

Report for Resolution

Report to Norwich Highways Agency Committee
22 July 2010
Report of Head of Transportation
Subject Silver Road Area – Traffic Management

Item
6

Purpose

This report informs Members of the results of public consultation in May 2010 to consider making permanent the experimental one-way system introduced on Bull Close Road, Silver Street and Steward Street in August 2009.

Recommendations

That the Committee asks the Head of Transportation and the Head of Legal and Democratic Services, Norwich City Council, to carry out the necessary processes to make permanent the experimental one-way system in the Silver Street area which involves Silver Street operating one-way eastbound, Bull Close Road operating one-way westbound and Steward Street operating one-way southbound.

Financial Consequences

The Local Transport Plan has allocated £25,000 from the 2010/11 budget to fund this scheme.

Strategic Priority and Outcome/Service Priorities

The report helps to meet the strategic priority “Strong and prosperous city – working to improve quality of life for residents, visitors and those who work in the city now and in the future” and the service plan priority of delivering the Local Transport Plan.

Contact Officers

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Background

1. In the summer of 2007, Barrack Street was widened and the junction of Silver Road with Barrack Street with Silver Road was re-engineered to remove the right turns both in and out of Silver Road. At the time it was acknowledged that this would have an inevitable impact on traffic movements on Silver Road and the surrounding streets and it was agreed that funding should be made available from the LTP for measures to mitigate the affects of the changes to traffic movements.
2. To reduce the problem of vehicle conflicts and following public consultation, in August 2009 a one way system was introduced in Silver Street, Steward Road and Bull Close Road. It was introduced as an experimental one-way system to allow for an assessment of the impact of the changes to be carried out. The plan attached as appendix 1 details the scheme.
3. The scheme has been monitored since its introduction and in May 2010 consultation was carried out with 474 local residents to gauge their opinion of the success or otherwise of the scheme. Additionally, in November 2009 a week's worth of traffic volumes and speeds was collected using automatic traffic counters.

Consultation

4. 474 local residents and businesses were consulted by letter and 156 responses were received: a 33% response rate.
5. The consultation asked whether the one way scheme should be made permanent, whether it should be amended or whether it should be withdrawn. In summary the results were;
 - 84% of responses wanted to carry on permanently with the one-way system
 - 9% of responses wanted to change the current traffic arrangements
 - 7% of responses wanted to return the streets to how they were a year ago
6. The results are summarised in appendix 2, alongside the comments that respondents made.
7. Prior to undertaking the consultation, data was collected from 7 day automatic traffic counters in November 2009, four counters located in the area of the experimental one-way system. The overall traffic volumes remained the same, as shown in Appendix 3 while a minor reduction of vehicle speeds was recorded as shown in Appendix 4.

Ward Member Comments

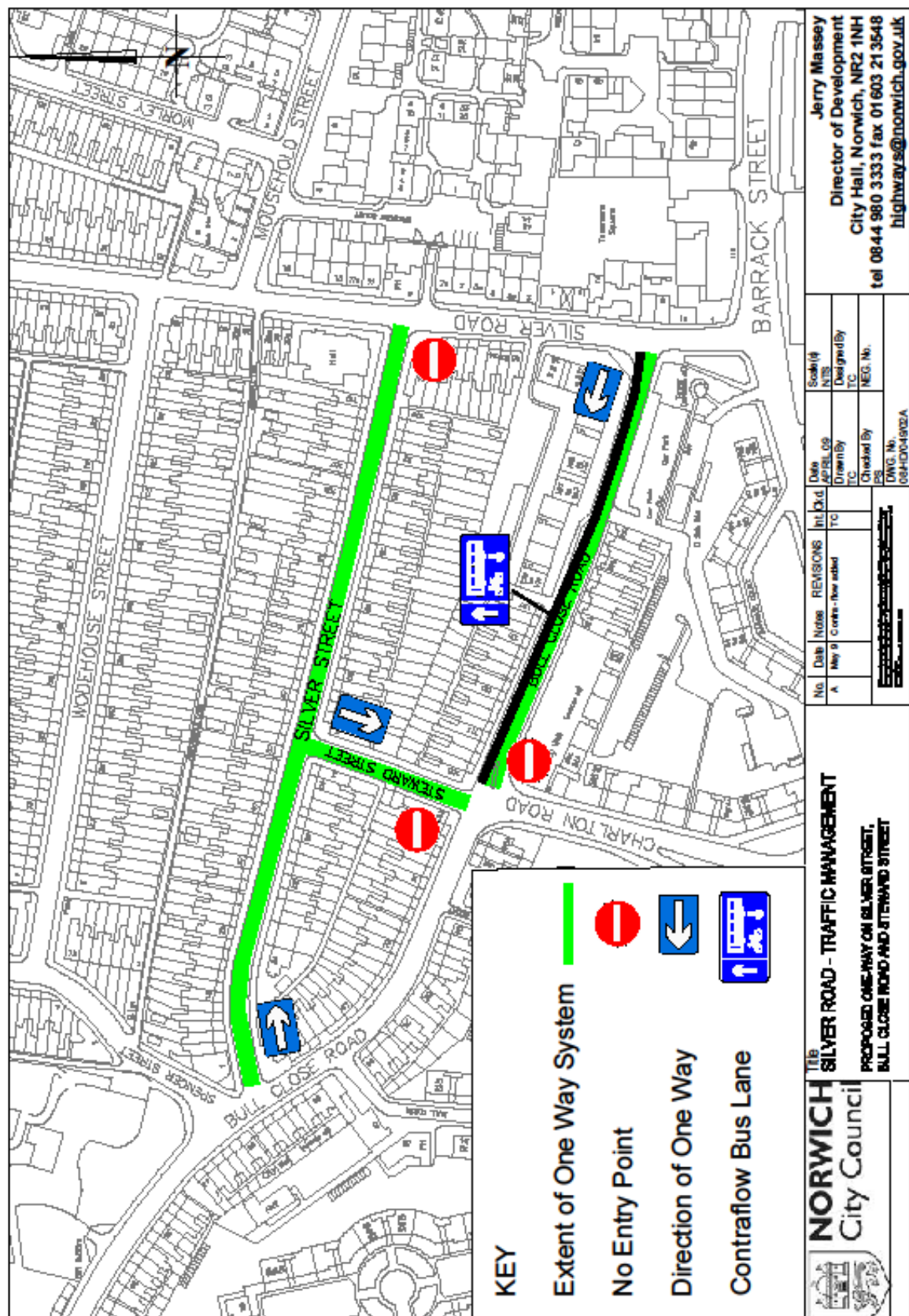
8. The area covered by the consultation includes two wards, Sewell for the area to the west of Silver Road and Thorpe Hamlet to the East of Silver Road. Additionally, Bull Close Road, which forms the boundary of the consultation area, also forms the boundary between Sewell Ward and Mancroft Ward.

9. The comments of ward members will be reported orally to your meeting

Conclusion

10. The results of the consultation clearly demonstrate that the experimental one way system should be made permanent; both the 33% response rate and the 84% in favour of the scheme is one of the biggest mandates this committee has received for taking a scheme forward.
11. While some respondents have raised issues with the scheme, they are neither in sufficient number nor considered to be of sufficient significance for any changes to be recommended. However, as part of making the one-way system permanent the traffic signing would be upgraded with the entry signs being illuminated, this would address some of the concerns of residents and should improve the compliance.

Appendix 1 – Layout of Experimental One-way System



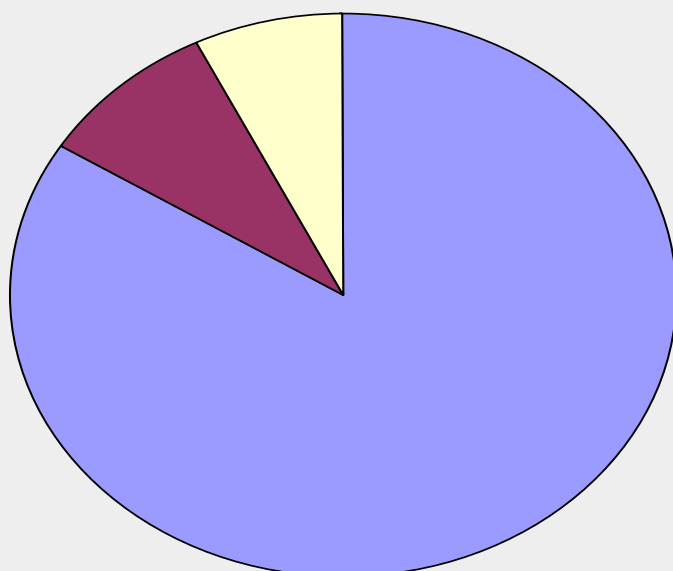
Appendix 2 – Results of Consultation

Have your say on the traffic management in the Silver Road area

Which one of the following options do you think Norwich City Council should do? (Please tick one option only and make your comments below)

Answer Options	Response Percent	Response Count
1) Carry on permanently with the one-way system. Silver Street and Bull Close Road kept as one-way streets and Bull Close Road to keep the bus lane. Please make any comments below.	84.0%	131
2) Change the current traffic arrangements. If so, please describe below what changes you would like to see.	9.0%	14
3) Return the streets to how they were a year ago. The previous arrangements were two-way traffic to Silver Street and part of Bull Close Road and a bus and taxi only access at the Silver Road end of Bull Close Road. With this option we cannot change the junction of Silver Road with Barrack Street (inner ring road). Please tell us below why you think the experimental scheme hasn't worked.	7.1%	11
answered question		156
skipped question		0

Which one of the following options do you think Norwich City Council should do? (Please tick one option only and make your comments below)



1) Carry on permanently with the one-way system. Silver Street and Bull Close Road kept as one-way streets and Bull Close Road to keep the bus lane. Please make any comments below.

2) Change the current traffic arrangements. If so, please describe below what changes you would like to see.

3) Return the streets to how they were a year ago. The previous arrangements were two-way traffic to Silver Street and part of Bull Close Road and a bus and taxi only access at the Silver Road end of Bull Close Road. With this option we cannot

Comments received relating to asking for amendments to the scheme

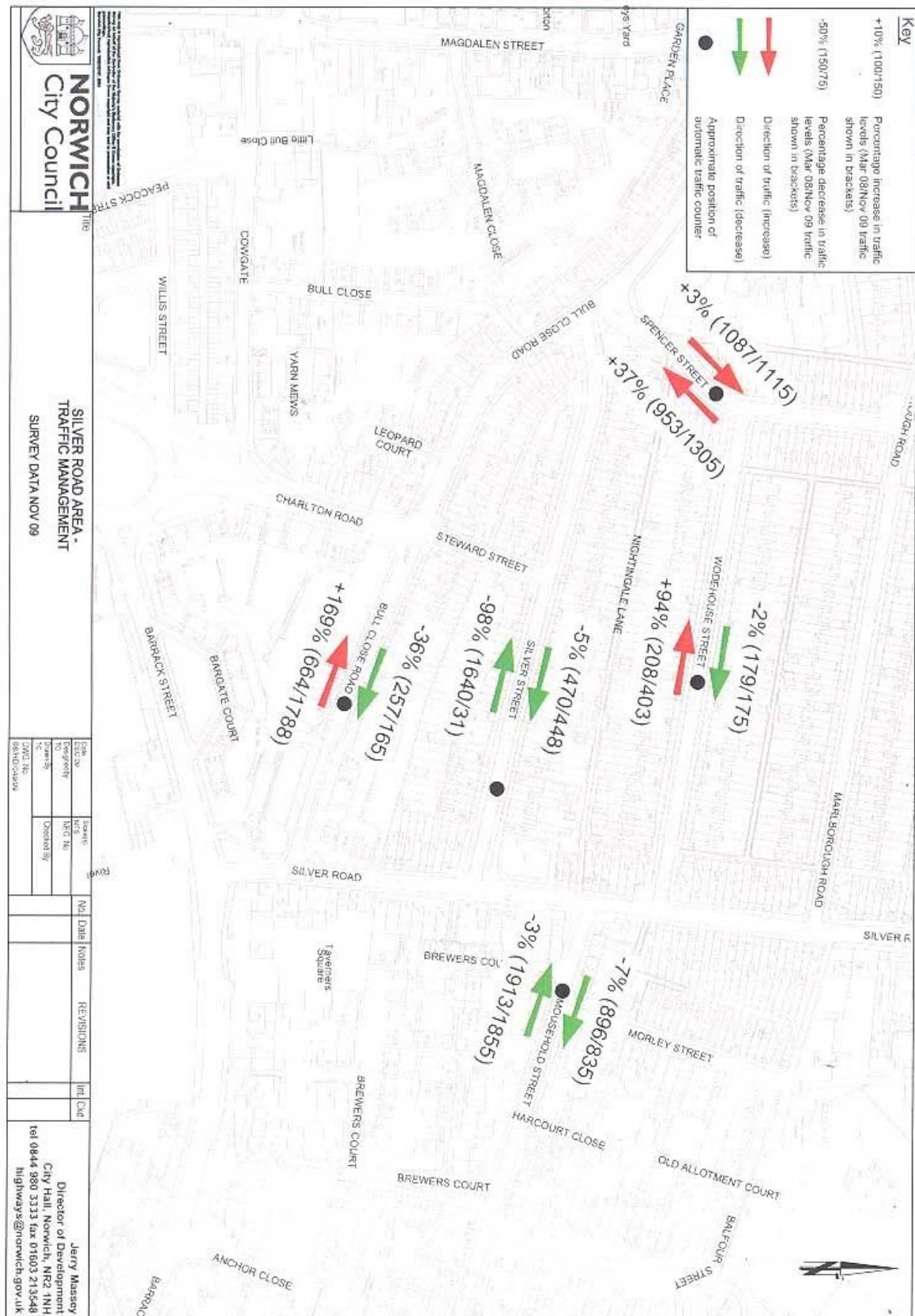
Comment	Silver Street	Silver Road	Barrack Street	Bull Close Rd	Cowgate	Gertrude Rd	Malborough Road	Wodehouse Street	Totals
Residents Access Only			✓	✓					2
Close Bull Road to through traffic			✓						1
Traffic Calming		✓		✓				✓	3
Remove bus contra flow					✓				1
Better Signing						✓			1
Reverse one-way on Steward Street	✓						✓		2
Additional one-way on adjoining street		✓					✓		2
Box Junctions Silver Street & Steward Road	✓								1
Totals	2	2	2	2	1	1	2	1	13

1. Comments received relating to reasons for removing the scheme.

Comment	Bargate Court	Bull Close Road	Charlton Road	Cowgate	Spencer Street	Wodehouse Street	Totals
Bull Close Road to small for volume of traffic	✓						1
Poor compliance		✓✓✓					3
Parking problems		✓					1
Traffic calming		✓					1
Remove bus contra flow		✓	✓				2

Made Spencer Street worse					✓		1
Made Wodehouse Street worse						✓	1
No Comment		✓		✓		✓	3
Totals	1	7	1	1	1	2	13

Appendix 3 – Survey Data



Appendix 4 – Speed Data

