

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.

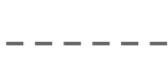


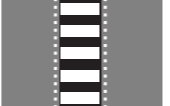







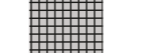
How to comment

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
 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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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.

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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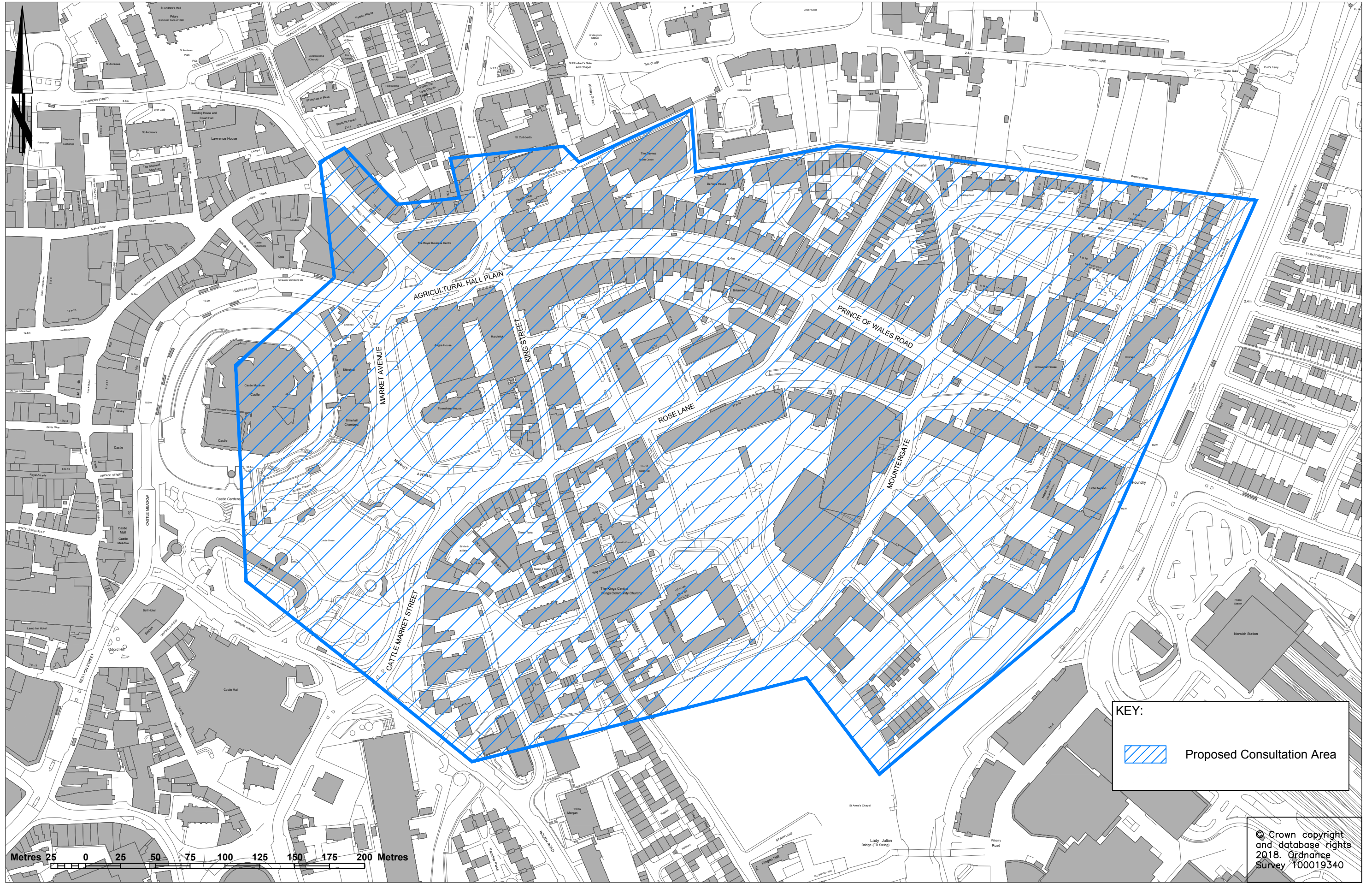
Rose Lane

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.



KEY:

 Proposed Consultation Area

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



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

DRAWING TITLE
PK6062 Norwich Rose Lane, Prince of Wales Road
Feasibility Study
Proposed Consultation Area

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



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.

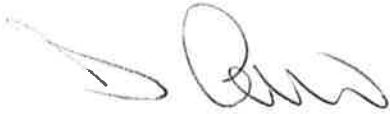
The second point is the public space at the Eastern end near Eastbourne Place, this should remain open with no benches or permanent seating areas this will discourage people congregating in this area, instead private businesses should be encourage to place temporary outside seating and tables within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

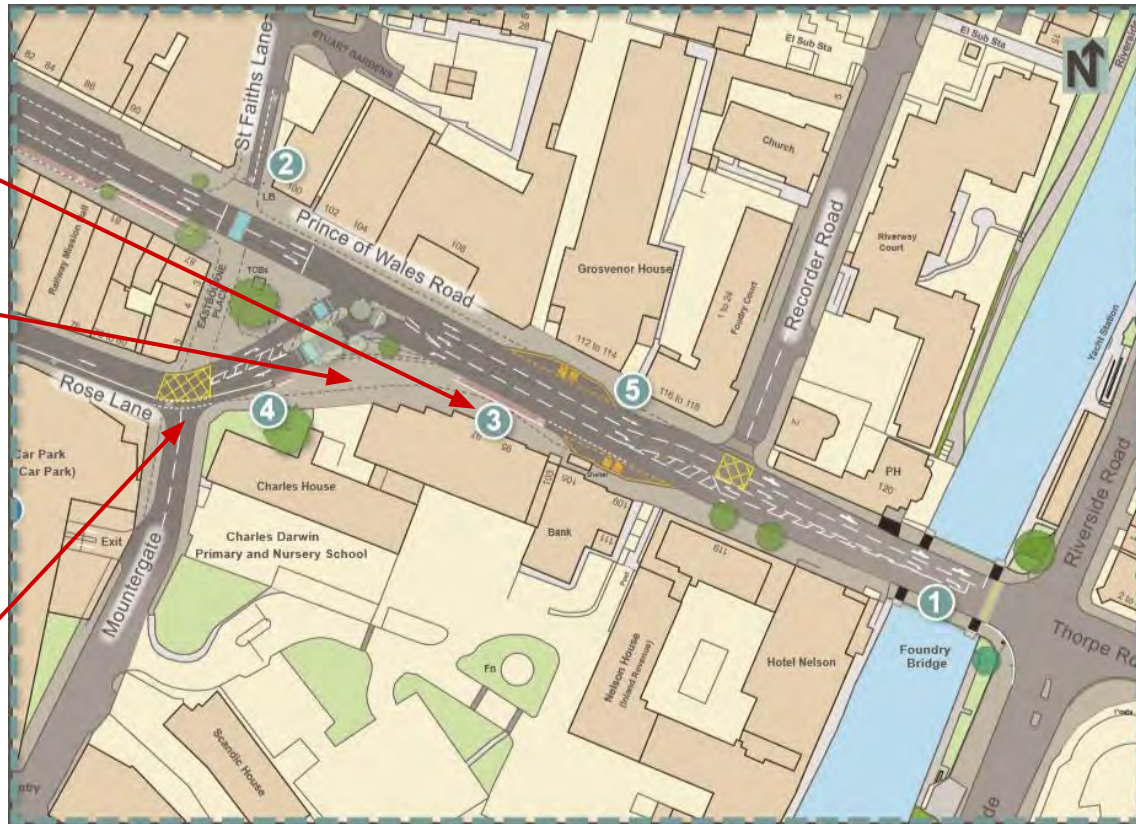


Mountergate section

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.

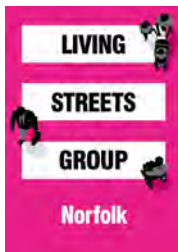
- 1 A cycle track on Cattle Market Street from Rose Lane.
- 2 Narrowing Rose Lane to two lanes of traffic along its entire length and removal of current bus lane.
- 3 Providing wider pavements and an off-carriageway cycle track.
- 4 Landscaping and loading bays.

.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

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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

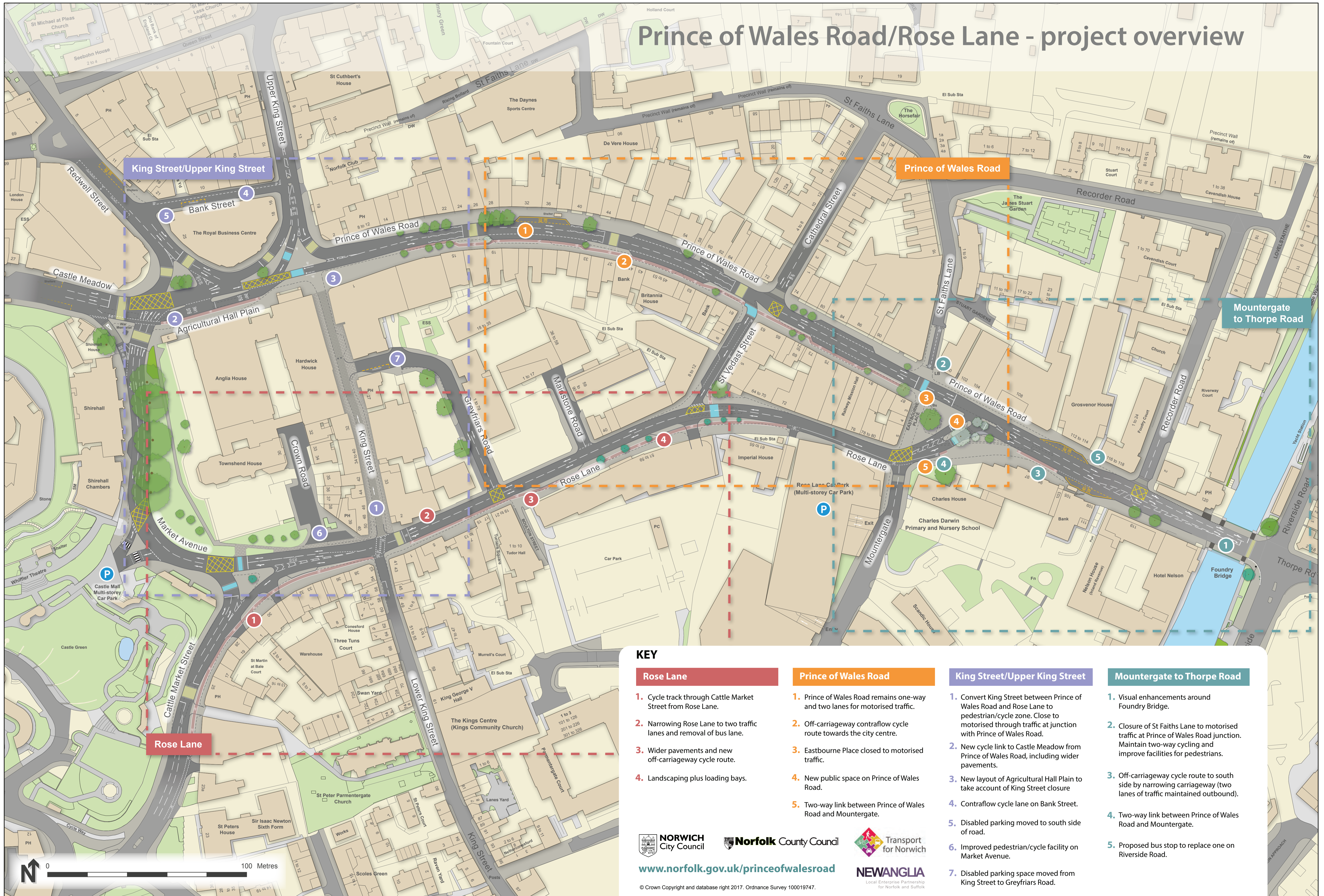
Appendix 4

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.



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