

Report for Resolution

Report to	Norwich Highways Agency Committee 15 September 2011	Item	6
Joint Report of	Head of City Development Services and Director of Environment, Transport and Development		
Subject	Norwich Area Transportation Strategy Implementation Plan – Dereham Road Bus Rapid Transit (BRT) Phase 1		

Purpose

The purpose of the report is to inform members of the results of further stakeholder consultation in connection with the impact of the originally proposed bus lane on the short stay car parking outside the shops, to update members on the review of the proposals for the Old Palace Road/Heigham Road junction and to provide an update on the progress of the Grapes Hill/Barn Road junction and approach bus lane detailed design.

Recommendations

Members are recommended to:

- (1) Consider the outcome of further stakeholder consultation in connection with the impact of the originally proposed bus lane on the short stay car parking spaces outside the shops and confirm the decision on 24 March 2011 to introduce a 24-hour, 7 days a week eastbound bus lane with “no loading at any time” on the Dereham Road between Orchard Street and the junction with Grapes Hill/Barn Road;
- (2) Note the suggestion to monitor the operation of the bus lane, to ascertain how effectively the scheme operates, and determine if the longer bus lane would be beneficial and report the findings back to the committee after a suitable period of monitoring;
- (3) Note the update on the review of the proposals for the Old Palace Road/Heigham Road junction and a possible alternative layout that has been developed following concerns raised in connection with the proposed banned right turns, discuss the merits of the alternative scheme with the original public consultation scheme and agree that a ‘workshop’ is held with local residents as outlined in this report;
- (4) Note the detailed design changes at the Barn Road/Grapes Hill junction. This includes providing two traffic lanes turning right into Grapes Hill and streetscape improvement works on the corner of St Benedict’s Street with Grapes Hill. As part of this detailed design work, these changes also include the removal of the pre-signals as they are not required to improve bus movements through the junction;
- (5) Note that the start date for the standalone bus lane on the approach to Barn Road junction, approved by members for implementation, will be delayed until October 2011 at the earliest with completion in early 2012.

Financial Consequences

The scheme development and implementation of this first phase of the Dereham BRT (part of the already approved Norwich Area Transportation Strategy Implementation Plan) will be funded by the Greater Norwich Development Partnership (GNDP), using Department of Communities and Local Government Growth Point funding. The overall cost of the scheme is estimated to be £1,500,000 and a breakdown of the cost was reported to members at their meeting on 22 July 2010. The main elements are as follows:

Element	Description	Order of Cost
3	Introduce approximately 3 BRT high quality bus stops	£145k
11	Changes to Old Palace Road junction and introduce pedestrian crossing facilities (Phase 1)	£350k
13	Inbound bus lane on approach to Inner Ring Road Barn Road/Grapes Hill junction with St Benedict's Street outbound closed	£400k
15	Green Infrastructure	£192k

Strategic Objective/Service Priorities

The scheme is part of the Norwich Area Transportation Strategy (NATS) Implementation Plan, which was approved at County Council Cabinet in April 2010, and reported to the Norwich Highways Agency Committee on 25 March 2010. The plan outlines the transport elements of the Joint Core Strategy (JCS) and aims to build on the significant success of NATS to date.

One of the key elements of the NATS Implementation Plan is the development of a Bus Rapid Transit (BRT) network. BRT is a holistic approach to the delivery of high quality public transport. It combines high quality vehicles with high quality services, supported by physical infrastructure and a campaign of marketing and branding.

The project helps to achieve the corporate objective to make Norwich safe and secure, building strong and proud local communities and the service plan priority of improving safety on roads and providing realistic sustainable transport options.

This project supports the following County Council Service Plan objectives (2011-14):

Corporate Objectives:

- To assess people's need and commission efficient, responsive and cost effective services to meet them
- To signpost people to the services they need and provide good quality information to help people choose services relevant to them
- To support, develop and maintain the infrastructure that helps our economy

Service Objectives:

- Provide services that listen to, and reflect the needs and expectations of, local communities
- Provide consistently high levels of customer service across the Council
- Manage, maintain and improve Norfolk's transport infrastructure to support sustainable economic growth

- Improve journey reliability
- Continuously improve the coordination and provision of transport in Norfolk
- Adapt to and mitigate the impacts of climate change

The project helps deliver the City Council corporate priority of a strong and prosperous city.

Contact Officers

Joanne Deverick, Transportation & Network Manager	01603 212461
Mark Kemp, Project Team Manager (Major Projects)	01603 638198

Background Documents

Norwich/Costessey: Dereham Road Bus Corridor, Dereham Road/Old Palace Road/Heigham Road Junction – Effects of Banning Right Turns from Dereham Road March 2011 – Prepared by the Director of Environment, Transport and Development

Norwich/Costessey: Dereham Road Bus Corridor, Dereham Road/Heigham Road/Old Palace Road Junction – Junction Layout Changes: A Review of Options July 2011 – Prepared by the Director of Environment, Transport and Development

Norwich/ Costessey Dereham Road Bus Corridor, Corridor Length Impact Assessment May 2010 – Prepared by the Director of Environment, Transport and Development

Dereham Road BRT Placemaking and Landscape Strategy: February 2010

References

Report to Norwich Highways Agency Committee of 24 March 2011 on the Norwich Area Transportation Strategy Implementation – Dereham Road Bus Rapid Transit (BRT) Phase 1 by the Head of City Development Services and Director of Environment, Transport and Development

Report to Norwich Highways Agency Committee of 25 November 2010 on the Norwich Area Transportation Strategy Implementation – Dereham Road Bus Rapid Transit (BRT) Phase 1 by the Head of Transportation and Director of Environment, Transport and Development

Report to Norwich Highways Agency Committee of 22 July 2010 on the Norwich Area Transportation Strategy (NATS) Implementation Plan – Dereham Road Bus Rapid Transit (BRT) Corridor by the Head of Transportation and Director of Environment, Transport and Development

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

Report

Background

1. In order to facilitate the growth planned for Greater Norwich, Norfolk County Council has developed an Implementation Plan for the Norwich Area Transportation Strategy. This work, which identified a network of BRT routes, including Dereham Road, was approved by Norfolk County Council Cabinet in April 2010.
2. The roll-out of the BRT programme across the area will provide essential transport links to new and existing communities, reduce peak travel times and the need for private motor vehicle usage. This modal shift will be encouraged through providing a fast, reliable and cost-effective service along dedicated routes. Dereham Road is currently a high frequency bus corridor with in excess of 20 buses per hour during peak periods. The bus corridor serves growth and employment areas at Longwater, Lodge Farm, West Costessey (Queens Hills) and Bowthorpe. Improving the bus working on Dereham Road would make it more attractive for buses, making the route more reliable and cutting journey times.
3. At your meeting on 24 March 2011 you considered a report which presented the results of the public consultation for the BRT Phase 1 scheme on Dereham Road, which included the creation of the bus lane on the Dereham Road approach to Grapes Hill/Barn Road junction, starting from a point opposite Douro Place.
4. Due to concerns raised by traders during the public consultation about the impact of the loss of parking, you approved the introduction of a shorter 24-hour bus lane, on Dereham Road between Orchard Street and the junction with Grapes Hill/Barn Road, and asked officers to carry out further stakeholder consultation on the proposed on the changes affecting the parking in front of the shops before making a decision on the final length of the bus lane.

Stakeholder Consultation

5. A letter was sent to 16 traders on 3 June 2011 seeking comments on the proposed modifications. The letter also invited traders to attend a site meeting on 8 June 2011.
6. A copy of the letter sent to the traders is included in Appendix A.
7. Representatives from 8 businesses attended the site meeting with Officers on 8 June, where the proposals were presented and traders were given the opportunity to comment. It was clear from the traders who attended the meeting that they were still jointly opposed to the removal of the on street parking and did not believe that the additional proposals would offset the loss of spaces on Dereham Road in front of the shops. Traders also felt that the spaces on Exeter Street would not be as convenient as those outside the shops; some shoppers did not like to park behind the shops due to anti-social behaviour and this would not be as good for disabled customers. In addition, traders commented that the Dereham Road spaces are also used for deliveries.
8. The traders were reasonably receptive to the idea of providing dropped kerbs outside the shops, but thought that this would require further investigation due to the need to carry out works on the private shop forecourts.
9. Following the meeting, a letter was received from the businesses and this is included as Appendix B.

10. One other business representative did not wish to attend the meeting but asked for clarification by telephone that the kerbs to the east of Distillery Square pedestrian crossing would not be raised. It was confirmed that it was not intended to raise the kerbs along here.

Discussion

11. The report presented to members in March 2011 explained that the bus lane on the approach to the Barn Road junction works as a standalone scheme. The report stated that it would be possible to introduce a shorter bus lane commencing at Orchard Street leaving the short stay parking unaffected, but this would deliver less benefits for buses. This is because at peak periods it is expected that traffic queues will extend beyond the end of the shorter bus lane and buses will therefore experience delays at peak times before they can enter the new bus lane.
12. Since March 2011, work has progressed on the detailed design for the scheme. At the same time the opportunity has been taken to review the proposals to see if anything could be done to improve the efficiency of the Barn Road/Grapes Hill junction. In addition, the removal of the old toilet block at the junction of St Benedict's with Grapes Hill and the completion of the new flats have provided the opportunity to carry out public realm improvements within the area adjacent to the City Wall.
13. In order to make it easier for buses to progress from the bus lane into Grapes Hill, it is proposed to modify the junction to enable two lanes of traffic to turn right into Grapes Hill; this will mean that buses will only have to move from the nearside bus lane into the centre lane on Dereham Road, in advance of the stop line with the Barn Road/Grapes Hill junction, rather than across two lanes. The end of the bus lane will be aligned so that buses can easily progress to the middle lane at the junction, which will now provide a straight ahead and right turn lane. The existing right turn lane at the junction will remain, creating the two right turn lanes. The required widening on the exit of the junction, turning into Grapes Hill, is possible now that the old toilet block has been removed. Providing two lanes from Dereham Road into Grapes Hill also fits with the future aspiration to provide a southbound bus lane on Grapes Hill as part of the whole corridor strategy for BRT, as discussed in the report to Members on 22 July 2010.
14. As part of the detailed design work, taking into consideration the changes to the traffic lanes at the junction detailed above, it was identified that the inclusion of the previously proposed pre-signal island was not necessary to improve the efficiency of the junction. In fact, it was found that it could have a slightly detrimental effect during peak periods as there would be times when right turning traffic could prevent ahead and left turning traffic from progressing to the stop line, thereby introducing unacceptable delays. In addition, there are benefits in terms of the cost of the works and the future revenue cost savings of not having an addition pre-signal arrangement. For these reasons, it is proposed to omit the pre-signals and for the bus lane to end using a more conventional layout.
15. The effect of traffic queues on the proposed inbound bus lane would be monitored. If it was found that traffic queues regularly extended beyond the start of the bus lane, the length of the bus lane could be reconsidered in order to minimise the situation where buses could be prevented from entering the bus lane by queuing traffic.
16. The review of the operation of the Barn Road junction has meant that the earliest start date for the construction of the junction works will now be October 2011, with

completion in early 2012.

17. The St Benedict's Street bus gate is currently closed temporarily, however there are no longer any bus services that exit from St Benedict's Street onto Barn Road/Grapes Hill. It would not be beneficial to reopen the bus gate and instead the Traffic Regulation Order to make this closure permanent will be made. This could enable some of the streetscape enhancement works to be carried out before Christmas 2011.

Old Palace Road/Heigham Road junction

18. Traffic analysis work to evaluate the likely impact on the side roads of the original scheme proposal that required banned right turns at the junction has been completed and has now be shared with local councillors. A copy of the report is available for inspection before the meeting.
19. A number of alternative junction solutions have been investigated and a copy of the report that compares the relative benefits of several options for the junction is available for inspection. One of the options includes a solution that would retain right turns from Dereham Road, whilst reducing delays for buses on Dereham Road, although queues on Old Palace Road would be slightly longer than at present. This option would be achieved by localised carriageway widening and whilst it would not provide as much of a benefit for buses as the scheme that was consulted on earlier in the year, it does provide a compromise solution that would address the concerns from residents about the banned right turns. Having discussed the options with local Members, it is suggested that a 'workshop' with local residents is held to consider the implications of the various options now that the benefits and costs have been fully evaluated.

Conclusions

20. It is clear from the consultation with traders that they will continue to oppose a reduction in on-street parking irrespective of the benefits or alternatives provided. While the shorter bus lane will provide a benefit for buses over the existing layout, this will be less than that from the full length bus lane due to the issues discussed in this report. The longer bus lane would however result in the loss of the on-street parking outside the shops.
21. It is suggested that in this particular instance, given the impact of the bus lane on the parking outside the shops, the shorter bus lane commencing at Orchard Street is progressed and that the provision of the two lanes from Dereham Road into Grapes Hill and removal of the pre-signals will maximise benefits for buses, particularly taking into account the future aspiration for a south bound bus lane on Grapes Hill. It is also suggested that the scheme be monitored after construction to determine if the short bus lane provides adequate benefit to buses and that they are not being regularly delayed by traffic queues in advance of the bus lane. Following this monitoring, any requirement for a longer bus lane would be reported back to members at a future meeting.

Timescales

22. The Barn Road junction bus lane scheme is now unlikely to start on site until October 2011.
23. The earliest start of works date for the Old Palace Road/Heigham Road junction would be 2012, due to the further consultation and detailed development that will be required

for this revised proposal.

Resource Implications

24. Finance: Scheme development and implementation of Phase 1 will be funded by the Greater Norwich Development Partnership, using Department of Communities and Local Government Growth Point funding.
25. Staff: The project will be delivered through joint team working involving County and City Officers and partners of the County Council's strategic partnership.
26. Property: The Phase 1 works will require dedication of land for highway use from the City Council.
27. IT: None.

Other implications

28. Legal Implications: None.
29. Human Rights: None.
30. Equality Impact Assessment (EqIA): An EqIA has been completed for the NATS Implementation Plan, which includes BRT. Public transport improvements are generally considered to assist social inclusion and improve access to services.
31. Communications: None.

Section 17 - Crime and Disorder Act

32. 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

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

Appendix A

Environment, Transport, Development
County Hall
Martineau Lane
Norwich
Norfolk NR1 2SG

Tel: 0344 800 8020

Fax: 01603 223219

Textphone: 0344 800 8011

Email: barry.lloyd@norfolk.gov.uk

www.norfolk.gov.uk

Please ask for: Barry Lloyd
Contact number: 01603 223248

Your ref:
My ref:

HI/MP/PA1004/BL

3 June 2011

Dear

A1074 Dereham Road Bus Rapid Transit (BRT) Phase 1

I am writing to update you on the progress of the above scheme following the public consultation exercise during January/February 2011. The Norwich Highways Agency Committee (NHAC) met on 24 March 2011 to consider a report on the results of the public consultation for the Bus Rapid Transit (BRT) Phase 1 scheme on Dereham Road, along with recommendations for delivery and further development.

The report (including a summary of the responses) can be viewed by visiting www.norwich.gov.uk and clicking on Quick Links (on the left hand side of the screen). Click on 'Committee Meetings', then 'Meetings by Committee', then 'Norwich Highways Agency'. Finally, follow the link to '24/03/2011'. If you would like the report in paper format, please let me know, I would be happy to send you a copy.

The consultation exercise identified concerns from businesses with respect to the impact of the loss of the on-street car parking spaces outside the shops.

It was agreed at the NHAC meeting that a bus lane from the junction with Orchard Street to that with Barn Road would work as a standalone scheme. This scheme, which would not affect the six 30-minute parking spaces outside the shops, is now being developed in detail with a view to starting construction in the summer.

Continued.../

It was also agreed to carry out further discussions with the businesses to discuss the impact of the bus lane on the parking outside the shops. Following receipt of the petition that was provided as part of the public consultation, I have spoken to Mr Johnson at 71B Dereham Road and have discussed holding a site meeting with business owners and/or managers to discuss the proposals.

The site meeting will be held on **Wednesday 8th June at 6pm**, outside Ian Johnson Male Hair Designs. If you do not wish or are unable to attend the meeting, you can either pass your comments to Mr Johnson or alternatively you can contact me by telephone, e-mail or by letter using the contact details at the top of this letter.

In summary, our proposals are as follows:

- There is the potential to provide additional parking on Exeter Street. By changing the bay markings from a parallel to an echelon layout, it would be possible to maximise the number of available bays within the layby on the southern side of the road. This parking is within close proximity to the shops and there is already a pedestrian route through to Dereham Road.
- There is a separate proposal to redevelop the Exeter Street car park provides six new free on-street parking spaces that will help to compensate for the loss of the customer parking demand at Exeter Street, and go some way to provide additional space to make up for the lost parking on Dereham Road itself. Setting appropriate time limits for the parking bays would deter commuter parking and ensure that their use is limited for shopping purposes. The suggested modifications are shown on the enclosed plan as Drawing No. PA1004-GP-090. This would provide for 13 car parking spaces, including a disabled bay, on the southern side of the road with six new spaces on the northern side of Exeter Street. Suggested time limits are one hour parking for spaces 1-8, 30-minutes for spaces 9-13 and a two hour limit for the new spaces on the north side, by the development.
- At the same time, it would be possible to improve the signage on Dereham Road to the existing and proposed on-street car parking on Exeter Street.
- The businesses affected by the removal of on-street parking have requested that kerbs outside the shops are dropped so that cars could park on the shop forecourts. This suggestion may be possible but is likely to require some small alterations to the levels of the forecourts. I would like to explore the possibility of this and would appreciate your views. The potential extent of a drop kerb along here is also shown on the enclosed plan.

Please let me know if you'd like to discuss this further.

Yours sincerely



Project Engineer (Highways – Major Projects Team)

Mr Ian Johnson
Ian Johnson Male Hair Designs
71B Dereham Road
Norwich
Norfolk
NR2 4HU

The Occupier
Planet Wok
67 Dereham Road
Norwich
Norfolk
NR2 4HU

The Occupier
Asian Foodmart
65 Dereham Road
Norwich
Norfolk
NR2 4HU

The Occupier
The Wine Warehouse
59 Dereham Road
Norwich
Norfolk
NR2 4HU

The Occupier
M.A.S.S. Computers Ltd
53 Dereham Road
Norwich
Norfolk
NR2 4HZ

The Occupier
Norfolk Household Services
49 Dereham Road
Norwich
Norfolk
NR2 4HZ

The Occupier
Foodstuff
73 Dereham Road
Norwich
Norfolk
NR2 4HT

The Occupier
Becketts Army & Navy Store
77-79 Dereham Road
Norwich
Norfolk
NR2 4HT

The Occupier
TV & Electrical Bargain
69 Dereham Road
Norwich
Norfolk
NR2 4HU

The Occupier
Nahid Tandoori
71 Dereham Road
Norwich
Norfolk
NR2 4HU

The Occupier
Ladbrokes
61 Dereham Road
Norwich
Norfolk
NR2 4HU

The Occupier
KFC
55-57 Dereham Road
Norwich
Norfolk
NR2 4HZ

The Occupier
Second Hand Tool Co.
51 Dereham Road
Norwich
Norfolk
NR2 4HZ

The Occupier
47 Dereham Road
Norwich
Norfolk
NR2 4HZ

The Occupier
75 Dereham Road
Norwich
Norfolk
NR2 4HT

The Occupier
Caesars Pizza & Kebab
81 Dereham Road
Norwich
Norfolk
NR2 4HT

BARRY LLYOD

SUBJECT ON OUR MEETING WEDNESDAY 8TH JUNE 2011 6 PM YOU ARE NOW AWARE THAT ALL TRADERS ARE AGAINST REMOVAL OF 30 MINUTE PARKING SPACES ON DEREHAM ROAD. YOUR PLANNING OF SIX ADDITIONAL PARKING SPACES ON EXETER STREET WILL NOT COMPANSTATE AS THESE SPACES ARE ALREADY TAKEN SINCE CLOSURE OF EXETER STREET CAR PARK AND WITH BUILDING OF 12 FLATS WITH NO CAR PARKING SPACES MORE PROBLEMS AHEAD WE AGREE THE PARKING BAY AT BACK OF SHOPS, LAYOUT IS MARKED OUT FOR PARALLEL PARKING BUT IF YOU VISIT SITE DURING THA DAY YOU WILL SEE PEOPLE PARK IN THE ECHELON LAYOUT STYLE ALREADY AND HAVE DONE SO MANY YEARS. **SO THIS IS NO COMPENSATION**

FRONT OF SHOP 30 MINUTE PARKING

THESE ARE VERY ESSENTIAL CAR PARKING SPACES WITH A HIGH TURNOVER USAGE BY OUR CUSTOMERS SOME DISABLE, ADDING TO THIS THERE MANY DELIVERIES BY LARGE TRUCKS AND VANSTO SHOPS WHICH HAVE NO REAR ENTRANCES PLUS LAODINGOF GOODS BY CUSTOMERSTHEREFORE BUS LANE WOULD OFTEN BE CONGESTED WITH PROPOSED BUS STOP THIS WOULD MEAN BUS DRIVERS WOULD FOREVER BE WAITING TO PULLOUT INTO OTHER TRAFFIC LANE LOSS OF BUS RAPIDTRANSPORT TIME YOU ARE WANTING TO GAIN **LEAVE US THESE VALUABLE CAR PARKING FOR NOW**

DROPPING OF KERB PROPOSAL

SEEMED A GOOD IDEA **BUT WORRIES OF PEDESTRIANS** AND DIFFERENT LEVELS OF THIS NEW PARKING AREA WOULD HAVE TO BE SORTED AND THIS AREA IS OWNED MARTIN FRENCH & CO PROPERTY MANAGEMENT **WHO WE ALL ARE LEASEHOLDS TO** AND HE DOES NOT SHOW ANY CONCERN IN THIS CASE WITH THE ORCHARD STREET TO BARN ROAD SCHEME GOING AHEAD WE SUGGEST THE BUS LANE ON GRAPES HILL WOULD BE THE BETTER OPTION FOR NOW THIS WOULD NOT CAUSE HASSLE FOR ANY BUSINESS **HENCE LEAVING US TRADERS ON DEREHAM ROAD TO MAKE LIVING IN THESE VERY DIFFICULT TIMES**

YOURS FAITHFULLY

IAN JOHNSON

IAN JOHNSON MALE HAIRDESIGNS

71B DEREHAM ROAD NORWICH NR2 4HQ

THE BUSINESS ASIAN FOOD MART/. BARGAIN ELECTRICALS./

BECKETTS./FOODSTUFF/WINE WAREHOUSE.//PLANTWOK. /MIX MASSALA./

RONALDSON SOLICITORS./IANHAIR

DESIGNS/.LADBROOKS./CAESERS./HEADCASE./MASS./

TOOLSHOP./NORFOLKHOUSEHOLD./NICE./