Report to	Norwich Highways Agency committee 18 January 2018	**Item**
Joint report of:	Assistant director communities and environmental services and head of city development services	5
Subject	Norwich Area Transportation Strategy Implementation Plan – Rose Lane and Prince of Wales Road	

Purpose

To seek approval to consult on the proposals for the Rose Lane / Prince of Wales Road area. Members are also asked to approve the advertisement of Traffic Regulation Orders for the early phases of the scheme to enable some work to be undertaken next financial year.

Recommendation

To:

(1) note that the original strategic proposal to remove general traffic from Prince of Wales Road and make Rose Lane two-way has proven not to deliver the anticipated benefits, and the scheme has been refined to achieve the most positive outcomes for transport in the city centre;

(2) approve for consultation the proposals included in the Rose Lane / Prince of Wales Road project, including:

(a) re-aligning the road between the end of Mountergate and Prince of Wales Road, creating a new public space on Prince of Wales Road and a two-way link between Prince of Wales Road and Mountergate;

(b) closing Eastbourne Place to motorised traffic;

(c) narrowing Rose Lane to two traffic lanes along the majority of its length, providing wider pavements, an off-carriageway cycle route, landscaping and a bus and loading bays. The current bus lane is to be removed;

(d) converting King Street between Prince of Wales Road and Rose Lane to a pedestrian / cycle zone and close it to through motorised traffic at its junction with Prince of Wales Road, significantly upgrading this section of National Cycle Route No. 1. The direction of traffic flow along King Street to be reversed from Rose Lane through to the Greyfriars Road junction;

(e) moving the disabled space from King Street to Greyfriars Road;

(f) providing a cycle track through Cattlemarket Street from Rose Lane, linking with the existing facility;

(g) providing an enhanced pedestrian / cycle facility on Market Avenue;

(h) creating a contra-flow cycle lane on Bank Street, moving the disabled parking to the south side of the road;

(i) adjusting the layout of Agricultural Hall Plain to take account of the closure of King Street providing a new cycle link to Castle Meadow from Prince of Wales Road and wider pavements;

(j) maintaining Prince of Wales Road as a one-way route for motorised traffic, installing an off-carriageway contra-flow cycle route to the south side by narrowing the carriageway (but maintaining two lanes of traffic);

(k) closing St Faiths Lane to motorised traffic at its junction with Prince of Wales Road, maintaining two-way cycling and enhancing pedestrian provision;

(l) considering proposals to visually upgrade the area around the Foundry Bridge.

(3) asks the head of city development services to progress the statutory procedures associated with advertising the Traffic Regulation Orders that are necessary for the implementation of the first phases of the scheme as described in this report.

Corporate and service priorities

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

Financial implications

The scheme development and implementation of the Rose Lane / Prince of Wales Road project will be developed and refined as the design is progressed. Currently, £2.6m from the Local Growth Fund (LGF) has been secured to deliver the earlier phases of the scheme and any additional funding that may be needed will be applied for as appropriate.

Ward/s: Multiple Wards

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Bruce Bentley – Principal transportation planner 01603 212445

David Wardale Project Engineer (Highway Projects) 01603 223259

Background documents

None

References

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

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

Report

Background

1. The need for this project has been identified through two linked spatial planning documents that have been jointly produced by the City and County Councils under the auspices of the Greater Norwich Development Partnership:

    - Norwich Area Transportation Strategy Implementation Plan (adopted in March 2010, with 2013 update) http://www.norfolk.gov.uk/view/ncc127029

    - Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk (adopted in March 2011, and amended by the Broadland Part of the Norwich Policy Area: Local Plan, adopted in January 2014) http://www.greaternorwichgrowth.org.uk

2. The Norwich Area Transportation Strategy (NATS) public consultation in October 2009 introduced the principles of the city centre measures. The purpose of these measures is to make it easier for walking, cycling and public transport in the city centre and to help improve the public realm and the economic vitality of the business and retail centre. The measures were subsequently embodied in the NATS Implementation Plan (NATSIP).

3. Many of the city centre measures are now in place, but the measures included proposals to implement bus, cycle and taxi use only on Prince of Wales Road, and making Rose Lane two-way for general traffic, thus creating a general traffic route from Ber Street to Foundry bridge, building on the earlier scheme on Golden Ball Street.

4. The brief for this project has six principal objectives that are derived from the NATSIP and JCS that seek to:

    (a) Reduce the levels of traffic using routes through the city centre that don't have an origin or destination there;
    (b) Improve local air quality within the Norwich Air Quality Management Area (AQMA);
    (c) Improve the public realm to provide more pedestrianised areas and encourage more journeys to be made on foot;
    (d) Improve conditions for public transport services to make them more attractive including journey time reliability;
    (e) Improve cycle routes across the city centre;
    (f) Assist with improving the economic vitality of the business and retail centre.

5. The brief also included a number of design principles, the primary one of which was to make Prince of Wales Road two-way for buses taxis and cyclists, and make Rose Lane two-way for general traffic. There was also an expectation of traffic management measures to significantly reduce through traffic in the city centre by limiting north-south and south-north movements in the city centre.

Evolution of current proposals

6. It was not possible to investigate the impact of wider changes to city centre

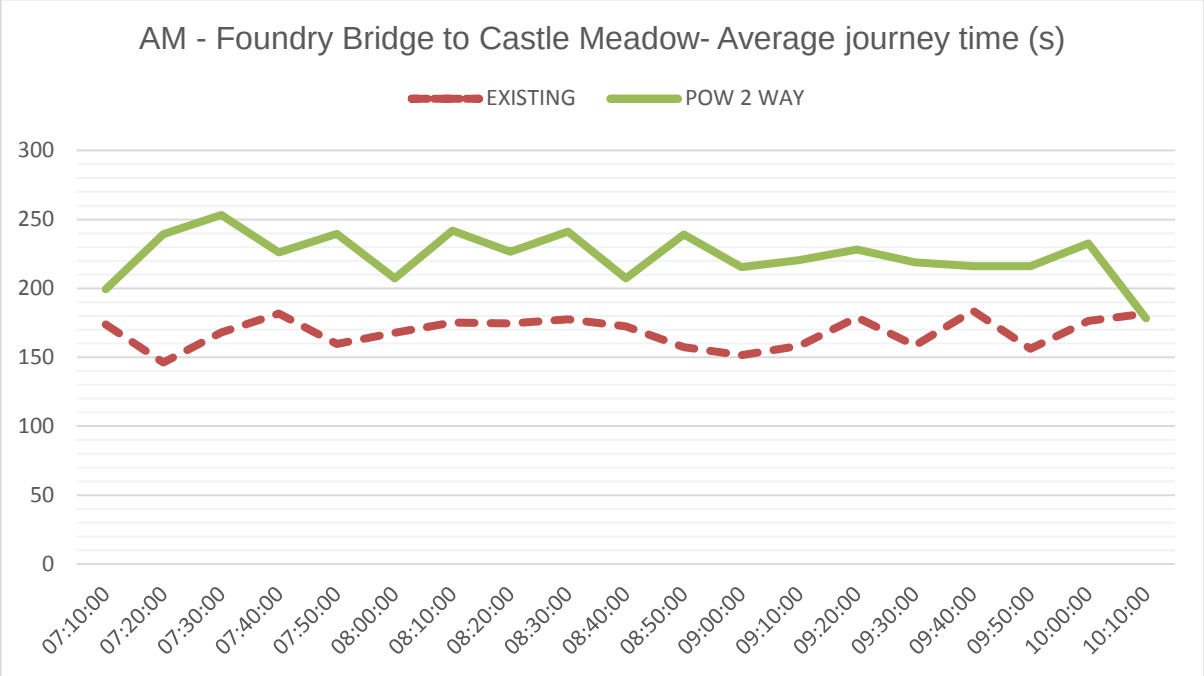
through traffic movements as there was no available data at the time of the initial traffic surveys and modelling of options. A comprehensive inner ring road study is being carried out during 2017/18, results from which should feed into a wider conversation about what options are possible for future changes to city centre traffic access.

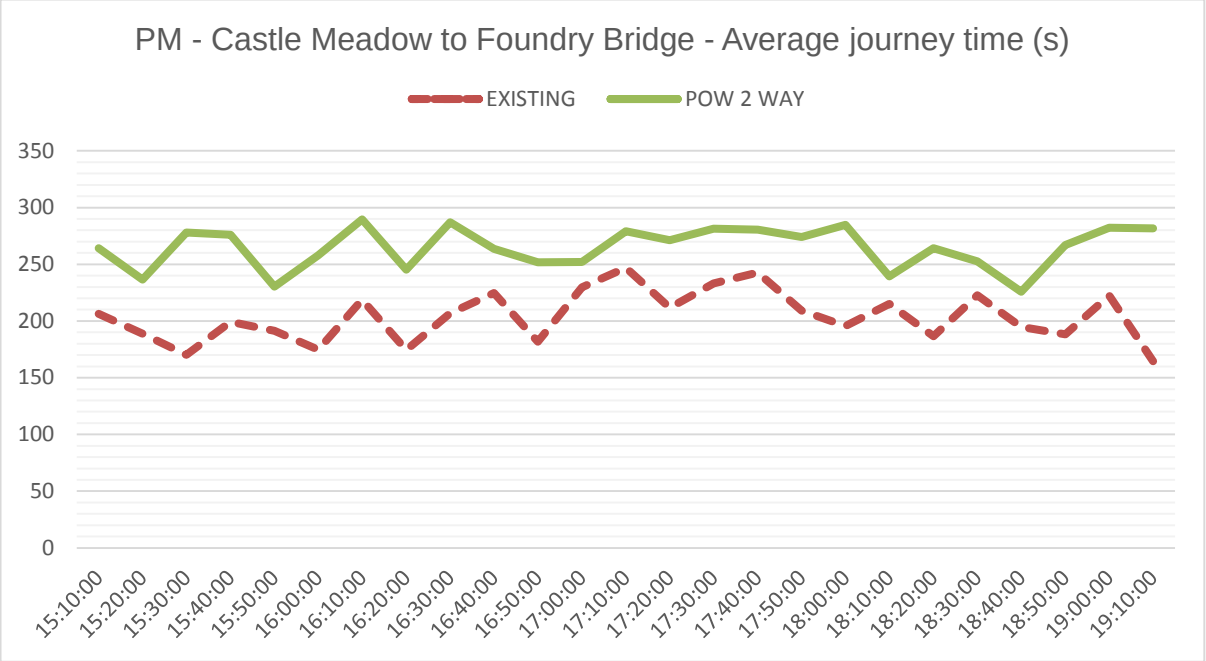
7. Officers therefore pursued an option that would have limited impact on overall city centre movements in testing proposals for the two-way scheme on both Prince of Wales Road and Rose Lane.

8. Initially, a proposal was developed which makes the existing gyratory of Prince of Wales Road, Rose Lane and Market Avenue two-way. To achieve this, the Bank Plain / Castle Meadow / Prince of Wales Road / Upper King Street / Market Avenue junction would need redesigning to provide for movements out of Prince of Wales Road. The green traffic light time needed for buses approaching the junction from Prince of Wales Road reduces the available green traffic light time for other approaches, most of which also carry large numbers of buses and general traffic.

9. Queue and journey time impacts for general traffic and buses were extracted and compared against a computer program model of the existing situation. Test results showed making Prince of Wales Road and Rose Lane two-way would result in an unacceptable increase to public transport journey times.

10. The following graphs show morning (AM) and evening (PM) peak modelled journey times for buses with Prince of Wales Road two-way (POW 2 WAY) compared against the existing situation (EXISTING):





11. The decision was therefore taken by officers to develop and test options that retain the existing circulation of traffic. As part of this, a meeting was held with representatives from local bus companies to obtain feedback on how to improve the existing circulation for buses.

12. The current road layout has a number of elements that have proved beneficial to the city centre since being introduced over the last 15 years and they remain consistent with many of the objectives of this project. It was therefore decided to develop a proposal that largely retained the existing road layout, but included some of the fundamentals of the design considered so far.

13. A range of options was then developed in more detail to address existing problems and to increase resilience in response to future potential changes to travel demand and how people travel. This assessment has resulted in the preferred layout shown in this report.

Design Proposals

14. The key features and benefits of the design that is recommended to be taken forward to consultation are detailed below. It should be noted that the current allocation of funding is unlikely to cover the full costs of delivering all elements but it is important to outline the overall scheme that is sought to be delivered.

15. The junction of Rose Lane and Prince of Wales Road is substantially remodelled, providing two-way access from Prince of Wales Road to Mountergate, significantly improving vehicular access to and from this major redevelopment area and the Rose Lane car park. Vehicles turning out of Mountergate will be able to turn right and head towards Foundry Bridge, as well as being able to turn left and head towards the city centre. This provides the opportunity to create a new area of public realm as a gateway to the city centre from the east, by removing the underused central reservation and closed public toilet block, and creating significant areas of public space at Eastbourne Place and on Prince of Wales Road itself.

16. This area will include improved off-carriageway cycling facilities with fully controlled pedestrian and cycle crossing points of both Rose Lane and Prince of Wales Road, substantial new paved areas and landscaping.

17. Beyond Mountergate, Rose Lane will remain one-way, but reduced from three to two traffic lanes. This will allow the southern pavement to be widened on what is a key pedestrian route from the rail station through to the city centre. A with-flow cycle track is also proposed on this side of the road, which will link with the cycle lane along Cattle Market Street. Space gained on Rose Lane also affords landscaping opportunities, along with improved servicing facilities for adjacent businesses. St Vedast Street is remodelled, again improving pedestrian areas and loading / parking bays, as well as providing a with-flow cycle lane. It will remain one-way from Prince of Wales Road but with a give way rather than traffic signals onto Rose Lane, improving traffic flows in the area.

18. The section of King Street between Agricultural Hall Plain / Prince of Wales Road and Rose Lane will be closed to through motorised traffic and become a pedestrian and cycle zone with access from motorised vehicles only from Rose Lane as far as the junction with Greyfriars Road. Traffic that previously used King Street from Agricultural Hall Plain will now be required to use St Vedast Street. These works on King Street will result in a significant enhancement of this part of National Cycle Route No.1, which is particularly substandard at this point. The change also allows for the redesign of the traffic signal controlled junction at King Street / Rose Lane, and the much reduced movements from King Street results in an improved traffic flow for all vehicles on Rose Lane itself. This should help to alleviate current congestion issues that are currently experienced along Rose Lane, often causing blocking of the junction with Mountergate further down the hill.

19. Progressing through to Cattlemarket Street, carriageway narrowing (while maintaining the existing number of traffic lanes) and replacing the existing two-phase pedestrian crossing with a single phase pedestrian crossing provides the opportunity to link the cycle route on Rose Lane with the existing cycle route further up Cattlemarket Street. The pavements can also be widened in this area, again affording potential soft landscaping opportunities. The most direct route for pedestrians from Rose Lane through to the entrance to the castle gardens next to the Shirehall Chambers can also be better accommodated.

20. Changes on Market Avenue are limited, but the footway on the north side will be widened and converted to shared pedestrian and cycle use to link with the southern end of King Street. Zebra crossings over the access and exit from Castle Mall Car Park, coupled with enhancements to the entrance to the Castle Gardens will improve connectivity for the expanding east part of the city to the city centre and the castle.

21. Having removed traffic movements from King Street, the corresponding right turn lane into King Street from Agricultural Hall Plain will no longer be required. This space, together with kerb adjustments on the south side of Prince of Wales Road, provides the opportunity for a segregated contra-flow cycle lane up Prince of Wales Road and continuing into Castle Meadow. This will avoid buses being delayed behind cyclists on this uphill section of road. The footway

outside Anglia House will also be widened.

22. St Faiths Lane is to be closed at its junction with Prince of Wales Road, providing cycle access only and an improved pedestrian environment.

Environmental impacts

23. The proposals are entirely within existing highway boundaries, and whilst there will be some diversion of traffic (primarily from King Street onto St Vedast Street), there will also be a reduction in traffic for eastbound drivers currently from Mountergate. The scheme also includes enhancements for walking, cycling and public transport, and there is no significant adverse environmental impact. Consequently, all the works are permitted development.

Consultation

24. The intention is to consult on the overall principles of this proposal rather than specific details, which will be worked up once we have received responses. The intention is that all frontagers and stakeholders will be informed of the proposal, with material being available both on-line and at an exhibition to be held in City Hall. This consultation will take place commencing in February 2018 over a period of four weeks.

Phasing

25. There is an expectation that a significant amount of the funding received from the Local Growth Fund will be spent in the 2018/19 financial year, and it is therefore important that work commences as soon as possible to achieve the desirable spend profile.

Traffic Regulation Orders

26. The following Traffic Regulation Orders will be required to implement the scheme:

Traffic Regulation Orders In relation to traffic management:

(a) Rescind the current one-way operation of the south side of Prince of Wales Road creating a two way access between Mountergate and Prince of Wales Road

(b) Close Eastbourne Place to motorised traffic

(c) Close King Street to through traffic just north of its junction with Greyfriars Road, creating a pedestrian and cycle zone with access only*[1]

(d) Rescind the current one-way order on this part of King Street, reversing the traffic flow for that section between Rose Lane and Greyfriars Road only*

(e) Close St Faiths Lane to motorised traffic at its junction with Prince of Wales Road

(f) Introduce contra-flow cycling on Bank Street and Prince of Wales Road

(g) Introduce a with flow cycle track on Rose Lane*

(h) Widen and convert to shared use a length of footway on the northern side of Rose Lane between Market Avenue and King Street

Traffic regulation orders in relation to on-street parking controls:

(a) Introduce a 'loading only' restriction in the proposed pedestrian areas*

(b) Introduce no waiting and no loading restrictions along both sides of Rose Lane*

(c) Introduce dedicated loading bays on Rose Lane*

(d) Introduce revised parking arrangements on Redwell Street to include additional disabled parking provision, loading provision, car club and parking spaces and a coach bay.

(e) Relocate the disabled parking bay on Bank Street to the other side of the road

(f) Relocate the disabled bay on King Street to Greyfriars Road*

(g) Adjust the positon of the parking and loading bays on Prince of Wales Road, and St Vedast Street to reflect the new layout

Traffic regulation orders in relation to pedestrian crossings:

(a) Introduce new signalled control pedestrian / cycle crossings at the new junction created just east of Eastbourne Place

[1] *Indicates an order or notice that will need to be advertised with the initial consultation to enable construction Autumn 2018.

(b) Retain the existing ‘Green Wave’ crossings on the rest of Prince of Wales Road

(c) Amend the crossing layout at Agricultural Hall Plain reducing crossing distances in some locations, incorporating both pedestrian and pedestrian/cycle crossing points

(d) Retain the crossing at the northern end of Market Avenue

(e) Provide a new zebra crossing at the mouth of the Castle Mall car park

(f) Provide signalled control pedestrian / cycle crossings at the southern end of Market Avenue

(g) Upgrade the current crossing on Cattlemarket Street to provide a single crossing phase

(h) Replace the controlled crossing across Rose Lane at its junction with King Street

(i) Provide a new Toucan crossing on Rose Lane south of the Junction with St Vedast Street

27. However, as the scheme is being developed and implemented over a longer period of time, and the consultation will help to inform this, it is too early to advertise many of these Traffic Regulation Orders, and these will form part of the report to this committee following the consultation later this year.

28. Some orders, to enable the delivery of the earliest phase, do need to be advertised at the same time as the consultation, so that responses can be considered by this Committee and for there still to be enough time for engineering design to progress for construction this financial year. These issues are discussed later in this report.

Traffic Impacts

29. The proposals are compared here against the existing situation that also assumes:

(a) Rose Lane car park is fully utilised;

(b) Mountergate area is fully redeveloped.

30. The following explains likely impacts on bus journeys and general traffic, in terms of journey times and queues for both the morning and evening weekday peak hour.

Bus journeys

31. Bus journeys between Castle Meadow and Foundry Bridge are likely to benefit from reductions in journey time, particularly inbound towards the city centre, as shown in the following table.

		Average journey time (seconds)			
Time period	Modelled route	Existing	Proposed	difference	Difference (%)
AM Peak hour 07:45-08:45	Castle Meadow to Foundry Bridge	218	206	-12	-5%
	Foundry Bridge to Castle Meadow	166	147	-19	-11%
PM Peak hour 16:45-17:45	Castle Meadow to Foundry Bridge	228	220	-8	-3%
	Foundry Bridge to Castle Meadow	184	144	-40	-22%

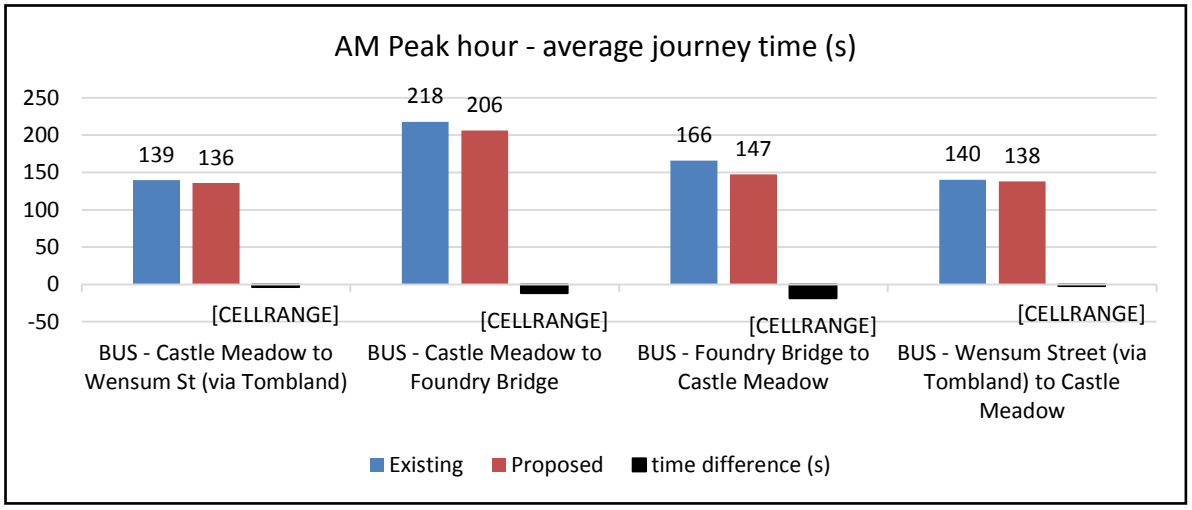
Table 1 - Modelled peak hour average bus journey time between Castle Meadow and Foundry Bridge (rounded values)

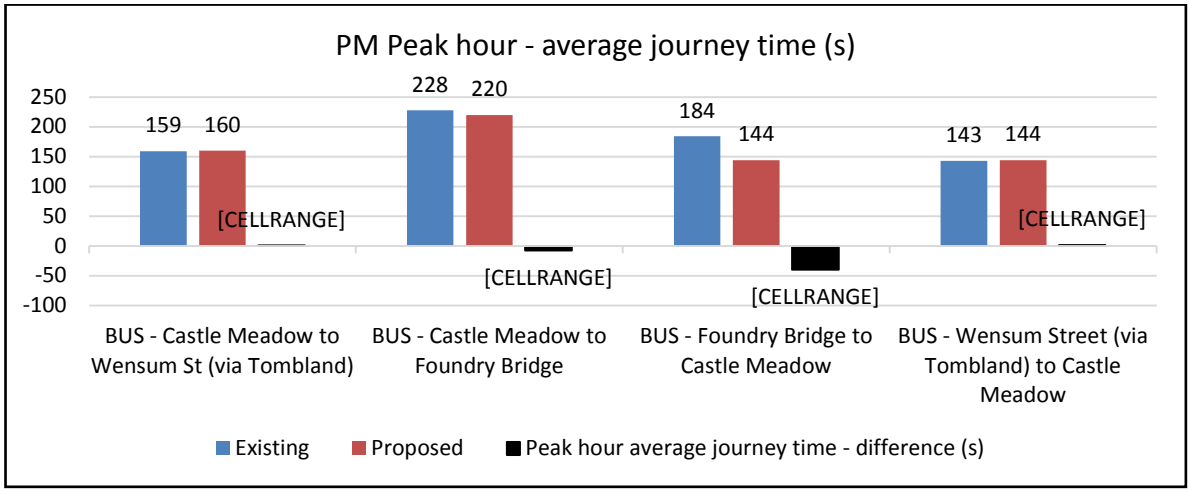
32. The significant improvements to bus journey times inbound from Foundry Bridge are made possible by simplifying and / or removing traffic signals from junctions with Mountergate, St Vedast Street and King Street.

33. Bus journey times between Castle Meadow and Wensum Street (Tombland) are unlikely to change significantly, as shown in the following table:

		Average journey time (seconds)			
Time period	Modelled bus route	Existing	Proposed	Difference	Difference (%)
AM Peak hour 07:45-08:45	Castle Meadow to Wensum Street	139	136	-4	-3%
	Wensum Street to Castle Meadow	140	138	-2	-2%
PM Peak hour 16:45-17:45	Castle Meadow to Wensum St	159	160	1	1%
	Wensum Street to Castle Meadow	143	144	1	1%

Table 2 - Modelled peak hour average bus journey times between Castle Meadow and Wensum Street (rounded values)





General traffic

Strategic traffic movements – Norwich inner ring road

34. Journey times on the strategic movement network at the junction of Foundry Bridge / Thorpe Road and Riverside Road are unlikely to be affected, as shown in the following table:

		Average journey time (seconds)			
Time period	Modelled route	Existing	Proposed	Difference	Difference (%)
AM Peak hour 07:45-08:45	Riverside Road (North) to Riverside (South)	96	94	-2	-2%
	Riverside (South) to Riverside Road (North)	80	80	1	1%
PM Peak hour 16:45-17:45	Riverside Road (North) to Riverside (South)	92	91	-1	-1%
	Riverside (South) to Riverside Road (North)	89	90	1	1%

Table 3 - Modelled peak hour average journey time on the inner ring road (rounded values)

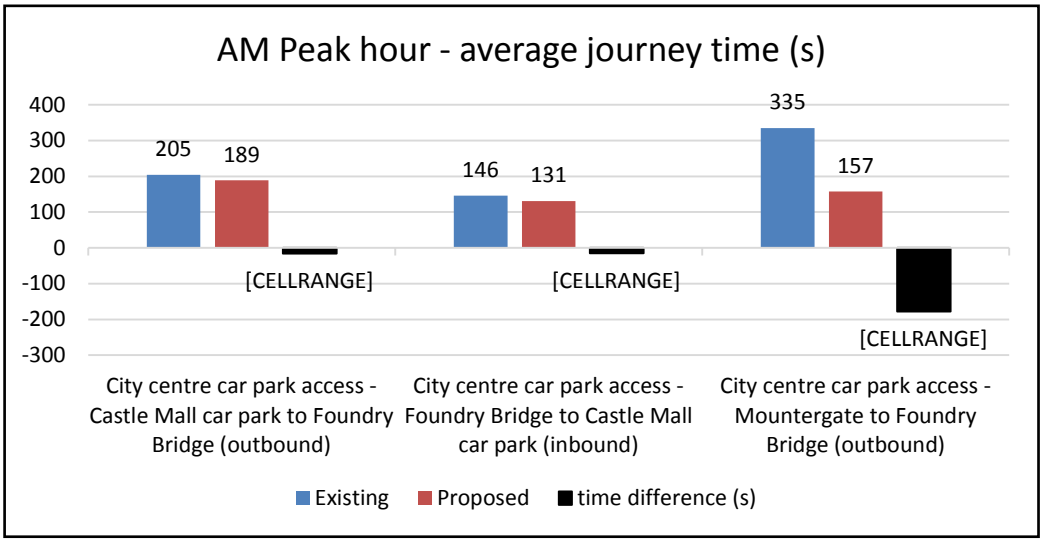
Car park access/egress

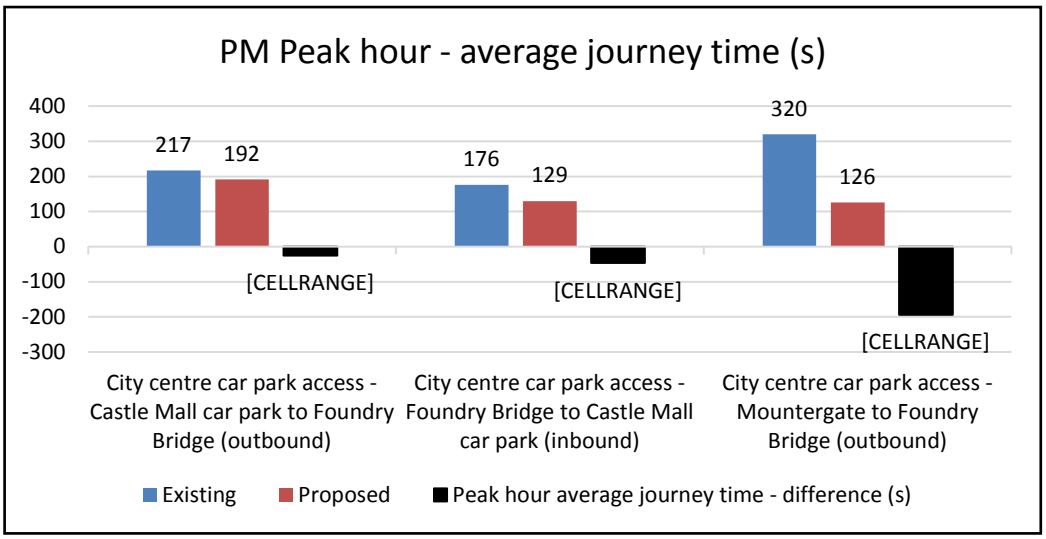
35. Journey times between the Foundry Bridge and both car parks (Castle Mall car park and Rose Lane car park) within the extent of the scheme are improved as shown in the following table:

Average journey time (seconds)

Time period	Modelled route	Existing	Proposed	Difference	Difference (%)
AM Peak hour 07:45-08:45	Castle Mall to Foundry Bridge	205	189	-16	-8%
	Foundry Bridge to Castle Mall	146	131	-15	-10%
	Rose Lane to Foundry Bridge	335	157	-178	-53%
PM Peak hour 16:45-17:45	Castle Mall to Foundry Bridge	217	192	-25	-12%
	Foundry Bridge to Castle Mall	176	129	-47	-27%
	Rose Lane to Foundry Bridge	320	126	-194	-61%

Table 4 - Modelled peak hour average journey time between car parks and Foundry Bridge (rounded values)





36. The significant improvements in journey time from the Mountergate area to Foundry Bridge is made possible by allowing right turning traffic out to Prince of

Wales Road, which also has the benefit of reducing the level of traffic that uses the gyratory (Rose Lane and Prince of Wales Road).

Queues

37. In the morning peak hour, the following locations are likely to experience significant reductions in the average maximum queue length (metres [m])

    (a) Rose Lane approach to junction with King Street, -50m (-52%)
    (b) Rose Lane approach to junction with Mountergate / Eastbourne Place, -18m (-20%)
    (c) Mountergate approach to junction with Rose Lane / Eastbourne Place, -25m (-36%)
    (d) St Vedast Street approach to junction with Rose Lane, -28m (-34%)

38. In the evening peak hour, the following locations are likely to experience significant reductions in the average maximum queue length (metres [m]) –

    (a) Rose Lane approach to junction with King Street, -35m (-36%)
    (b) Rose Lane approach to junction with Mountergate / Eastbourne Place, -23m (-24%)
    (c) Mountergate approach to junction with Rose Lane / Eastbourne Place, -30m (-44%)
    (d) St Vedast Street approach to junction with Rose Lane, -42m (-51%)

39. Significant improvements to queues on Rose Lane are a result of removing traffic signals at the junction with St Vedast Street and simplifying existing traffic signal junctions at Rose Lane / King Street. Removing traffic signals at the Mountergate approach to Rose Lane reduces queues and vehicles can now emerge in gaps that are produced when the adjacent signal controlled pedestrian crossing is triggered. Removing traffic signals at St Vedast Street should also result in less queueing as vehicles emerge in gaps.

Accident reduction

40. Over the past five years there have been 59 accidents in the plan area, 14 involving cyclists and 20 involving pedestrians, which equates to almost 70% of accidents involving vulnerable users. Improvements to the pedestrian realm, with upgraded crossing points and the extensive new cycle provision, should have a significant beneficial impact on the accident rate. The reduction of the carriageway width on Rose Lane and Prince of Wales Road should also help to reduce vehicle speeds and keep them within required speed limits.

41. This should further improve the accident record in the area following the implementation of the ‘green wave’ scheme on Prince of Wales Road, which resulted in an overall reduction in casualties on Prince of Wales Road of 45%, with a 63% reduction in pedetriancasualties.

Cycle Impact

42. The proposals provide the opportunity to upgrade the Green Pedalway by

redirecting the route along Prince of Wales Road from St Faiths Lane, making a more direct route. As well as introducing two-way cycling along Prince of Wales Road, the junction arrangements at Agricultural Hall Plain and Mountergate will be significantly improved.

43. The National Cycle Route No 1 will be significantly enhanced along King Street at the junctions either end, whilst the uphill cycle track along Rose Lane will link with the recently constructed cycle lane on Cattle Market Street, providing a much improved facility from Prince of Wales Road.

Pedestrian Improvements

44. The proposals provide the opportunities for an enhanced pedestrian environment through widened pavements, new areas of public realm and better landscaping and signage. Regularly spaced, signal-controlled pedestrian crossings are also proposed, coinciding with key crossing desire lines whilst reduced carriageway widths will help self-regulate traffic speeds through the area.

Economic benefits

45. The east of Norwich has seen substantial regeneration and development in recent years, particularly at Riverside and the football club. However, areas closer to the city, and noticeably around the Rose Lane area, are still in need of regeneration and redevelopment.

46. The proposals will significantly improve access and the public realm in the areas around Mountergate, Rose Lane and the remaining part of King Street. Strengthening pedestrian and cycle links with the rest of the city centre. These, together with the most recent developments in the Rose Lane, notably the new Rose Lane car park, the upgraded office space at the Union Building and the development of the long derelict St Anne's Wharf site will create further opportunities for, and investment in this run down area of the city. In particular, the new access arrangements to the Mountergate area will enhance the potential of the remaining development sites in the area, and hopefully speed up their redevelopment. Improved public realm has also encouraged the upgrading of adjacent premises, adding vibrancy in other areas of the city, and it is expected that the work in this area will achieve the same uplift in King Street, Rose Lane and Prince of Wales Road.

Public Consultation

47. Extensive public consultation was carried out for NATS in 2009 and these proposals are the last of the major city centre interventions that were proposed at that time. There was a significant level of public support for the city centre transport schemes.

48. It is proposed that a four-week public consultation will be carried out on the proposed scheme concurrent with the statutory advertisements for the TROs to support the traffic changes. The consultation outcome and any objections to the TROs will be reported to a future NHAC meeting.

Timescales

49. If approval is given, it is proposed to consult on the scheme in February / March 2018. The results of the consultation will be reported back to NHAC, nominally to the July meeting, depending on the extent and nature of the feedback received. Providing the scheme is approved, construction could start as early as September 2018, prior to the Christmas embargo. Officers anticipate that work will commence on Rose Lane / King Street with the main public realm works at Eastbourne Place / Prince of Wales Road creating the two-way access to Mountergate to follow in early 2019. The overall work will be undertaken in phases, and it is unlikely that all of these will be completed with the current allocated budget. Additional funding sources will be sought for the later phases as necessary.

50. The costs of the project will be developed and refined as the overall design is progressed, taking into account consultation feedback. The initial phases of works will be in line with the principal objectives outlined in section 4 of the scheme background. The design aims to retain large areas of the existing footway paving which is in good order, particularly along the south side of Rose Lane and where the bulk of any new paving will be in the widened footway areas. This will help to get the best value out of the current budget whilst making significant improvements to the area. Planned carriageway surfacing works will also be carried out at the same time to minimise future disruption and maximise savings.

Stakeholder views

51. Meetings have already been held with some stakeholders on the scheme proposals, in particular the bus companies. These discussions will continue throughout the consultation period and will be reported back to this committee.

Conclusions

52. The project is rooted in strategy documents that have been adopted by Norwich City and Norfolk County Councils and the proposals will provide a range of benefits. The project team are confident that all major issues of feasibility can be satisfactorily resolved.

53. A public consultation will help us to identify any residual issues that need to be addressed. Subject to the committee approving the TROs, this next stage in delivering transport improvements in the city centre for buses, pedestrians and cyclists could begin at the end of the summer 2018 and will be completed in phases.

Resource Implications

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

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

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

57. IT: None.

Other implications

58. Legal Implications: None.

59. Human Rights: None.

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

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

Section 17 - Crime and Disorder Act

62. 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

63. 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.

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

Integrated impact assessment

NORWICH City Council

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

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

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

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

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

There are no significant negative impacts to resolve.
Neutral
There are no significant neutral impacts to resolve.
Issues
Any issues raised through the consultation will be fully considered and reported as appropriate at NHAC.

Prince of Wales Road, Rose Lane - Project overview

King Street/Upper King

Prince of Wales

Mountergate to Thorpe Road

Rose Lane

0 100 Metres

KEY

Rose Lane

1. Cycle track through Cattlemarket Street from Rose Lane.
2. Narrowing Rose Lane to two traffic lanes.
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. New layout of Agricultural Hall Plain to take account of King Street closure.
2. New cycle link to Castle Meadow from Prince of Wales Road, including wider pavements.
3. Contra-flow cycle lane on Bank Street.
4. Disabled parking moved to south side of road.
5. Shared cycleway facility.
6. Disabled parking space moved from King Street to Greyfriars Road.
7. 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.

Mountergate

1. Upgrade Foundry Bridge area.
2. Closure of St Faith's Lane to motorised traffic at Prince of Wales Road junction. Maintain two-way cycling and improve facilities for pedestrians.
3. Off-carriageway contra-flow cycle route to south side by narrowing carriageway (two lanes of traffic maintained outbound).
4. Re-alignment of road between end of Mountergate and Prince of Wales Road.

Existing trees

Proposed trees

Trees to be removed

Pedestrian crossing (Light controlled)

Cycle/Pedestrian crossing (Toucan)

Pedestrian crossing (Zebra)

NORWICH City Council

Transport for Norwich

Norfolk County Council