Traffic Regulation Order

12. The council has the choice of a permanent or experimental TRO. Both have the same end result; the difference is in the process.
13. A permanent TRO requires a statutory 21 day consultation period and objections reported to NHAC. If an amendment proposal is required, this can also require consultation. The process can take several months to conclude before anything is changing on street.
14. In this case, there is a need for some urgency as 21 Elm Hill is at significant risk of further damage, and there are a number of potential locations of the point closure on Waggon and Horses Lane that could be trialled before making it permanent.
15. An experimental TRO can be implemented swiftly as a trial. As soon as it is implemented, the consultation period commences. The experiment may last for up to 18 months and the actual effects of the experiment can be monitored, and swiftly modified, for example, by moving the point closure to see which offers the best solution. This ability to respond quickly is not available with a permanent TRO, but officers do need delegated responsibility to alter the experiment if that proves necessary.
16. For these reasons an experimental TRO is the preferred way forward.

The proposed experiment

17. A point closure on Waggon and Horses Lane is recommended. This would prevent all through traffic, except cycles, from using it. There are three possible locations for the point closure and these are shown on the plan in Appendix 3. They are, in order of preference:

Option 1: adjacent to 21 Elm Hill

(at the junction of Waggon and Horses Lane and Elm Hill; adjacent to Mandells Gallery, so that all traffic servicing Waggon and Horses Lane would go to and from via Wensum Street)

Option 2: adjacent to the Del Ballroom

(so that traffic accessing Waggon and Horses Lane would be split 50/50 via Elm Hill and by Wensum Street.

Option 3: adjacent to Samson Court

(west of its site access, so that all traffic serving this site would go to and from Wensum Street)

18. It is recommended that the first trial is with the point closure adjacent to 21 Elm Hill for a minimum of 2 months. If project objectives are not achieved or there are significant negative issues to it, then the other two closure points would be trialled for a minimum of 1 month each in turn.
19. Should a closure point achieve the objectives of the experiment, it is proposed that this arrangement be considered to be made permanent without the need to trial further closure point locations, in the interest of avoiding wasted resources and disruption.
20. During the period of the experiment, we will observe the effects on traffic based on periodic site visits and check to see if any further damage has occurred to 21 Elm Hill. We will also log written representations received.
21. The city council's refuse collection team has confirmed that refuse lorries do not use Waggon and Horses Lane, so there is no additional issues surrounding domestic refuse collection. The operational commercial properties are situated at each end of Waggon and Horses Lane, so do not require a collection vehicle to pass all the way through.
22. We will notify all addresses on Princes Street, Elm Hill, Waggon and Horses Lane and Wensum Street by letter of the experiment. There will also be temporary signs explaining the experiment that will direct interested parties to more information, and the ability to comment on our website.
23. The experiment can run for up to 18 months, but a decision to further amend the experimental measures in a way other than that recommended in this report and the associated Experimental TRO must be made within the first six months. A decision to end or make permanent the experiment can be made at any time within the 18 month period. A report will be taken to NHAC for members to determine the recommended course of action.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	7 June 2018
Director / Head of service	Andy Watt
Report subject:	Waggon and Horses Lane; proposed traffic management
Date assessed:	09./05/2018

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The effects of the experiment will be monitored to understand traffic displacement to adjacent roads and access within Waggon and Horses Lane. Should there be negative effects the experiment may be amended or ended if necessary. However any negative effects will be weighed up with regard to the protection of 21 Elm Hill.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	If the experiment is successful 21 Elm Hill would be protected from risk of vehicle strikes.
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

		Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments	
Risk management	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Management of risk of listed buildings and Conservation Areas is a statutory responsibility of the Local Planning Authority. This project by the council as Highway Authority would contribute towards these duties.	

Recommendations from impact assessment	
Positive	
	Proceed with the road closure of Waggon and Horses Lane as an experiment to monitor its effects
Negative	
	None
Neutral	
	Proceed with the road closure of Waggon and Horses Lane as an experiment to monitor its effects
Issues	
	None

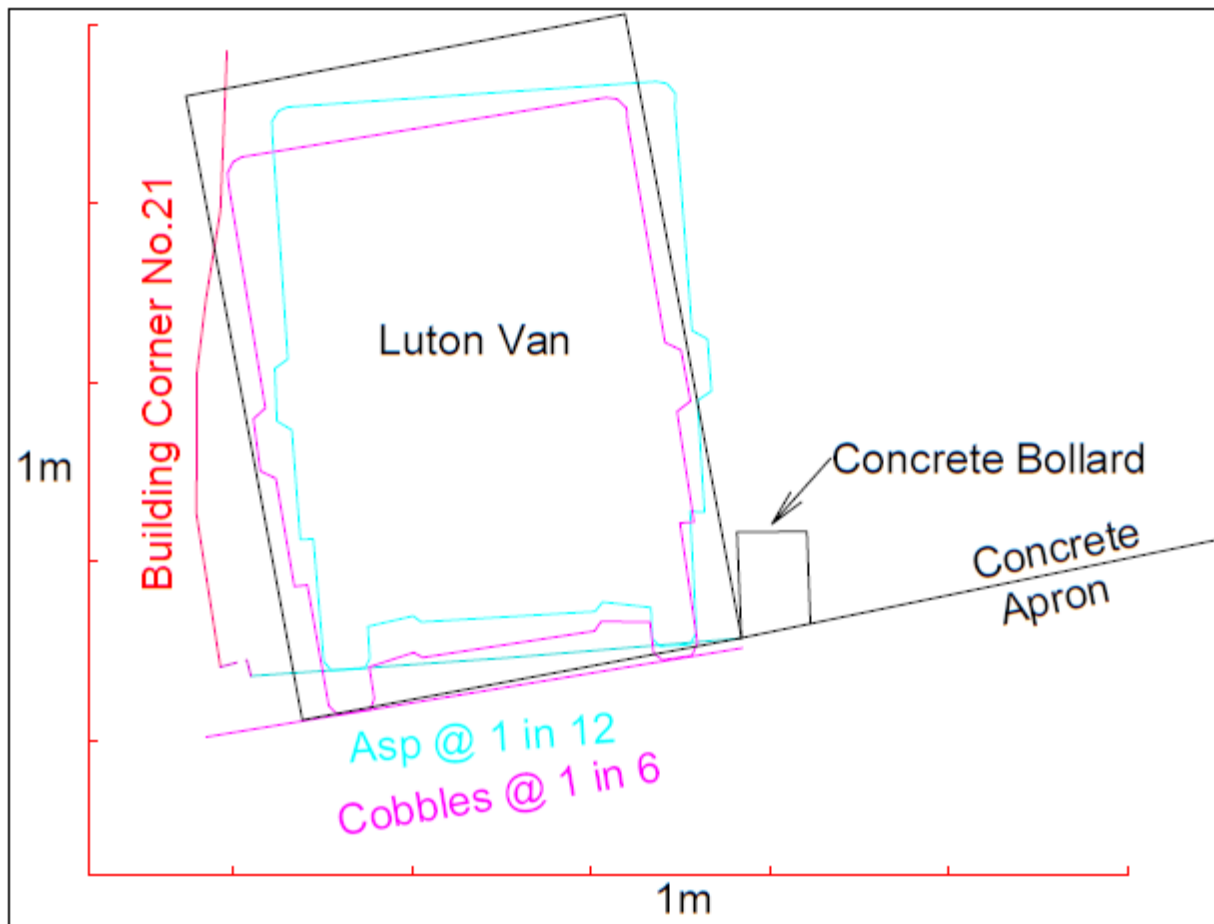
Appendix 1

21 Elm Hill damage evidence



Appendix 2

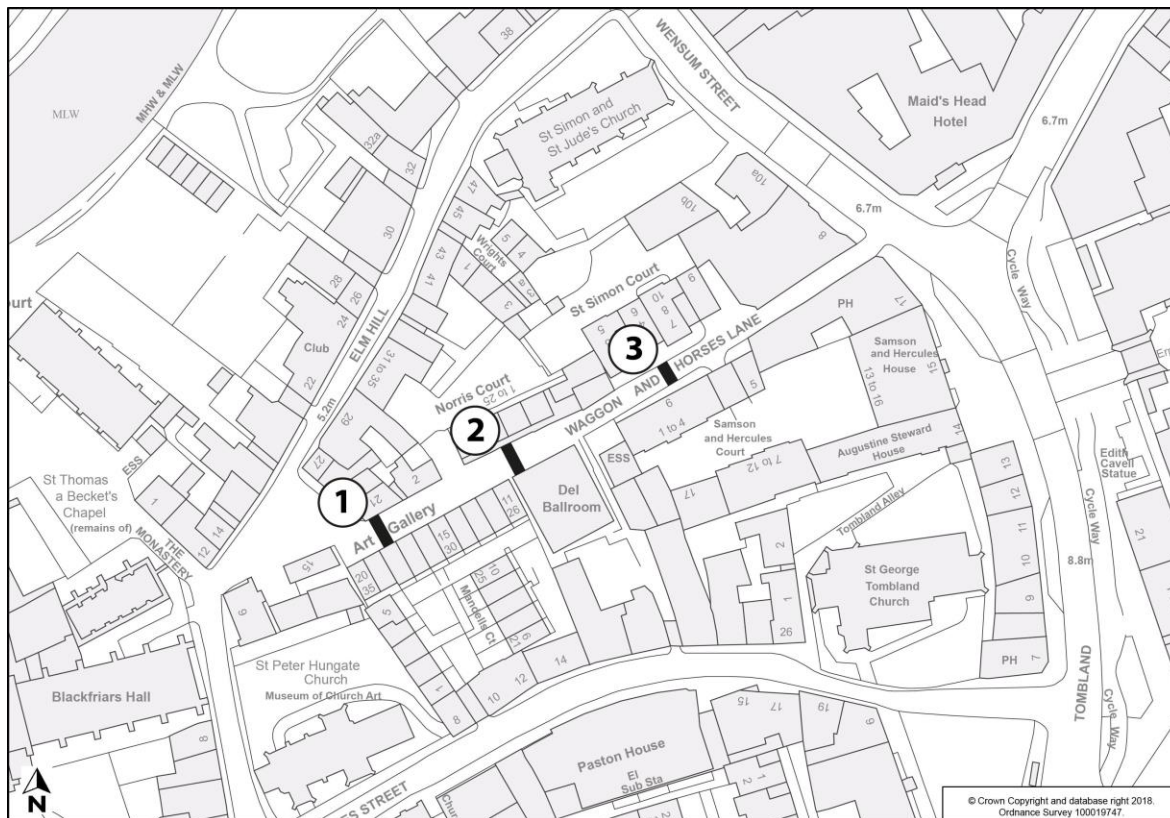
Diagram and photo illustrating the problem with high side vehicles passing 21 Elm Hill that poses an inherent risk to the building due to the adverse camber.



Appendix 3

Proposed locations of possible road closure points

- 1) Adjacent to 21 Elm Hill
- 2) Adjacent to the Del Ballroom
- 3) Adjacent to Samson Court



Appendix 4

Option	Pros	Cons
<p>a) Make Waggon and Horses Lane a one way street; from Wensum Street towards Elm Hill.</p>	<p>Prevents vehicles from passing by 21 Elm Hill on approach from Elm Hill.</p>	<p>By forcing all traffic to travel in one direction, all vehicles that service Waggon and Horses Lane would be forced to pass by 21 Elm Hill, including commercial vehicles servicing the restaurant on Wensum Street.</p> <p>One way streets can encourage traffic as they provide ease of flow, we don't want to encourage any more traffic into Elm Hill, and for this reason making Waggon and Horses Lane one way in this direction would be problematic.</p> <p>The restrictions will need to be signed at both ends of Waggon and Horses Lane, at Elm Hill it would require a 'one way except cycles' sign. This adds to street clutter.</p>
<p>b) Make Waggon and Horses Lane, a one way street from Elm Hill towards Wensum Street.</p>	<p>Prevents vehicles passing by 21 Elm Hill from the direction of Wensum Street.</p>	<p>This option has similar problems to above, it also forces all traffic servicing Waggon and Horses Lane through Elm Hill.</p> <p>At present the restaurant vehicles are likely to enter and leave via Wensum Street, this option may actually make the vehicle collision risk with 21 Elm Hill worse than at present.</p>

Option	Pros	Cons
c) Vehicle height restriction.	Would prevent high sided vehicles from entering Waggon and Horses Lane.	<p>This restriction would require signage at both ends of Waggon and Horses Lane.</p> <p>Enforcement of this restriction type relies on police enforcement, this rarely if ever occurs. Such signage would merely have a deterrent effect and is unlikely to be effective.</p> <p>Legitimate access needs by high sided vehicles would be prevented. Sign clutter is problematic.</p>
d) Regrading the carriageway to remove the adverse camber	By levelling the road surface next to 21 Elm Hill the risk of tilting vehicles is eliminated.	<p>Regrading the highway surface is a complicated exercise and would affect the setting of the listed buildings and character of Elm Hill.</p> <p>For this reason primarily, and its cost, this option is not acceptable.</p>
e) Pedestrianisation of all local streets; including Waggon and Horses Lane, and Elm Hill on a full time or part time basis.	By prohibiting vehicles at any time, there is no risk of vehicles damaging 21 Elm Hill.	<p>Exclusion of all motorised traffic at any time on Waggon & Horses Lane and Elm Hill is seen as desirable by some to improve the amenity and historic character of these streets. The fundamental difficulty with this option is that these streets are living streets where people live and work that requires access 24/7. Exclusion of all traffic by making it a pedestrian precinct is not a feasible option. Even if traffic were excluded part time, for some of the day, the risk of vehicle damage to 21 Elm Hill would remain.</p>

Option	Pros	Cons
f) Advisory signage e.g. Adverse Camber Overhanging building etc	Advisory signage can assist with informing drivers of unsuitable vehicles to take alternative routes	Advisory signs are not enforceable and delivery drivers tend to be instructed by sat navs or are in a hurry and tend to ignore advisory signs.
g) Notifying sat navs of problem.	Assists with compliance of avoiding hazard	Sat nav companies have been contacted, but they have very limited options to notify users of such a specific issue and sat nav users are not inclined to update their software
h) Closure of Waggon and Horses Lane to traffic using a 'point closure'	<p>Point closures are a simple traffic management technique that prevents motor vehicles to pass through, whilst allowing pedestrians and cyclists access. It would entail use of bollards. Bollards are 100% effective at preventing unauthorised access by vehicles, unlike signage that can easily be ignored. Vehicles would still be able to enter Waggon and Horses Lane either side of the point closure, enabling access to businesses and homes.</p> <p>The total amount of traffic on Waggon and Horses Lane would decrease as through traffic would not be allowed.</p> <p>Costs are low, and the visual impact is low. Minimal signage for a 'no through road except cycles' sign is required at either end of the road.</p>	<p>Point closures can result in the displacement of traffic to other streets, in this case a small amount of traffic would be diverted to Princes Street and Elm Hill.</p> <p>The exact location of the point location would need to be carefully decided to ensure the maximum benefits and minimum problems are experienced.</p> <p>There may be difficulties for larger vehicles who enter Waggon and Horses Lane to exit, as they would need to reverse out of the road. However over time this risk is likely to diminish as drivers opt to park and load on adjacent streets e.g. the loading bay on Tombland.</p>

Report to Norwich Highways Agency committee
07 June 2018

Report of Head of city development services

Subject Transport for Norwich – Cycling improvements, Edward Street / Heath Road / Magpie Road junction

Item

11

Purpose

To consider responses from consultation and approve installation of the Edward Street / Heath Road / Magpie Road cycling improvements scheme.

Recommendations

To:

- (1) approve installation of the scheme as shown on Plan No.PEA009-MP-008 including:-
 - (a) a cycle only direct crossing over Magpie Road between Edward Street and Heath Road with low level cycle signals and push button control.
 - (b) a new cycle track through city council land next to No.82 Magpie Road to give a more direct route to cyclists between Edward Street and the new crossing to Heath Road.
 - (c) retention of the existing two stage signal crossing for pedestrians to use.
- (2) ask the head of city development services to carry out the statutory legal procedures to:
 - (d) finalise the traffic regulation order (TRO) for necessary amendments of residents parking, limited waiting and double yellow lines in Heath Road and Esdelle Street
 - (e) finalise the prohibition of driving order for Heath Road.
 - (f) confirm the Edward Street and Heath Road cycle order.

Corporate and service priorities

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

Financial implications

£188,000 to be funded from the City Cycling Ambition Grant

Ward/s: Mancroft and Sewell

Cabinet member: Councillor Stonard- Environment and sustainable development

Contact officers

Linda Abel, senior transportation planner 01603 212190

Joanne Deverick, transportation and network manager 01603 212461

Background documents

None

Report

Background

1. The yellow pedalway runs from the city technical college at the bottom of Hall Road, through the city centre, north via St Georges Street and on to Edward Street and Heath Road before continuing up Angel Road towards the airport industrial site. This cycle improvement scheme covers part of the yellow pedalway from Edward Street, across the junction with Magpie Road to Heath Road.
2. The proposed outline scheme consulted on is shown on Plan No.PEA009-MP-004C attached as appendix 1.

Public consultation

3. In January 2018, members of this committee gave permission to advertise and consult on the Edward Street / Magpie Road scheme. The consultation was held from 2 to 27 March 2018.
4. Details of the proposal were advertised in the local press, road notices were erected, statutory consultees and transportation consultees were directly informed. Local residents and businesses were written to and details were posted on the websites of Norwich city council and Norfolk county council.

Responses

5. In total, ten responses were received from the consultation. Four in agreement with the scheme, one agreed overall but had concerns and one with an objection to the Heath Road closure. The remaining responders did not state whether they agreed or not to the scheme, but commented on associated issues. A summary of the responses can be seen attached as appendix 2
6. Five residents responded; most agreed with the proposals but with some small detailed concerns which have mostly been addressed. One resident did not like the repositioning of the road closure and one was concerned with the reduction of parking spaces for residents.
7. The Bengal Palace restaurant responded with concerns for their deliveries and parking spaces.
8. The Norwich Cycling Campaign supports the scheme. Norfolk Living Streets agreed with the main proposals but suggested some changes, such as providing a direct crossing for pedestrians across Magpie Road and indicating who gives way where cyclists cross footpaths. They would prefer a separate cycle track on Edward Street and Pitt Street, rather than the existing shared cycletrack / footway.
9. A site visit was taken with a representative of the Norfolk & Norwich Association for the Blind (NNAB) and the regional assistant campaigns officer of The Royal National Institute of Blind People (RNIB). There were no specific objections to the scheme, however there were concerns about which tactile paving should be used at the cycle crossing on Magpie Road.

Considerations

10. In response to the consultation, small amendments have been made to the scheme. These include:-

- (a) Dropped kerbs directly in line with the end of the new cycle track on the east of Edward Street.
- (b) Tree surround to be repaired, subject to affordability
- (c) All three bollards at the original closure point to be removed.
- (d) A “No Through Road” sign on Heath Road
- (e) Provide dropped kerbs at the front of the Bengal Palace property to allow easy access to the off-street delivery space.
- (f) Provide give way markings at the south end of the cycle path as it meets the shared use path.

11. The Norfolk Living Streets request for a direct one stage crossing for pedestrians across Magpie Road is not feasible. The length of time traffic would be held up to allow pedestrians to cross would cause too much congestion at this junction. Where the cycle crossing crosses the footpath on Magpie Road, cyclists will stop and wait behind the footpath to give pedestrians right of way. When the signal is green for cyclists, pedestrians will give way. There will need to be consideration by both parties, as with any shared space. Tactile paving will be installed to alert Visually Impaired People (VIPs) of the possible hazard. At the time of writing this report, we have not received any further information from the RNIB on which tactile design to use in this location.

12. With the proposed development at Anglia Square , it is the city council’s intention to work with the developer to widen the existing shared use path on Edward Street and provide a direct cycle track through the proposed development to the new toucan crossing on St Crispin’s Road, currently under construction.

Conclusion

13. The proposed Edward Street / Magpie Road scheme should be installed as advertised with small amendments as shown on Plan No.PEA009-MP-008 attached as appendix 3.

14. It is planned that construction will take place during the autumn.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	7 June 2018
Director / Head of service	Andy Watt
Report subject:	Transport for Norwich – Cycling improvements, Edward Street / Heath Road / Magpie Road junction
Date assessed:	24 April 2018
Description:	To request permission for construction of cycle improvements proposed for the Edward Street / Magpie Road junction.

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







	Impact			
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed facilities will help to encourage more walking and cycling which has been shown to benefit health. If drivers are encouraged to walk or cycle for some of their shorter journeys, these individuals will produce less pollution.
Equality and diversity (please add an 'x' as appropriate)				
	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will separate cyclists from pedestrians where possible and provide more defined areas of shared use footway / cycleway.
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This scheme aims to improve facilities for cyclists and pedestrians and increase road safety for all road users.
Environmental (please add an 'x' as appropriate)				
	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme helps to meet the corporate priority of a safe, clean and low carbon city. Improving facilities for sustainable modes of transport.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will help the natural environment by encouraging people to cycle or walk instead of using motorised travel, thereby reducing air pollution. One planter with a shrub on Heath Road will be removed, but the grass area on Edward Street to be adopted will be enhanced with seasonal flowers.

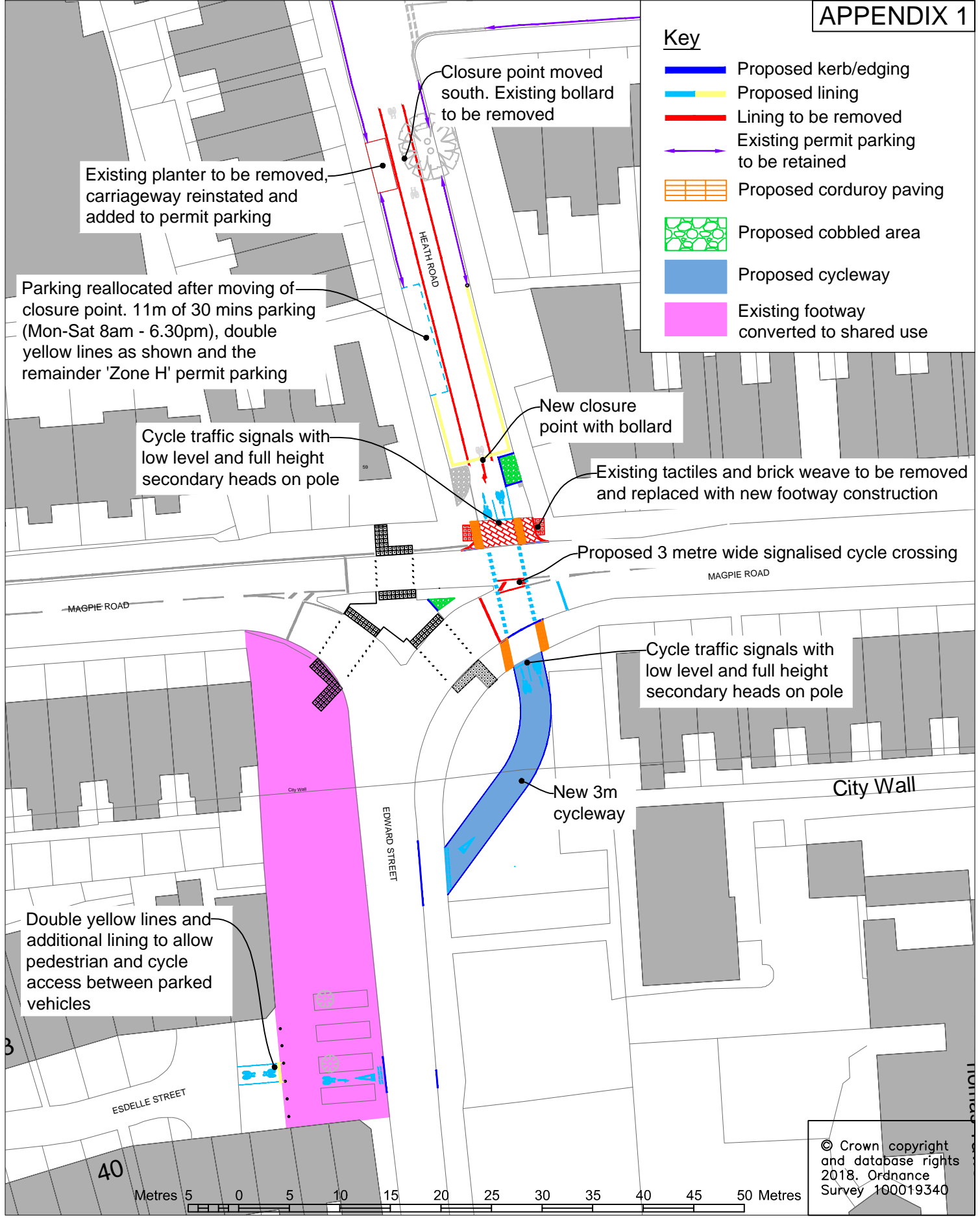
	Impact			
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The existing signalised junction with pedestrian crossing facilities will continue to be used with the new cycle crossing nearby.
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will help improve air quality by encouraging non motorised forms of travel
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme contributes to the corporate priority 'a safe, clean and low carbon city' by encouraging cycle use, reducing car use and CO2 emissions
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The scheme is safety audited to ensure that the measures implemented create a safe environment.

Recommendations from impact assessment	
Positive	
The scheme should be installed as advertised with recommended small amendments as in attached report..	
Negative	

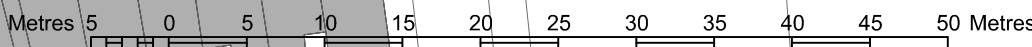
Neutral
Issues

Key

-  Proposed kerb/edging
-  Proposed lining
-  Lining to be removed
-  Existing permit parking to be retained
-  Proposed corduroy paving
-  Proposed cobbled area
-  Proposed cycleway
-  Existing footway converted to shared use



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DRAWING TITLE
 Transport for Norwich
 Edward Street North
 Consultation Plan - Magpie Road Cycle Crossing

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

REV.	DESCRIPTION	DRAWN	CHECKED	DATE
A	Parking restrictions revised for TRO	RH	JT	11/17
B	Dropped kerbs added	RH	JT	12/17
C	Conversion to shared use added	RH	JT	01/18
D	Existing parking restrictions added	RH	JT	02/18

SURVEYED BY	INIT.	DATE	DRAWING No.
OS/PC		10/17	PEA009-MP-004C
DESIGNED BY	INIT.	DATE	PROJECT TITLE
RH		10/17	Transport for Norwich Edward St. North
DRAWN BY	INIT.	DATE	SCALE
RH		10/17	1:500 @ A4
CHECKED BY	INIT.	DATE	FILE No.
BL		10/17	PEA009

Consultation returns for Edwards Street / Heath Road / Magpie Road cycle scheme

Appendix 2

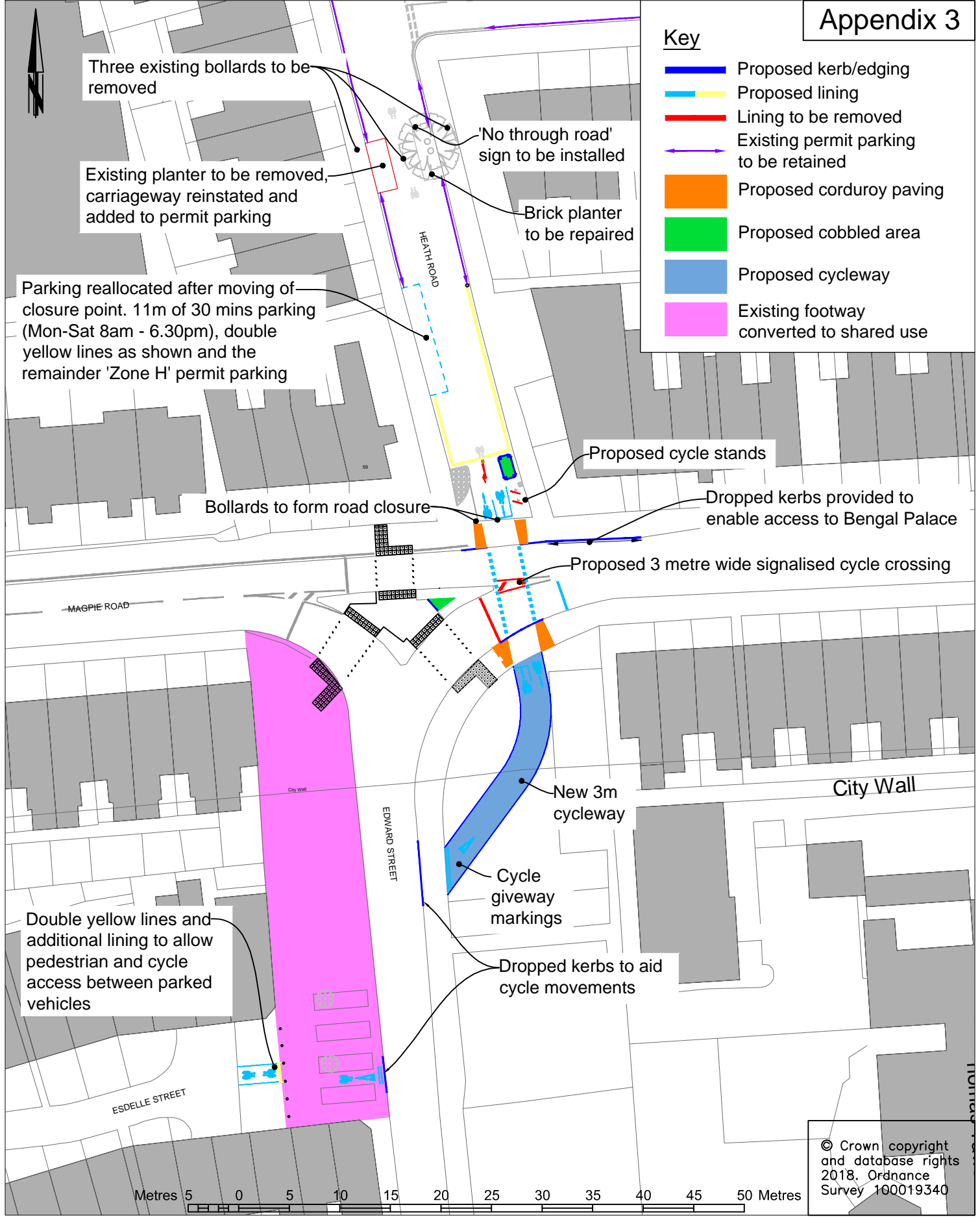
Responder	Agree / Disagree	Comments	Officer comments
Resident	Agree	Concerns with cyclists' ability to join the carriageway on Edward Street as there are fewer obstructions to cycling on the road.	It is proposed to provide dropped kerbs directly in line with the end of the new cycle track on the east of Edward Street to allow cyclists to ride on the road if they wish.
Resident	Objection to road closure	Agrees with the improvements but raises an objection with moving the closure point. Does not like to have to drive round Magdalen Gates to her garage on Shipstone Road. A Disabled partner cannot walk far. Also concerned with deliveries to Bengal Palace.	The road closure is necessary to provide the cycle crossing. Access to a garage on Shipstone Road will continue as the existing situation. Deliveries to the Bengal Palace have been agreed with the owners.
Resident	Agree		Support welcome
Resident		Concerned with the condition of tree surround in Heath Road and would like the bollard on the pavement between the tree and No.1 Heath Road removed.	Tree surround will be repaired as part of this scheme. All three bollards at the old road closure will be removed.
Resident by phone after consultation had ended.		Concerned with drivers from Stacy Road not knowing they cannot turn south to Magpie Road (Suggested a road sign). Concerned with loss of residents parking and also a nearby area which was useful for loading / unloading.	A "no through road" sign will be installed on Heath Road. There is a collective loss of about 2 residents' parking spaces. The double yellow lines near to the resident's property could be used for short periods of loading / unloading.
Councillor for Mancroft Ward		Expressed concerns, but intended to talk to residents before responding.	No further communication received.

Responder	Agree / Disagree	Comments	Officer comments
Bengal Palace restaurant	Agree	Concerned with deliveries to their property and access to the car parking areas on the Heath Road side of property.	Agreed as part of scheme to provide dropped kerbs at the front of premises to allow access to off street area at front of premises for deliveries. Parking spaces on Heath Road will be accessed by Heath Road / Stacy Road.
Norwich Cycling Campaign	Agree	Norwich Cycling Campaign welcomes the improvements as the shared facility is too narrow and difficult for pedestrians and cyclists. The new cycle path straight across the junction at Magpie Road is the most obvious connection to the Edward Street shared path and importantly allows pedestrians to wait and cross without having to negotiate space with cyclists. Removing cars from the south of Heath Road takes away the risk of collision and solves the visibility issues around that junction. We welcome the retention of the shared use, three way crossing for cycling as it opens up the route through Esdelle Street to this junction, where the infrastructure is there but not clear to users.	Support welcome.

Responder	Agree / Disagree	Comments	Officer comments
Norfolk Living Streets	Agree, with concerns in some areas.	Agrees with the main proposals but suggests:- (1) provide a direct crossing for pedestrians next to the cycle crossing. (2) provide give way markings at south end of cycle path as it meets the shared use path. (3) clearly indicate who gives way to who where the crossing goes over the footpath. (4) On Esdelle Street, use bollards rather than double yellow lines to protect the area for pedestrians and cyclists. (5) Would prefer to have a separated cycle lane for Edward Street / Pitt Street.	(1) The existing crossing for pedestrians allows more time to cross and does not delay traffic or cause congestion. (2) Agreed, give way markings are proposed. (3) At the point where the cyclists cross the footpath mutual awareness is needed. Cyclists will stop and wait behind the footpath to give pedestrians right of way, but when the signal is green for cyclists there will need to be consideration on both sides, as with any shared space. Tactile pavings will be installed to alert VIPs of the possible hazard. (4) Bollards will cause an obstruction to car doors and are more expensive to maintain. Within a CPZ regular enforcement is possible. (5) There are insufficient funds to provide a wider separate cycle lane. The alternative of cyclists on the road in a cycle lane would be a retrograde step. There are aims to widen the existing shared use path with the new Anglia Square development.
RNIB - Regional Assistant Campaigns Officer		Suggested for future consultations we should contact The Sensory support team. Concerned if the correct tactile paving is proposed to be used near the cycle crossing on Magpie Road and will contact the RNIB for information.	A new contact for the sensory support team has been included on the transportation stakeholders consultation list. The guidance on the use of tactile paving from the RNIB has not been given at the time of writing this report.

Key

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-  Proposed lining
-  Lining to be removed
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Three existing bollards to be removed

Existing planter to be removed, carriageway reinstated and added to permit parking

Parking reallocated after moving of closure point. 11m of 30 mins parking (Mon-Sat 8am - 6.30pm), double yellow lines as shown and the remainder 'Zone H' permit parking

'No through road' sign to be installed

Brick planter to be repaired

Bollards to form road closure

Proposed cycle stands

Dropped kerbs provided to enable access to Bengal Palace

Proposed 3 metre wide signalised cycle crossing

MAGPIE ROAD

EDWARD STREET

New 3m cycleway

City Wall

Double yellow lines and additional lining to allow pedestrian and cycle access between parked vehicles

Dropped kerbs to aid cycle movements

ESDELLE STREET

Metres 5 0 5 10 15 20 25 30 35 40 45 50 Metres

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DRAWING TITLE
 Transport for Norwich
 Edward Street North / Magpie Road cycle crossing
 Proposed Plan

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 Executive Director of
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 County Hall
 Martineau Lane
 Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

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SURVEYED BY	INIT.	DATE	DRAWING No.
OS/PC		10/17	PEA009-MP-008
DESIGNED BY	RH	05/18	PROJECT TITLE
DRAWN BY	RH	05/18	Transport for Norwich
CHECKED BY	JT	05/18	Edward St. North
			SCALE
			1:500 @ A4
			FILE No.
			PEA009