

Report to	Norwich Highways Agency committee 29 November 2012	Item
Joint report of	Head of city development services and director of environment, transport and development	6
Subject	Norwich Area Transportation Strategy Implementation Plan –Grapes Hill Southbound (uphill) Bus Lane	

Purpose

The purpose of the report is to inform members of the results of the public consultation for the southbound (uphill) bus lane on Grapes Hill. It seeks approval to implement the bus lane and the associated cycle facilities.

Recommendations

That the committee:

- (1) Approves for implementation the proposals to:
 - (a) introduce a southbound (uphill) bus lane on Grapes Hill, for use by Buses, Hackney Carriages, Private Hire Vehicles and Pedal Cycles, operating 24 hours a day, 7 days a week;
 - (b) introduce an on-carriageway cycle lane on Wellington Lane including a contra-flow cycle lane on the section between Pottergate and St Benedict's Street;
 - (c) defer any decision on the implementation of a cycle lane on the footway between Upper St Giles St and Grapes Hill roundabout on Grapes Hill, pending the outcome of consultations on the St Stephens and Chapel Field North proposals.

- (2) Asks the head of citywide development, Norwich City Council, to initiate the necessary statutory procedures to implement the following Traffic Regulation Order to:
 - (a) create a southbound (uphill) bus lane on Grapes Hill for use by Buses, Hackney Carriages, Private Hire Vehicles and Pedal Cycles, operating 24 hours a day, 7 days a week;
 - (b) provide a contra-flow on-carriageway cycle lane to allow cyclists to use Wellington Lane in a northbound direction between Pottergate and St Benedict's Street.

Financial Consequences

The scheme development and implementation of the bus lane up Grapes Hill will be funded by Central Government under the Better Bus Area (BBA) initiative.

The overall cost of the bus lane scheme is estimated to be £920,000.

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. The project also helps meet the City Council priorities 'To make Norwich a Safe and Clean City' and 'To make Norwich a Prosperous City'.

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

Corporate Objectives:

- To assess peoples needs 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 co-ordination and provision of transport in Norfolk
- Adapt to and mitigate the impacts of climate change

Contact Officers

Bruce Bentley, Principal Transportation Planner – Norwich City Council 01603 212445

Neil Smith, Design Manager (Major Projects) – Norfolk County Council 01603 223245

Background Documents

None

References

Report to Norwich Highways Agency Committee 27 September 2012 on Transport for Norwich – Chapelfield North Scheme by the Head of City Development Services and Director of Environment, Transport and Development

Report to Norwich Highways Agency Committee 27 September 2012 on Transport for Norwich – St Stephens Street and Surrey Street removal of general traffic by the Head of City Development Services and Director of Environment, Transport and Development

Report to Norwich Highways Agency Committee 26 July 2012 on the Norwich Area Transportation Strategy (NATS) Implementation Plan – Grapes Hill Southbound (uphill) Bus Lane by the Head of City Development Services and Director of Environment, Transport and Development

Report to Norwich Highways Agency Committee 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. At the end of March 2012, Norfolk County Council secured £2.6m of Government funding through the Better Bus Area (BBA) fund for a series of major public transport improvements in Norwich that will bring benefits for visitors and commuters in Norwich as well as reducing pollution, improving bus punctuality and delivering a boost to the city's economy in the process.
2. The proposed southbound bus lane up Grapes Hill is one of more than 30 BBA projects. The bus lane proposal is a standalone scheme but would complement the separate proposal to divert buses from Chapel Field Road to Chapel Field North, in order to access the city centre.
3. This report discusses the responses received during the consultation period.
4. A copy of the letter and plan that was consulted on are provided in Appendix A.

Public Consultation

5. Local community and public consultation commenced on 19 September 2012 with the closing date for comments on 17 October 2012.
6. A total of 528 letters were distributed to stakeholders, and residents in the vicinity of the proposal. In addition, the scheme details were shown on the Norfolk County Council website and information about the proposal was released to the media.
7. The Traffic Regulation Order for the new bus lane and associated cycle facility was advertised from 8 October 2012 until 30 October 2012.
8. In total, 33 responses were received, mainly by e-mail.
9. A meeting with bus operators took place on 15 October 2012 to discuss the details of this scheme and other proposals in the city centre.
10. A summary of the issues raised by consultees together with officer comments is provided in Appendix B.

Consultation Responses

11. Several issues of detail were raised by consultees and these are detailed and commented on below.

Bus lane

12. The proposed width of the bus lane was raised during the meeting with the bus operators. The bus lane had been specified with a width of 3.0 metres but the operators felt it would be beneficial to increase this to 3.25 or even 3.5 metres wide in case a badly positioned large vehicle in the middle lane prevented a bus from proceeding. A 3.5 metre wide bus lane would require a greater amount of carriageway widening with the subsequent loss of verge. However, a 250mm wide continuous white line lane marking will be required to separate the bus lane from the middle general traffic lane and this marking could be provided to ensure that there is a clear 3.0 metre width between

the bus lane and the adjacent edge of the lane marking such that there will be 3.25 metres between the nearside kerb and the general traffic lane.

13. Bus operator First, in Norfolk and Suffolk, requested that the bus lane start further down Grapes Hill so that buses wouldn't be held in a queue; during some peak times, the queue sometimes extends to the bottom of the hill. The design that was consulted on has a taper at the start of the bus lane from the existing signalled pedestrian crossing point at the bottom of Grapes Hill, just south of the junction with St Benedict's Street. Starting the taper further down the hill would require the kerb line at the pedestrian crossing to be moved back with associated changes to the traffic signals and the paving that was constructed earlier this year. In addition, the width of carriageway for pedestrians to cross at the signalled crossing would increase. In order to maximise the length of bus lane, it is instead proposed to shorten the taper and develop the full bus lane width further downhill but to leave the signalled pedestrian crossing unchanged.
14. A comment was received that the bus lane should be extended uphill to Grapes Hill roundabout, rather than stopping it some 35 metres short of the roundabout give-way. This would however be difficult to achieve without introducing a complicated bus gate arrangement as general traffic will still need to be able to turn left into Cleveland Road. Stopping the bus lane short of the junction would permit a standard layout to be used and would enable the small numbers of general traffic to turn left.
15. Two correspondents questioned the need for the bus lane to be a full time one. A 24 hours a day, 7 days a week bus lane would have little effect on congestion for road users, but would aid driver awareness and enforcement. The provision of 24-hour bus lanes is consistent with the recent changes introduced on Newmarket Road and Dereham Road.
16. A correspondent asked if motorcycles would be allowed in the bus lane. There are no plans to allow motorcycles into the bus lane, only buses, taxis and cycles.
17. One correspondent requested a new bus stop on Grapes Hill with a pedestrian link to Wellington Lane/Pottergate. This would however be difficult to implement as the verge between Grapes Hill and Wellington Lane is on a fairly steep slope so would need a long ramp to provide a suitable gradient on the path. The only practical location for a bus stop would be nearer to Grapes Hill Roundabout although this is then quite close to the city centre. There is a new inbound bus stop proposed on Rampant Horse Street as part of the separate Chapel Field North scheme; if this scheme goes ahead, buses would access this via Chapel Field North.

Wellington Lane Cycling facilities

18. Several comments were received about the requirement for cyclists to dismount whilst using the link between Wellington Lane and Upper St Giles over the footbridge. Preliminary inspection of the footbridge structure indicates that it would not be practical to modify the structure itself, but it might be possible to provide a cycle link adjacent to the structure over what is currently the sloping verge of Grapes Hill. This would involve the construction of a retaining wall to support the path, which would be both technically challenging and unlikely to represent value for money for the limited benefit achieved. It would also result in the loss of additional green space and at least four trees.
19. Two correspondents questioned whether the width of Wellington Lane was wide enough for a contra-flow cycle lane between Pottergate and St Benedict's Street. Wellington

Lane has a minimum width of 3.5 metres and the proposal is to allow contra-flow cycling which would be signed but not marked on the carriageway. An alternative solution, suggested by a respondent along Ten Bells Lane, would be equally narrow and the road surface is formed with setts which are less suitable for cycling on.

20. Seven correspondents commented against the proposed conversion of the footway, from Upper St Giles Street to Grapes Hill Roundabout, to shared use for pedestrians and cyclists. Although some commented that they were against shared facilities in general, an issue was raised that there are two pedestrian entrances to the flats directly off the footway and that cyclists riding along here could present a safety issue. The proposal to make Cleveland Road two-way for traffic as part of the Chapel Field North scheme, currently under consultation, would negate the need for this facility anyway, and it is therefore recommended that this issue is reconsidered in the light of the outcome of the Chapel Field North scheme.

General traffic lane widths

21. Three correspondents questioned the plan to narrow the two existing general traffic lanes from 3.75 metres width to 3.0 metre wide. It is considered that these widths are adequate although the widths should be clear widths between the white lines. This will require there to be a total width of 9.35 metres between the inner and outer kerb to provide the bus lane plus two general traffic lanes and the width of the white lines. The additional widening by 0.35 metres can be achieved without loss of additional trees.

Loss of trees/landscaping

22. In order to provide the bus lane, the carriageway will need to be widened predominantly into the central reserve. It has been calculated that up to 11 trees, including large specimens, will need to be felled with some crown lifting of retained trees to ensure sufficient clearance of the carriageway.
23. In order to mitigate for the trees lost to the carriageway widening it is proposed to provide replacement planting. Preliminary proposals are for a group of new trees in the verge between Grapes Hill and Wellington Lane by the start of the bus lane, in order to provide screening of the carriageway from the flats on Wellington Lane, and to provide replacement tree planting along the central reserve. Some new tree planting may also be undertaken around the Grapes Hill roundabout, if site conditions allow. There will be approximately twice the number of new trees planted as are removed; this is to ensure quick replacement for the loss of biomass that will impact on the uptake of particulate pollutants and to allow for a potential high failure rate from planting in a hostile environment. The types of trees will be selected to suit the environment.
24. The reinstatement of the carriageway verges will include bulb planting and wildflower seeding. Where the central reserve is too narrow to enable maintenance of the grass, it will be surfaced in a suitable material, such as cobbles to match the treatment of the narrow section of the northern end. The possibility of providing planting boxes is being investigated.

Noise/pollution

25. Four correspondents specifically mentioned noise and air pollution issues. Comments are that the scheme will either increase the noise and air pollution or that the levels will not be reduced.

26. Regarding noise to adjacent properties, the scheme will not increase traffic levels or congestion, so consequently there will be no impact on noise levels. In fact, the general traffic will be moved slightly further away from the properties on the eastern side of Grapes Hill. With the bus lane in place, buses will not need to queue for as long as they currently do and will not be in stop-start traffic, so there should be a marginal benefit with regards to air quality. Bus operators have stressed that buses are now more environmentally friendly with many being Euro 3 and 4 low emission types.
27. One of the correspondents has requested that monitoring of air quality be carried out before the scheme is implemented in order to compare with post scheme levels. Grapes Hill forms part of the Air Quality Management Area in this part of the City and there is already monitoring data from Grapes Hill, although the monitoring was finished in 2009 as there was no threat to the objective level. It is proposed to leave the monitoring equipment on Grapes Hill nearest the roundabout so that post scheme data can be obtained.

Pedestrian facilities

28. Seven consultation responses thought that the removal of the uncontrolled pedestrian crossing point at the top of Grapes Hill was a retrograde step. The proposal to remove the crossing was because the new bus lane on Grapes Hill would widen the crossing width. It would be beneficial for pedestrians to use the existing footbridge on Grapes Hill in preference, as this is more suitable for crossing Grapes Hill, although several correspondents have said this is not as convenient. It is intended to retain the crossing point although it will not be provided with tactile paving as it is unsuitable for partially sighted users.

Conclusions

29. The consultation exercise has identified a small number of key issues that have each been commented on by several people. It is suggested that members approve the principle of the consulted scheme with the amendments as discussed above, namely that:
- a) the bus lane and two general traffic lanes are constructed with 3.0 metre clear widths, with the width of the white lane markings being in addition to this i.e. a 9.35 metre total width between kerbs;
 - b) the start of the full width of bus lane be extended further northward by reducing the length of the start taper;
 - c) a cycle lane is not introduced on the section of footway between Upper St Giles Street and Grapes Hill roundabout pending the outcome of the Chapel Field North consultation, in which case cyclists could be directed towards Cleveland Road if it becomes a two-way road as part of the Chapel Field North proposal.

Timescales

30. The Grapes Hill uphill bus lane scheme could start on site in April 2013 at the earliest, after completion of the improvement at the Old Palace Road/Heigham Road junction. The construction duration is likely to be at least 12 weeks, depending on the extent of utility diversions required for the widening and the full extent of works.

Resource Implications

31. Finance: Scheme development and implementation will be funded by the BBA initiative, using Central Government funding.
32. Staff: The project will be delivered through joint team working involving County and City Officers and partners of the County Council's strategic partnership.
33. Property: the scheme can be provided 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, which includes BRT. Public transport improvements are generally considered to assist social inclusion and improve access to services.
38. Communications: None.

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. 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

40. 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.
41. A risk register is being maintained as part of the technical design and construction delivery processes.

Date: 19 September 2012

My Ref:

HI/MP/PA1009/BL

Tel No.:

01603 223248

Dear Sir/Madam

Better Bus Area - Norwich, A147 Grapes Hill Southbound (uphill) Bus Lane

At the end of March 2012, Norfolk County Council secured £2.6m of Government funding through the Better Bus Area (BBA) fund for a series of major public transport improvements in Norwich. These improvements will bring benefits for visitors and commuters in Norwich as well as reducing pollution, improving bus punctuality and delivering a boost to the city's economy in the process. The package will deliver over 30 projects in total.

As part of the planned improvements, Norfolk County Council and Norwich City Council are consulting on a proposed bus lane up Grapes Hill. The scheme is part of the Norwich Area Transportation Strategy (NATS) Implementation Plan, and will provide a significant improvement to buses using this route into the City centre.

In order to provide the bus lane up Grapes Hill, it is planned to narrow the two existing general traffic lanes and widen the carriageway for the new lane, predominantly into the existing central reserve. The bus lane will be available for use by buses, cycles and taxis and the attached plan (Drawing No. PA1009-MP-005) details the proposals.

The scheme also proposes an alternative route for cyclists, travelling north and south by providing a northbound on carriageway contra-flow cycleway on Wellington Lane between St Benedict's Street and Pottergate. It is also proposed to convert the footway between Upper St Giles Street and the north east side of Grapes Hill Roundabout to shared use for both pedestrians and cyclists. As part of the mitigation measures, it is intended to implement a landscape planting scheme to offset trees that would be lost as a result of the carriageway widening.

These changes will require new Traffic Regulation Orders for the new 24 hour, 7 days a week bus lane and the Wellington Lane contra-flow cycleway, and notices will be required for the new shared footway/cycleways. These orders and notices are being consulted on at the same time.

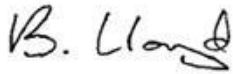
Continued.../

I would be pleased to receive your comments on the proposals, either by emailing norwich.transport@norfolk.gov.uk, by telephoning 0344 800 8020 or by writing to:

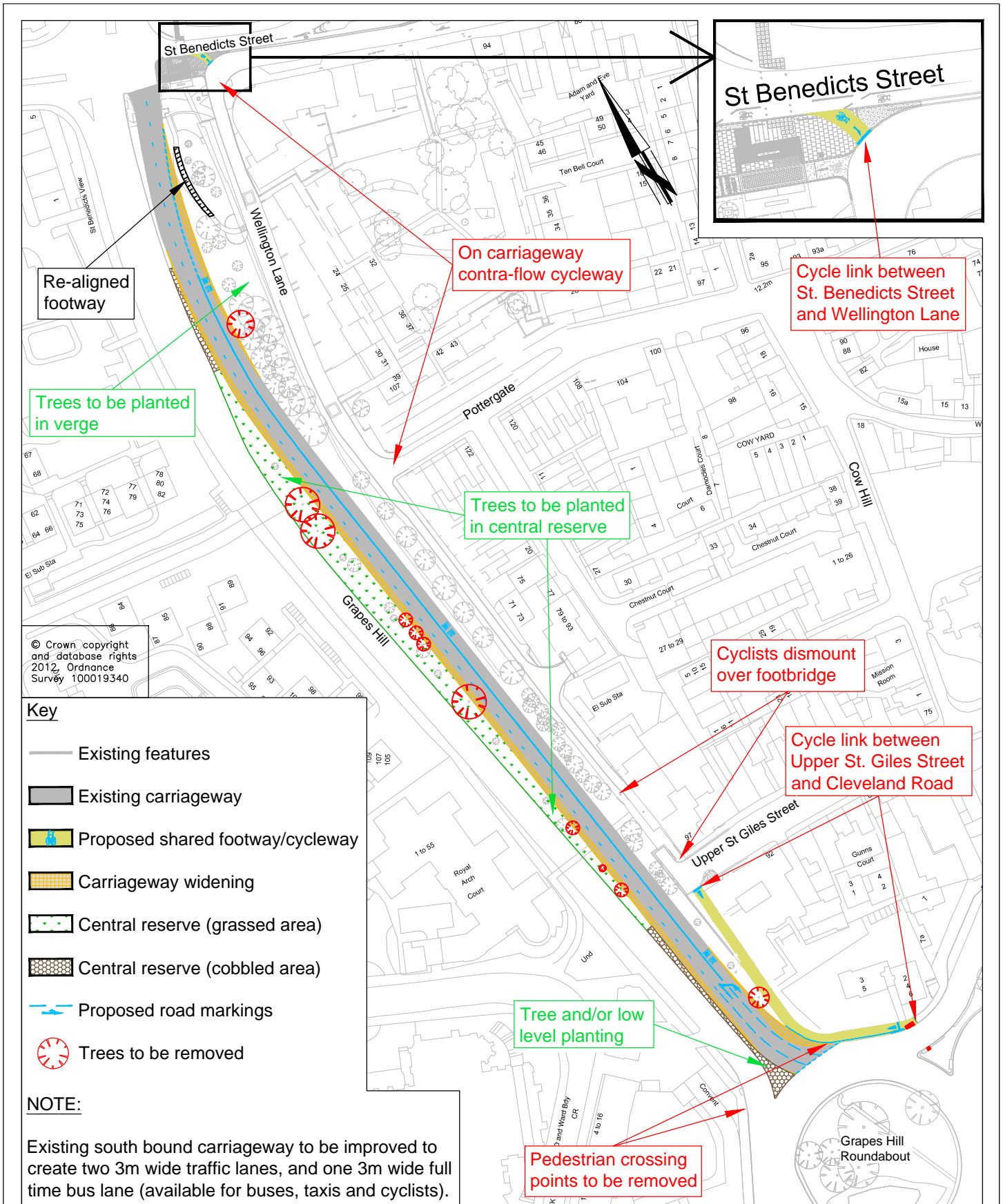
Grapes Hill Bus Lane Consultation
Norfolk County Council
County Hall
Martineau Lane
NORWICH
NR1 2SG

The public consultation period starts on 19th September 2012 and will end on 17th October 2012. Responses will be summarised and it is planned to report these to the Norwich Highways Agency Committee at the meeting on 29th November 2012. The Committee will then decide how to proceed with the scheme.

Yours faithfully

A handwritten signature in black ink, appearing to read 'B. Lloyd'.

Barry Lloyd (Project Engineer, Highways – Major Projects Team)



© Crown copyright and database rights 2012. Ordnance Survey 100019340

Key

- Existing features
- Existing carriageway
- Proposed shared footway/cycleway
- Carriageway widening
- Central reserve (grassed area)
- Central reserve (cobbled area)
- Proposed road markings
- Trees to be removed

NOTE:

Existing south bound carriageway to be improved to create two 3m wide traffic lanes, and one 3m wide full time bus lane (available for buses, taxis and cyclists).

Norfolk County Council
working with
MAY GURNEY and **Mart MacDonaid**

DRAWING TITLE
Grapes Hill Southbound Bus Lane, Norwich Consultation Plan

Mike Jackson
Director of Environment, Transport and Development
Norfolk County Council
County Hall
Martineau Lane
Norwich NR1 2SG

REV.	DESCRIPTION	CHECKED	DATE

SURVEYED BY	INIT.	DATE	DRAWING No.
Agency	MJL	05/12	PA1009-MP-005
DESIGNED BY	MJL	05/12	PROJECT TITLE
DRAWN BY	MJL	08/12	Grapes Hill - Norwich Southbound Bus Lane
CHECKED BY	BL	09/12	SCALE FILE No.
			1:1500 @ A4 PA1009

Grapes Hill Southbound Bus Lane - Summary of September/October 2012 public consultation responses

Issue ref.	Issue	Correspondent ref.*	Comment raised during consultation	Officer comments
	Bus Lane			
1)		2	Thinks that buses crossing lanes at top of Grapes Hill to turn right will be an issue. Wants to know the percentage of buses going in each direction at top of Grapes Hill Roundabout.	Bus services going up Grapes Hill don't turn right - they progress into Chapelfield Road.
2)		3	Suggests a third lane for buses, thinks that one lane developing into two at top of Grapes Hill will cause problems.	It is proposed to provide a third lane for the buses, two general traffic lanes would be retained under the proposals.
3)		14	Thinks that a part time bus lane will be sufficient.	A 24 hours a day, 7 days a week bus lane would have little effect on congestion for road users, when compared to a part time one, but would aid driver awareness and enforcement. The provision of 24-hour bus lanes is consistent with the recent changes introduced on Newmarket Road and Dereham Road. A full time bus lane is generally safer for cyclists as they do not have to contend with traffic apart from buses and taxis.
4)		4	Asks if Norwich has plans to allow motorcycles in the bus lane?	There are currently no plans to enable motorcyclists to use bus lanes in Norwich.
5)		6	Doesn't think this will encourage more bus usage – people who could use the bus are already doing so.	There is a desire to encourage greater bus patronage in the City by providing better facilities.
6)		8	Thinks it's a waste of money – buses will just get stuck at the top of Grapes Hill.	Together with the separate Chapel Field North scheme, the bus lane would help to improve bus journey times into the City.
7)		9	Says that buses have to queue on Chapel Field Road – no point getting up Grapes Hill quicker if you can't get off. Would like a new bus stop on Grapes Hill, with a link to Pottergate or Wellington lane.	It would be difficult to provide a practical link to Pottergate due to the level difference from Grapes Hill to Wellington Lane. The Chapel Field North scheme would help to reduce the transit time for buses going towards the city - this scheme also proposes new bus stops in

Grapes Hill Southbound Bus Lane - Summary of September/October 2012 public consultation responses

Issue ref.	Issue	Correspondent ref.*	Comment raised during consultation	Officer comments
				the city centre, on Rampant Horse Street.
8)		10	Why does bus lane need to be full time?	See above.
9)		21	Is against the addition of the new lane due to loss of central reserve. Thinks that cars should be dissuaded from entering the City and that public transport should be given priority.	It is considered two lanes for general traffic is still required, in addition to the bus lane. If the general lanes were reduced to a single lane, it is likely that the displaced traffic would use other routes, through the adjoining residential streets or the city centre; there is often queuing on Grapes Hill during peak times.
10)		22	Asks if there will be an increase in the numbers of buses using Grapes Hill? Thinks that buses will be held up trying to enter the two lanes on Chapel Field Road.	Bus services in Norfolk and Norwich are reviewed from time to time to ensure that the frequency is adequate to cater for the demand. While there are no current plans to increase the numbers of buses as a direct result of this scheme, it is possible that future new bus services will use this route into the City.
11)		23	Doesn't consider scheme will offer much benefit for the money. If scheme is implemented thinks that yellow box markings at roundabout should be refreshed. Length of queue of cars into Chapelfield shopping centre should be minimised. Thinks that cars shouldn't be allowed to turn into St Stephens Street to prevent queuing on Chapel Field Road.	The yellow box markings should be renewed if worn. The cars queuing for the shopping centre car park is an issue at times and this is regularly monitored and action taken as required. There is a separate proposal to prevent cars from entering St Stephens Street.
12)		27	Questions need for bus lane on Grapes Hill - thinks that bus routes along Westwick Street, St Benedict's Street and St Stephens Street are adequate.	Grapes Hill is currently an important bus route into the city with up to 16 buses an hour.
13)		28	(Green Party) supports principle of the full time bus lane and cycle access between Wellington Lane and St Benedict's Street. Considers it would be beneficial to continue the bus lane right up to Grapes Hill roundabout rather than stopping short.	If the bus lane was continued to the roundabout, there would still need to be a facility for general traffic to turn left into Cleveland Road. Stopping the bus lane short would enable the small number of vehicles to do this manoeuvre without implementing a relatively

Grapes Hill Southbound Bus Lane - Summary of September/October 2012 public consultation responses

Issue ref.	Issue	Correspondent ref.*	Comment raised during consultation	Officer comments
				complicated bus gate arrangement.
14)		29	(First Eastern Counties) are supportive of the bus lane but think it should start at the bottom of the hill to prevent buses being held in a queue in peak times. Consider that bus lane should ideally be 3.5 metres wide, but at least 3.25 metres wide.	A wider bus lane has been considered but the downside would be a greater loss of central reserve width and green space. A 250mm wide continuous white line is required between the bus lane and adjacent general traffic lane and this could be provided outside of the 3.0 metre bus lane width.
15)		31	Supports the use of the full time bus lane by cyclists who prefer to use the road.	Noted.
16)		33	Would be concerned if cyclists are excluded from bus lane or any part of the carriageway as part of proposal, now or in the future.	The bus lane would be available for use by buses, taxis and cyclists.
	Adjacent north-south cycle facility			
17)		1	Doesn't think cyclists will use Wellington Lane in preference to Grapes Hill due to the need to dismount at the footbridge. Suggests a path round the footbridge access ramps. Also thinks that the footpath between St Giles and Cleveland Road is too narrow for a shared facility. Suggests a contra-flow cycle lane on Cleveland Road instead.	In order to provide a continuous cycle link at the footbridge, it would be necessary to either alter the footbridge structure by modifying the ramps and/or provide a bypass adjacent to the structure on the sloping verge. This is likely to be technically challenging and relatively expensive to achieve and would impact further green space. The footway is considered wide enough for conversion to shared use. Whilst a contra-flow cycle lane may be possible on Cleveland Road as an alternative, the separate Chapel Field North scheme proposes to change Cleveland Road to a two-way street - this would provide a better solution and could be reconsidered in the light of the outcome of the Chapel Field scheme.

Grapes Hill Southbound Bus Lane - Summary of September/October 2012 public consultation responses

Issue ref.	Issue	Correspondent ref.*	Comment raised during consultation	Officer comments
18)		6	Doesn't agree with shared footways/cycleways.	See above.
19)		10	Doesn't agree with shared footways/cycleways.	See above.
20)		17	Doesn't agree with shared footways/cycleways.	See above.
21)		11	Asks if there is room for a contra flow cycle lane on Wellington Lane?	Wellington Lane has a minimum width of 3.5 metres; the contra-flow for cyclists would be signed but not marked on the road with a white line.
22)		16	Doesn't think there is room for a contra-flow cycle lane on Wellington Lane - suggests a northbound route on Ten Bells Lane providing the granite setts are changed to a smoother surface.	Noted although Ten Bells Lane is already available to cyclists going northwards. See above regarding contra-flow.
23)		18	Says that cyclists don't currently dismount at the footbridge, and that they won't in the future.	Noted.
24)		20	Have some concerns about proposed conversion of footway to shared use.	See above.
25)		22	Thinks that shared use footway on Upper St Giles Street will cause a safety issue due to doors that open onto the footway. Thinks that blind corner at top will be a conflict area.. If shared footpath is implemented, thinks that there should be a barrier near the entrances to the flats.	An alternative to the shared use in front of the flats would be to segregate cyclists from pedestrians to keep cyclists away from the buildings. Also, see above.
26)		25	Thinks that shared footway in front of flats will cause safety issue - thinks that railing or bollards should be used to separate cyclists from pedestrians.	See above.
27)		26	Asks if fencing between Grapes Hill and Upper St Giles Street adjacent to proposed shared path can be made more attractive. Asks if grass embankment will be left as	The detail here will depend on final route of cycle provision. The opportunity to improve the look of the footbridge would be limited. The fencing would be

Grapes Hill Southbound Bus Lane - Summary of September/October 2012 public consultation responses

Issue ref.	Issue	Correspondent ref.*	Comment raised during consultation	Officer comments
			is. Asks what the plans are at the cul-de-sac end of Upper St Giles Street to protect cyclists. Asks if Upper St Giles Street can be improved, even partially pedestrianised. Can anything be done to improve the look of the footbridge?	affected by the nearside carriageway widening on the approach to the roundabout although the long section further down the hill does appear to be in good condition.
28)		28	(Green Party) objects to conversion of footpath to shared use due to potential conflict issues with pedestrians. Suggests a segregated cycle way round the footbridge so that cyclists won't have to dismount.	See above.
29)		30	Thinks that cyclists should be able to use the bus lane.	Cyclists will be able to use the bus lane.
30)		31	Is supportive of scheme and cycle routes on Wellington Lane in particular. Thinks there should be a facility to continue the cycle path round the footbridge.	See above.
31)		33	Doesn't think Wellington Lane route is a viable option if cyclists have to dismount at the footbridge.	See above.
32)		24	As a bus user, is in support of the new bus lane and associated measures.	Noted.
	General traffic lane widths			
33)		2	Is concerned about narrowing lanes.	The general traffic lanes will be 3m wide, which is considered adequate.
34)		6	Lanes on Grapes Hill are not wide enough to include a third lane, regardless of widening.	The widening would provide the required lane widths.
35)		13	Generally supportive but thinks narrow lanes may be an issue.	See above.

Grapes Hill Southbound Bus Lane - Summary of September/October 2012 public consultation responses

Issue ref.	Issue	Correspondent ref.*	Comment raised during consultation	Officer comments
	Trees/ landscaping			
36)		14	Concerned about loss of trees.	It would not be possible to provide the bus lane with the carriageway widening and loss of some trees on Grapes Hill. However, this is being minimised and a replacement planting scheme would be implemented as part of the scheme.
37)		17	Wants to see tree planting to offset the loss of trees, to combat pollution.	See above.
38)		22	Asks if new trees will be susceptible to pollution.	The species of trees used in the planting scheme would be selected for use in this environment.
39)		26	Supports change based on pollution and use of buses although concerned about loss of central reserve - asks if planting can be undertaken on the remaining part.	See above.
40)		27	Concerned about loss of amenity planting.	See above
41)		28	(Green Part) objects to loss of trees and green space - would like to see additional spring bulbs planted in the central reserve.	See above. Bulb planting will need to be considered as part of the detailed planting scheme.
42)		32	Is concerned about loss of large trees - asks if any large trees are affected.	Some large trees are affected.
	Noise/pollution			
43)		6	Thinks that widening will mean more noise and pollution.	The widening will maintain the two lanes for general traffic but does not provide additional capacity for this.

Grapes Hill Southbound Bus Lane - Summary of September/October 2012 public consultation responses

Issue ref.	Issue	Correspondent ref.*	Comment raised during consultation	Officer comments
44)		14	Doesn't think bus lane full of buses will reduce pollution.	The buses used in the City are low emission types, the bus lane will help to minimise the queuing for buses.
45)		18	Thinks the additional lane will result in more pollution and noise, especially with the loss of trees. Correspondent suggests the only way is to stop more cars coming into the City.	The purpose of the bus lane is to improve the reliability and journey times for buses using this route in order to promote modal shift and reduce car usage.
46)		22	Asks that pre-scheme pollution is monitored and compared to pollution levels after the scheme is implemented. Asks what predicted level of pollution is.	Air quality in the area has been monitored and would be after the scheme is implemented.
	Pedestrian crossing (at top of hill)			
47)		5	Relies on the crossing at the top of Grapes Hill – finds footbridge too steep and difficult to navigate.	Noted - the reason for the proposed removal of the uncontrolled pedestrian crossing was that there is a more suitable crossing at the footbridge, away from the roundabout.
48)		7	Doesn't understand why the crossing needs to be removed.	As above.
49)		11	Doesn't understand why the crossing needs to be removed.	As above.
50)		17	Doesn't think the crossing should be removed - says it is difficult enough for pedestrians at the moment.	As above.
51)		22	Thinks that removal of the pedestrian crossing will disadvantage pedestrians, doesn't think that existing crossing on Cleveland Road is adequate.	As above. Note that it is proposed to remove the Cleveland Road crossing as part of the Chapel Field North scheme.

Grapes Hill Southbound Bus Lane - Summary of September/October 2012 public consultation responses

Issue ref.	Issue	Correspondent ref.*	Comment raised during consultation	Officer comments
52)		24	Doesn't think that removal of crossing will stop people from crossing there.	Noted.
53)		28	(Green Party) objects to loss of pedestrian crossing.	As above
	General			
54)		12	Wants to know when bus lane would be built – is a local resident and is worried about construction work at night.	The earliest start on site for the scheme would be April 2013.
55)		4	Says something must be done to counteract cars queuing on the inside lane to get into Chapelfield car park.	Noted although this is outside the scope of the scheme.
56)		15	(Norfolk Police) has no objection to the scheme.	Noted.
57)		19	(Living Streets) has no objections to the proposals.	Noted.

*Note: each correspondent has been given a unique reference, some have commented on more than one issue.