

Report to: Norwich highways agency committee
17 March 2016

Item

5

Joint report of: Head of city development services and executive director
of community and environmental services

Subject: Transport for Norwich Plan – Finkelgate Improvement

Purpose

To agree the implementation of a light controlled junction at Finkelgate / Queens Road junction, and a mini roundabout at the Finkelgate Ber Street junction, together with associated changes to parking and traffic management associated both with this scheme, and the wider Transport for Norwich Golden Ball Street / Westlegate project.

Recommendation

That the committee:

- (1) agrees the implementation of the proposed light controlled junction and mini roundabout at Finkelgate as shown on Plan no. PK6055-NA-001A in Appendix ;.
- (2) asks the executive head of service for regeneration and development to complete the statutory process to make the Traffic Regulation Orders and to implement the following:
 - (a) to allow two-way traffic on Timberhill between its junction with All Saints Street and Lion and Castle Yard;
 - (b) provide an additional 9 Pay and Display parking spaces at the northern end of Rouen Road, removing two parking spaces at the northern end of Ber Street;
 - (c) provide 4 Blue Badge parking spaces in two separate bays on Ber Street outside John Lewis, removing the existing 2 spaces on the other side of the road;
 - (d) remove the existing bus bay outside John Lewis on Ber Street, replacing it with a shorter Coach Bay; and
 - (e) remove the permit parking spaces on Finkelgate replacing them with new spaces in - Horns Lane (one space), Lily terrace (two spaces) and Mariners Lane (removing two spaces on northern side, providing five spaces on southern side) and installing double yellow lines for the entire length of Finkelgate.

As shown on plans nos. PK6055-MP-007, PK6055-MP-008 and PL/TR/3329/763 in Appendix 2.

(3) notes the re-routing of the orange pedalway via the new facilities provided as part of the Golden Ball Street scheme.

Corporate and service priorities

The report helps to meet the corporate priority to provide a safe, clean and low carbon city and the service plan priority. The scheme is part of the Norwich Area Transportation Strategy (NATS) Implementation Plan, which was approved by Norfolk County Council's 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.

Financial implications

The scheme development and implementation costs of the Golden Ball Street/Westlegate project will be funded by £2m from the local growth funding (LGF), £0.5m from Community Infrastructure Levy (CIL) income as part of the strategic pool as agreed by the Greater Norwich Growth Board, and £52k of Section 106 funds from the recently completed Westlegate House development. The Finkelgate improvement is being funded through the Golden Ball Street/Finkelgate project, LTP funds, and the traffic signal replacement budget.

Ward/s: Multiple Wards

Cabinet member: Councillor Bremner – Environment and sustainable development

Contact officers

Bruce Bentley, Principal planner (transport) (city council)	01603 212445
Barry Lloyd, project engineer/manager (county council)	01603 223248
Dave Stephens, team manager (county council)	01603 222311

Background documents

None

Report

Policy Background

1. Norwich and its surrounding area is becoming an increasingly popular area to live, work and visit. It is the number one shopping destination in the Eastern Region and becoming one of the nation's premier cultural centres. To ensure the Greater Norwich Area continues to be popular and grow, the transport systems need to be able to cope with the increased demand.
2. Norwich is a medieval city with a narrow road system; incorporating a 21st century transport system to cope with the increased demand without sacrificing highway space for a particular transport mode or at the expense of green space and historic buildings is challenging.
3. The Norwich area Transportation Strategy (NATS) now more widely known as Transport for Norwich (TfN), is the adopted strategy which will deliver the transport improvements needed over the next 15 plus years. The strategy recognises everybody's journeys are different and does not look to force people to use one particular mode. It does look to give people viable options on how they choose to travel and actively promote sustainable transport. To do this in some areas of the network there needs to be a re-balance of the highway space available.
4. The Strategy details the plan for future delivery of improvements in order to develop sustainable transport, reduce congestion and improve air quality within the Greater Norwich area. The strategy has already delivered key improvements such as the award winning Norwich Bus Station, St Augustine's Gyratory, a network of Park and Ride facilities, St Stephens & Chapel Field North and various Bus Rapid Transit (BRT) improvements. It also includes the recently completed Postwick Hub, and the Northern Distributor Road which is due for completion late 2017.
5. The implementation plan for the Norwich Area Transportation Strategy (NATSIP) was agreed by Norfolk County Council in April 2010 and updated in November 2013 ([see link for updated implementation plan http://www.norfolk.gov.uk/view/NCC158241](http://www.norfolk.gov.uk/view/NCC158241)) The plan sets out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term. The plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery, given progress with implementation, and now that the growth plans for the area are more clear ([see joint core strategy document: http://www.greaternorwichgrowth.org.uk/dmsdocument/1953](http://www.greaternorwichgrowth.org.uk/dmsdocument/1953)).
6. The Golden Ball Street scheme, which provides for two-way operation of Golden Ball Street, and the pedestrianisation of Westlegate and part of All Saints Green/ All Saints Street was approved at NHAC in September 2015 and is one of the City Centre measures agreed as part of NATSIP. As part of that approval, it was agreed that further work should be undertaken to alleviate potential traffic issues at the junction of Finkelgate with the inner ring road. This report seeks approval of those works, and minor amendments to the parking and traffic management arrangements associated with the main scheme

Introduction

7. On 17 September 2015, the committee agreed to progress the scheme that makes Golden Ball Street two-way, and allows the pedestrianisation of Westlegate and part of All Saints Green. At that meeting, minor amendments to the parking and traffic management arrangements were approved for consultation and approval was given for consultation for improvements at Finkelgate, Ber Street and Queens Road (at that point yet to be designed) to facilitate the additional traffic movements predicted at this junction. A scheme was prepared with the agreement of the chair and vice chair of the committee and consultation took place in February, with a closing date of 4 March 2016.

The Finkelgate proposals

8. The modelling for the city centre changes identified increased movements of about 10 per cent on Ber Street. Further work was done which considered the changes to individual turns at the Finkelgate informed by the flows from the SATURN strategic model, with local adjustments based on our knowledge of the network. These have been combined with March 2015 traffic counts to provide the background numbers of turning movements for the existing junction arrangement. This work led to a number of options being considered:
 - Retain priority junction at Finkelgate and increase length of two lanes.
 - Traffic signals at Finkelgate/Queens Road.
9. Both of these options were modelled. The results for the priority arrangement showed that the level of right turning traffic out of Finkelgate would exceed capacity due to the increased demand and the reduction in gaps available as a result of the changes proposed to All Saints Green / Queens Road junction operation.
10. The results for the traffic signals option show that there is capacity for traffic to exit in the pm peak period where there would be some spare capacity available.
11. Other options were also considered but were ruled to be out of scope for this project due to available land constraints. These were:
 - Roundabout at Finkelgate/ Queens Road;
 - Traffic signals at Ber Street/Queens Road/City Road;
 - Gyratory arrangement with 1 way operation on Finkelgate and southern section of Ber Street (requires traffic control as above.)
12. The traffic signals option has been developed to include controlled pedestrian crossings on Finkelgate. In order to ensure the effective operation of the signals it is necessary to ensure that traffic entering Finkelgate from Ber Street as priority and a mini-roundabout arrangement has been developed to provide for this.
13. The proposals for Finkelgate are designed to cater for the anticipated increase in traffic entering and exiting the city centre via Finkelgate, and to ensure that the ability of the Ring Road to cater for the anticipated traffic flows is not compromised. A study of the network that has been carried out has considered whether the junction could remain with priority control or whether signal control should be introduced.

14. Regardless of whether Finkelgate just gives way or is signal controlled, it is proposed to extend the length of the right turn lane in Finkelgate leading on to Queens Road. This should allow the expected extra traffic to queue separately from left turners. It is estimated that around 9 to 10 vehicles in each lane would be able to queue up side by side. This is around the average PM peak left turn queue, although current queues can back out into Ber Street at worst. This requires the removal of the existing permit parking on Finkelgate to operate
15. Testing of a priority junction has shown that a right turn queue in the PM peak with the anticipated traffic levels could develop to be longer than the current left turn queue and beyond the length of the proposed widening. Gaps in eastbound traffic caused by the signals on Queens Road at All Saints Green/Brazen Gate currently help Finkelgate traffic get out. That junction is likely to become more efficient as traffic on All Saints Green is reduced so Queens Road traffic will reach Finkelgate more quickly, reducing those gaps. Therefore extension of the right turn on its own would not aid traffic leaving Finkelgate.
16. It is therefore proposed to signalise the junction of Finkelgate and Queens Road with the existing staggered pedestrian 'Pelican' crossing between Hollis Lane and Finkelgate relocated and incorporated within the new junction. New pedestrian crossing facilities across Finkelgate would also be included as part of this junction. The layout would provide two lanes eastbound traffic merging into one at the junction exit and one lane westbound for traffic movements along Queens Road.
17. This arrangement would allow a guaranteed time when traffic could leave Finkelgate. Testing shows the average queue in each lane would vary between 3 to 8 vehicles in the PM peak so that most of the time it would be within the proposed extended lanes.
18. The staging of the existing puffin crossing next to the shops in Queens Road would be linked to the new signals so that traffic on the ring road will get a green light at the new junction and the crossing. While the act of introducing traffic lights at the junction will introduce new delay to those stopped by a red light, it is forecast overall that Queens Road ahead traffic would have up to 20s less delay than currently experienced as it would no longer be stopped at the crossing.
19. At Ber Street a mini roundabout, to facilitate the increased level of right turning movements, is proposed. The anticipated levels of traffic on Ber Street (north) and Finkelgate are anticipated to increase as a result of the work, whilst the southern section of Ber Street (between Finkelgate and Queens Road/ Bracondale) is expected to fall.
20. Details are shown on the Plan in Appendix 1.

Amendments to the route of the Orange pedalway

21. The published route of the orange pedalway (the orbital route around the City Centre) currently uses Finkelgate, and crosses Queens Road to Hall Road. This was never considered an ideal solution, particularly as the route also uses the 'switch-back' cycle path between Rouen Road and Mariners Lane.
22. The revised junction layout at Finkelgate/Queens Road cannot incorporate cycle provision to an appropriate standard for a pedalway route, as there is insufficient

space available here. However, with the improvements in Golden Ball Street and All Saints Green, the opportunity has arisen to re-route the orange pedalway to take advantage of new and high quality cycle provision.

23. Consequently, the routing of the orange pedalway has been reconsidered, assessing several options against the existing route. It has been concluded that a route from King Street via Music House Lane, Rouen Road, Thorn Lane, Ber Street, All Saints Green and Brazen Gate to Grove Road thus taking advantage of the new cycling infrastructure, and offering a better connection to the Yellow and Blue Pedalways which serve the south-western sector of the City. This is shown on the plan attached as appendix 4

The permit parking proposals

24. As a result of the changes in Finkelgate it is necessary to remove all existing on-street parking on Finkelgate to provide the necessary lanes for both inbound traffic, and a lane each for those turning left and right from Finkelgate into Queens Road. This includes a section of permit parking and a short length of single yellow line. Removal of this parking will ensure that the new junction operates affectively and that congestion is minimised
25. The permit parking is proposed to be replaced within the permit parking zone on Lily Terrace, Horns Lane and Mariners lane, as shown on plan no. PL/TR/3329/763 in Appendix 2. There is thus no net loss of permit parking area in this Zone.

Minor changes to the Golden Ball Street scheme

26. As a result of minor design changes to the Golden Ball Street scheme to facilitate the inclusion of a light controlled Toucan crossing on Ber Street, close to Timberhill, and at the northern end of Rouen Road, and improved access for cycling onto All Saints Street and detailed changes on Rouen Road the proposed parking provision was moved slightly from the position shown in the original consultation. The effect, in terms of overall parking provision, is minimal. In addition it was agreed at the June meeting to advertise proposals to make Timberhill two way at its southern (All Saints Street) end. This allows easier egress from the car park associated with the Westlegate Tower.
27. Details of the parking on Ber Street and Rouen Road are shown on the plans nos. PK6055-MP-007 and PK6055-MP-008 in Appendix 2.

Consultation

28. Consultation letters were sent to all residents and businesses in the immediate area of Finkelgate, and the traffic regulation orders were advertised both in the press, and with site notices at each of the locations where changes were proposed. Stakeholders were also consulted on both aspects of the scheme. The consultation extended from the 6th February until the 4th March.

Consultation responses

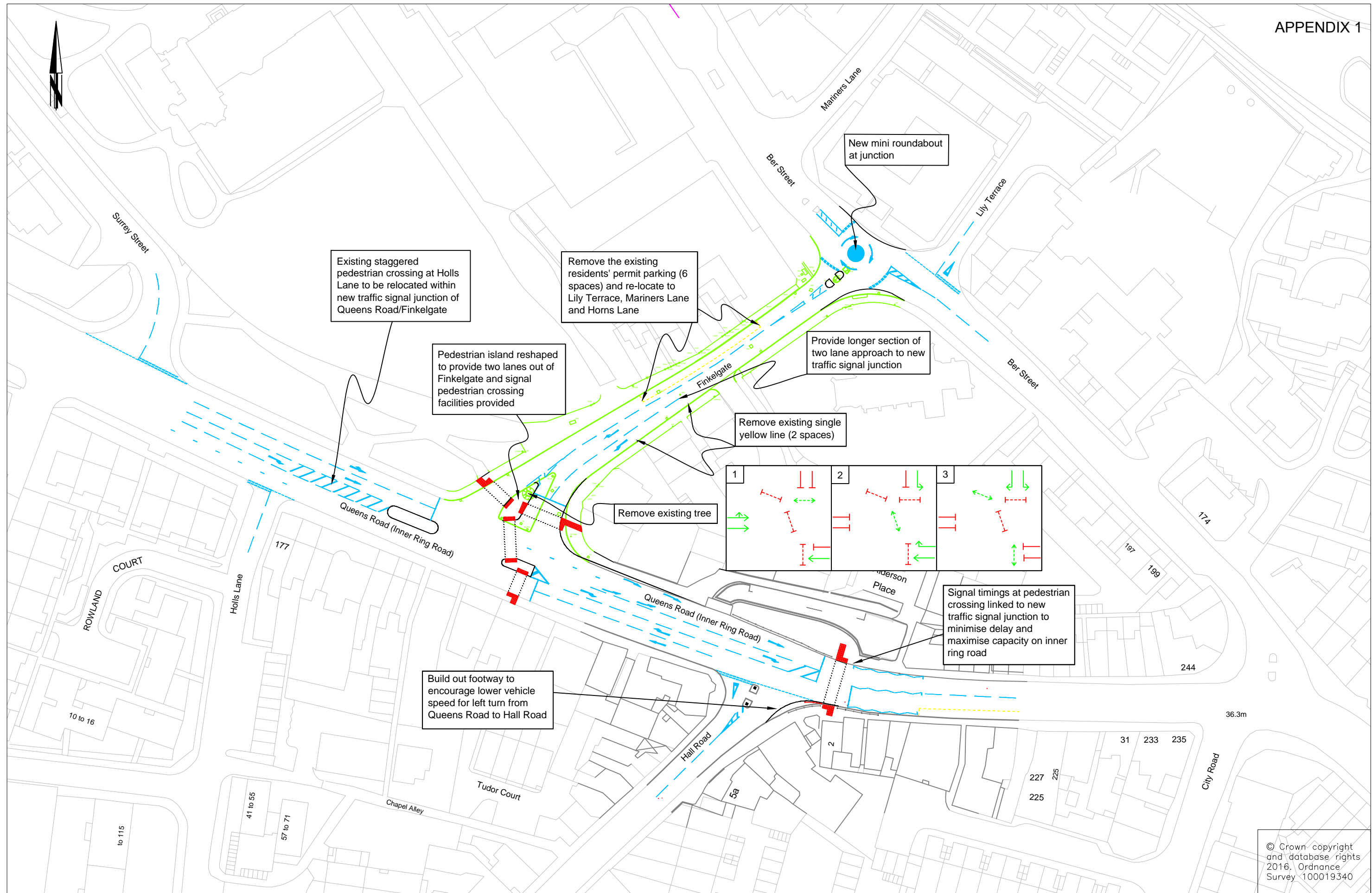
29. A total of 21 responses were received during the consultation period, and these have been detailed in Appendix 3, together with an officer response. The reasoning behind the scheme is discussed in this report together with the justification for the proposed changes. The removal of exiting permit spaces and increased levels of traffic are residents' main concerns, although other issues were raised.
30. The Norwich BID support the proposals, but remain concerned about the closure of All Saints Green, whilst John Lewis are satisfied with the scheme. Sustrans concerns about the impact on the orange pedalway have been overcome by the reconsideration of this route taking advantage of the improvements proposed as part of the Golden Ball Street Scheme.
31. The NNAB have raised some detailed concerns which will be addressed so far as is possible, but their request to retain the exiting crossing is not a practical one, as it would significantly reduce the capacity of the ring road.

Construction phasing

32. The Golden Ball Street scheme is currently underway, with work to create two-way movement in construction now. Work on Westlegate should commence in April, and a temporary mini-roundabout is being constructed at the junction of All Saints Green with Ber Street/Golden Ball Street as it is the intention to maintain traffic flows on All Saints Green until Spring 2017.
33. The proposed works to the Finkelgate/Queens Road junction will be programmed for completion during 2016 (probably during the school summer holidays when traffic flows tend to be lighter), so that they are fully operational prior to the closure of All Saints Green to through traffic.

Conclusion

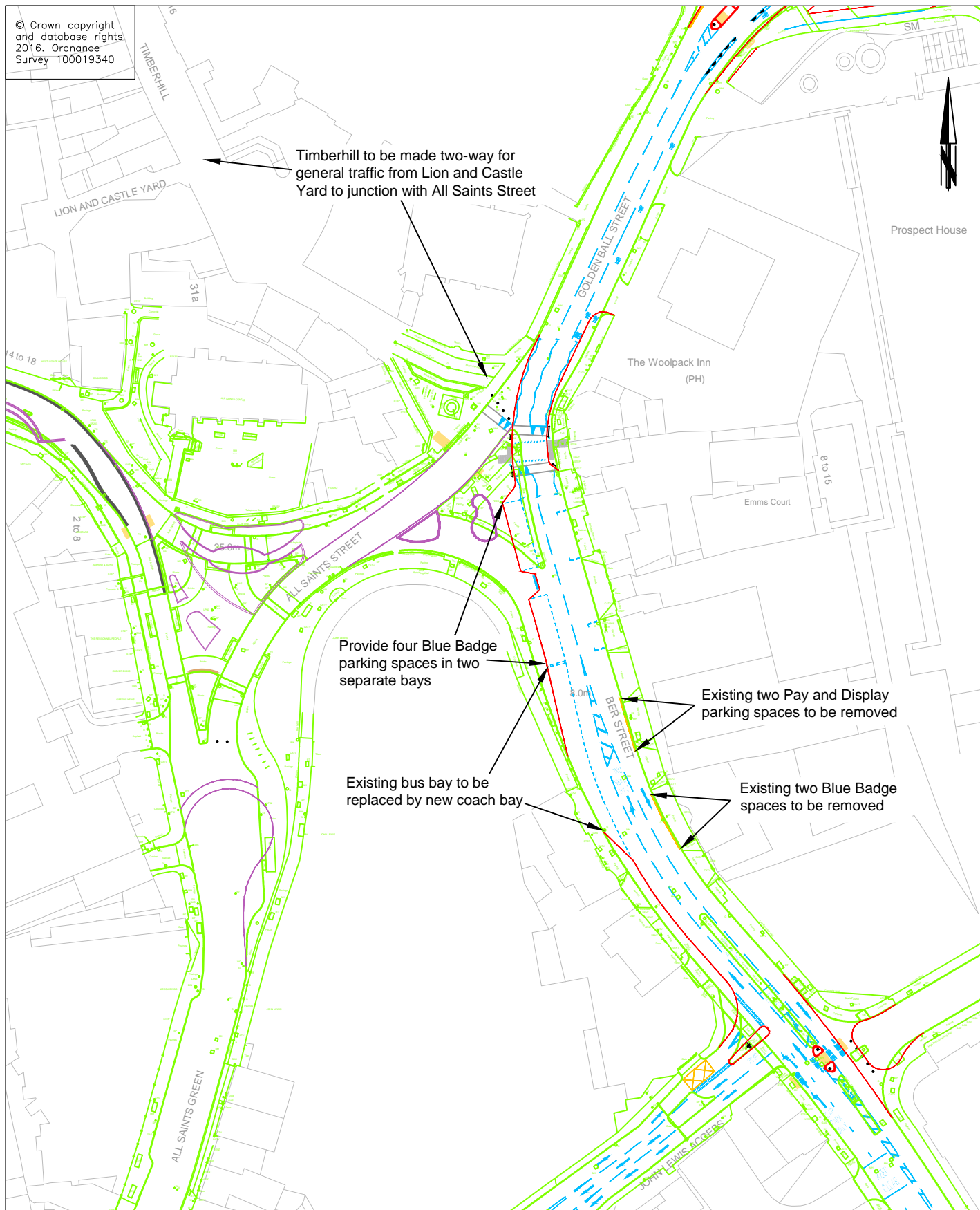
34. The signalisation of the junction of Finkelgate/Queens Road offers the best available option both to maintain the capacity of the ring road, and cater for the increased traffic movement in and out of Finkelgate and provides formal pedestrian crossing facilities to both the ring road and Finkelgate. The mini roundabout at Ber Street/ Finkelgate will ease the increased number of right turning movements at this junction.
35. The relocation of the existing permit parking on Finkelgate is necessary to ensure that the new junction operated effectively and the St Johns zone is one of the less subscribed City centre permit parking zones.
36. The opportunity has been taken to reroute the Orange pedalway to avoid the Finkelgate junction (which was never considered very satisfactory) and take advantage of new cycling facilities provided as part of the Golden Ball Street scheme improvements. This provides an enhanced link to the Blue and Yellow Pedalway routes.
37. No comments were received about the minor changes to the parking arrangements on Ber Street and Rouen Road, or the recommended two-way operation of the upper part of Timberhill.



© Crown copyright and database rights 2016, Ordnance Survey 100019340

REV.	DESCRIPTION	CHECKED	DATE
A	Mini roundabout added at Ber Street/Finkelgate junction	A	02/16

SURVEYED BY	INITIALS	DATE	DRAWING No.
OS	OS	2016	PK6055-NA-001A
DESIGNED BY	ARW	01/16	PROJECT TITLE
ARW	ARW	01/16	Transport for Norwich Finkelgate Improvement
DRAWN BY	RM	01/16	SCALE
RM	RM	01/16	NTS @ A3
CHECKED BY			FILE No.
			PK6055



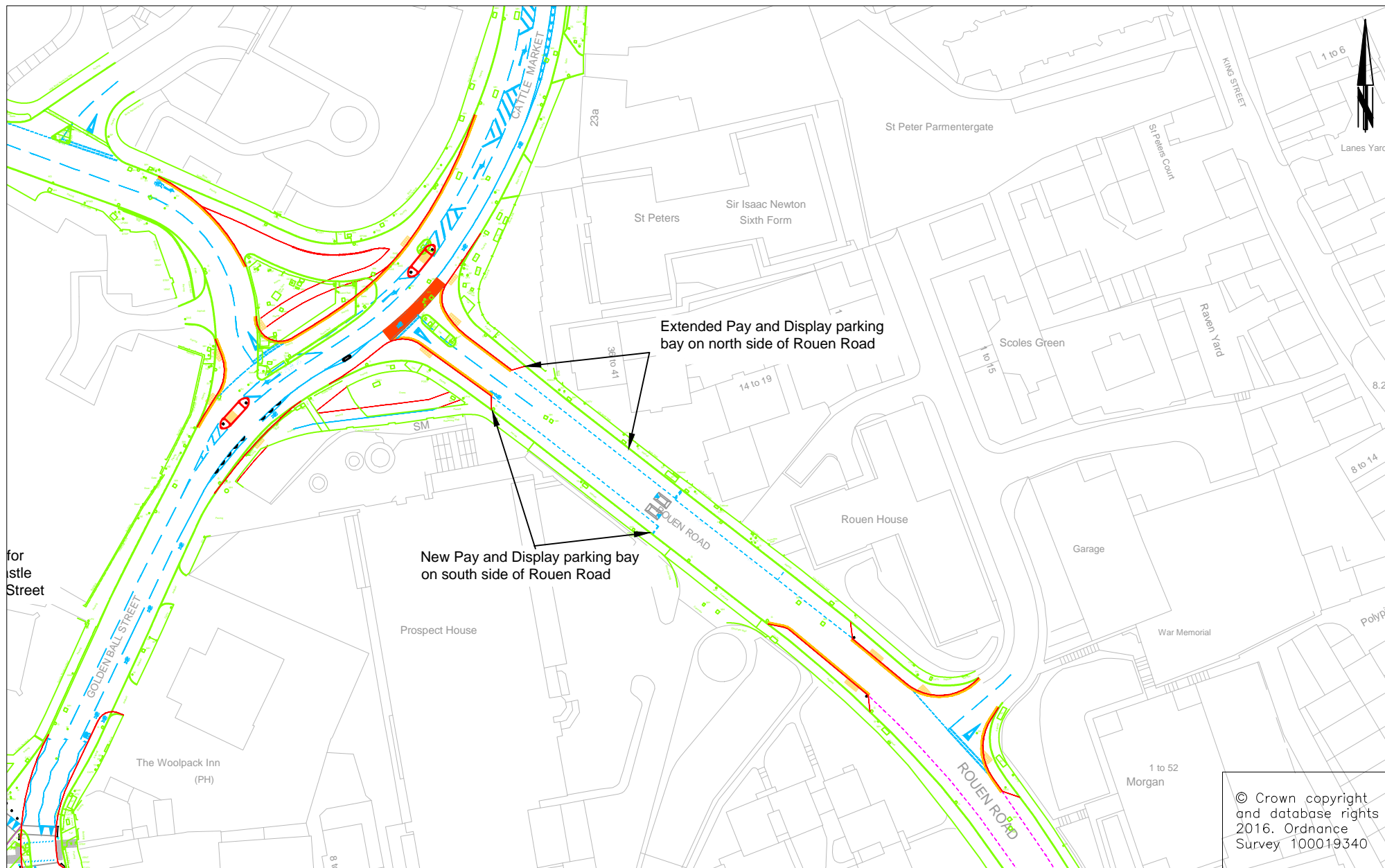
DRAWING TITLE

TfN Golden Ball Street/Westgate
Appendix 2 - Proposed changes to waiting restrictions on Ber Street
and alteration to two-way traffic on part of Timberhill

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

REV.	DESCRIPTION	CHECKED	DATE

SURVEYED BY	INIT.	DATE	DRAWING No.
OS	OS	2016	PK6055-MP-007
DESIGNED BY	INIT.	DATE	PROJECT TITLE
JC	JC	02/16	TfN Golden Ball Street and Westgate
DRAWN BY	INIT.	DATE	SCALE
JC	JC	02/16	1:1000
CHECKED BY	INIT.	DATE	FILE No.
BL	BL	02/16	PK6055



© Crown copyright
and database rights
2016. Ordnance
Survey 100019340

 **Norfolk County Council**
at your service

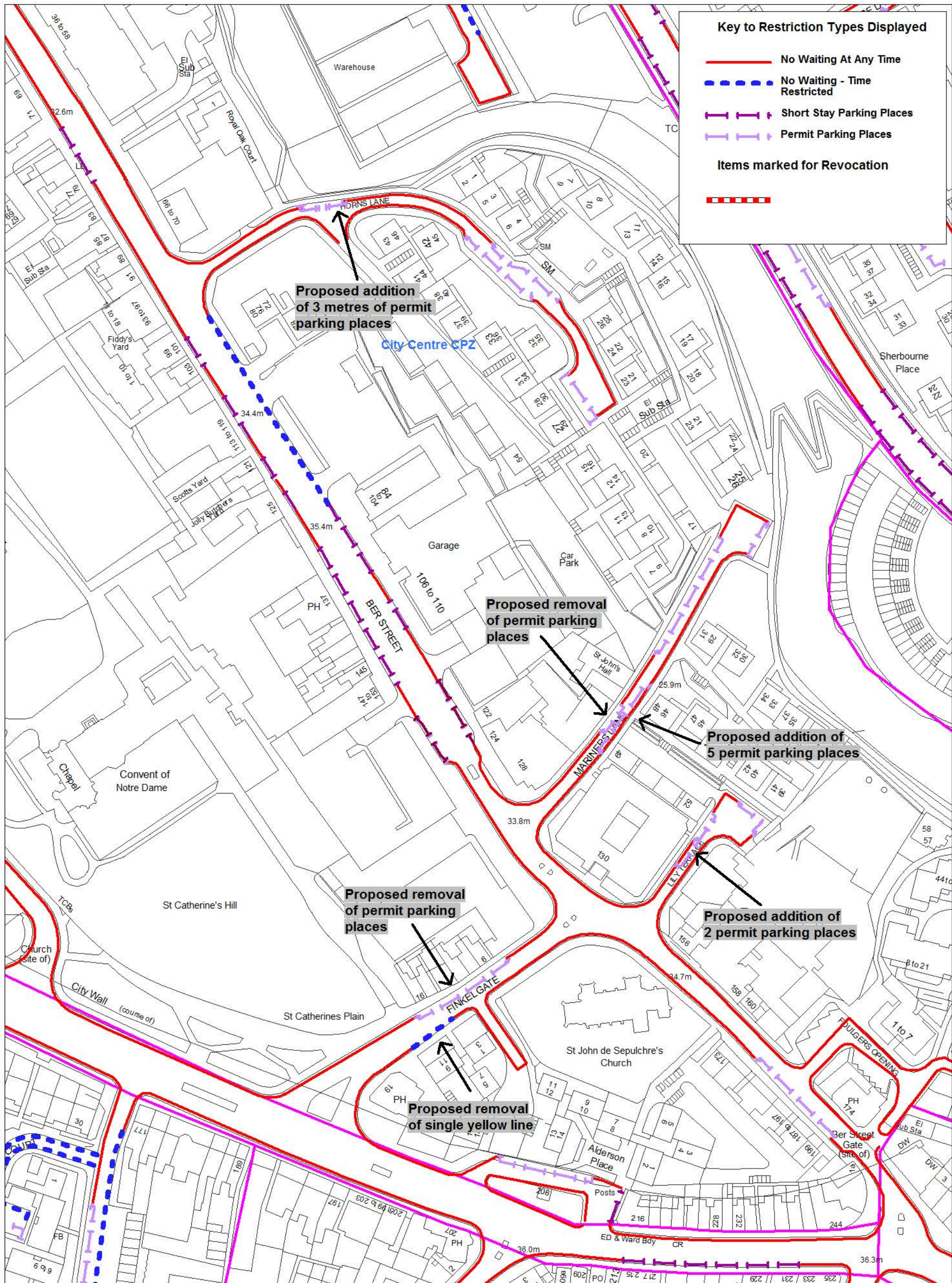
Tom McCabe
Executive Director of Community
and Environmental Services
Norfolk County Council
County Hall
Martineau Lane
Norwich NR1 2SG

DRAWING TITLE

TfN Golden Ball Street/Westgate
Appendix 2 - Proposed changes to waiting
restrictions on Rouen Road

REV.	DESCRIPTION	CHECKED	DATE

INIT.	DATE	DRAWING No.
OS	2016	PK6055-MP-008
JC	02/16	PROJECT TITLE
JC	02/16	TfN Golden Ball Street and Westgate
BL	02/16	SCALE
		1:1000
		FILE No.
		PK6055



Appendix 3 – Consultation responses

	Issue raised	Officer response
Ber Street Business	<p>Roundabout on the Ber Street/Finkelgate junction won't make much difference. Traffic is backing up down Ber Street as you cannot easily get out of Finkelgate onto the main Queens Road. If traffic lights were put at the actual junction of Finkelgate/Queens road not before or after it would make it quicker and safer for all involved including pedestrians.</p>	<p>Roundabout is to facilitate the increased levels of traffic turning from Ber Street in to Finkelgate. Traffic lights are proposed on the junction of Finkelgate and Queens Road</p>
Resident of Queens Road	<p>Doesn't understand what is meant by one of the overall aims of the package of measures as being to 'provide a valuable new public space in the heart of the City'. Finkelgate proposals do not provide any new space.</p> <p>Finkelgate proposals will not be cost-effective for the expected improvement gains. Proposals are unfair to who lose resident parking permit-use outside their homes and be subject to increased volume and speed of traffic past their homes</p> <p>The proposed new signal pedestrian crossing, in the mouth of the Queens Road-Finkelgate junction, is not appropriate for such a wide area, where pedestrians would have to cross four lanes across Queens Road and then other lanes in the mouth of the junction. This junction may also obstruct traffic flow, which is already heavily used a various times. It will be much too complex and dangerous for</p>	<p>The new open space is created in Westlegate/ All Saints Green, not on Finkelgate. These proposals seek to address concerns about increased traffic congestion.</p> <p>The proposals not only improve egress form Finkelgate onto the Ring Road, but also increase the capacity of the ring road itself. This is a very significant benefit. The Council are under no obligation to provide permit parking for residents, but there is no net loss, as all existing parking is being located in the vicinity. It cannot be retained as the road space is required to ensure the junction operates effectively.</p> <p>The new crossings are part of a fully signalled junction, and are therefore designed to cater for the necessary movements and traffic flow.</p>

	Issue raised	Officer response
	<p>such a road junction.</p> <p>A mini roundabout at the junction of Ber Street-Finkelgate will be an improvement, but will make a right turn into Finkelgate much tighter for heavy vehicles, especially coaches.</p> <p>There is no need to take out the Ginkgo tree on the Finkelgate island.</p>	<p>Mini-roundabouts do not prevent movement by large vehicles as these can overrun the centre.</p> <p>Unfortunately it does not appear possible to alter the island sufficiently to gain the additional exit lanes and provide the traffic signals without losing the tree. Additional tree planting is proposed as part of the overall improvements</p>
Resident of Ber Street	<p>With the further pedestrianisation of All Saints Street and Westlegate can only see traffic increasing, we no road improvements other than the new mini roundabout at the Finkelgate junction. No pedestrian improvements to Increased congestion means there is going to be increased CO2 levels in the area harming residents. I also don't think that Market Avenue already grid locked at busy times is going to cope with the increased traffic that is going to feed down from Ber street with Golden Ball street being two way.</p> <p>None of the proposed changes actually tackle the issue of the number of cars in the city. Would it not be better to invest in affordable reliable public transport, improved cycle routes?</p>	<p>Improvements are planned all along Ber Street to slow traffic as part of the Citywide 20mph project. The changes on Finkelgate are to accommodate projected increase in traffic flows here and on Ber Street, but elsewhere, including Golden Ball Street and Cattlemarket Street, traffic levels are predicted to fall.</p> <p>The amount of traffic entering the city has consistently fallen for the past 15 years or more, and this proposal will help to achieve further reductions. A significant part of the TfN programmed includes improvement for public transport and cycling.</p>
Resident of Ber Street	On Sundays, and other times, permit parking spaces for residents are taken by shoppers. The loss of spaces on Finkelgate will put other spaces at a premium.	The total number of spaces in the Finkelgate area is being maintained. Zones operate 24/7 so enforcement action can be taken against shoppers using the spaces (unless they are displaying permits provided by local

	Issue raised	Officer response
	<p>Very good that traffic lights are being installed – this is much needed.</p> <p>Something needs to be done to catch the speeding cars in Ber Street at night.</p>	<p>residents).</p> <p>Support noted.</p> <p>Traffic calming work is being implemented on Ber Street as part of the city centre 20mph project.</p>
Resident of Alderson Place	<p>Concern that queues into the John Lewis car park on Ber Street have not been tackled. At peak times of the year they will block up to 75% of Ber Street, and at Christmas on to Finkelgate, and with engines running. Pollution is already too high for the vulnerable people housed in the area, including babies and toddlers.</p> <p>Suggest tree planting in community land to back of 173-199 Ber Street and other planting in the area.</p> <p>How are the proposals of benefit to walking and cycling?</p>	<p>When the John Lewis Car park is full, it is inevitable that motorists who insist on waiting for a space there will cause queuing, and that is not unique to this car park. We provide live information about the availability of City Centre parking spaces so that motorists can divert to locations where space is available.</p> <p>The Golden Ball Street scheme as a whole includes new tree planting.</p> <p>The scheme as a whole provides a much improved pedestrian environment in a key part of the city centre, and new cycling facilities.</p>
Resident of Alderson Place	<p>Has the road been assessed for the additional traffic loading, particularly in the light of recent collapses due to chalk workings of which there are many in the area?</p> <p>How will buses picking up school children be affected?</p> <p>What will be the arrangements for access for e.g. bin lorries on Finkelgate?</p>	<p>No. It is not possible to identify underground features that can lead to collapse with any degree of certainty and it is factors other than surface loading that cause collapse.</p> <p>There are no changes to the traffic circulation in this area.</p> <p>These are unchanged.</p>

	Issue raised	Officer response
Resident of Queens Road	<p>Suggest introducing one-way on Finkelgate and Ber Street south section to create effect of large traffic island. This would be more cost effective.</p> <p>Improve junction of Queens Road and City Road or Hall Road.</p>	<p>This was one of the options considered, but it was rejected as it leads to increased congestion on the ring road and additional traffic on residential streets.</p> <p>The study area for this project include both of these junctions, but the most effective solution is the one proposed as there is insufficient road space to signalise either of these locations without a detrimental effect on the ring road.</p>
Resident of Finkelgate	<p>In principle I can see that putting traffic lights at the junction with Finkelgate and Queens Road will make entering and exiting my road a lot safer.</p> <p>The main problem I have is that we will lose valuable parking spaces not only for myself, but also for other residents. Opening up car parking spaces in nearby roads is not very practical not only will our cars be away from our property and view, but we will also have the problem of having to fight for spaces that the residents in those streets are entitled to use.</p> <p>Parents whose children go to the High School still park on the double yellow lines to pick up their children. traffic wardens say they cannot do anything about it.</p>	<p>Noted</p> <p>Where it is safe to provide parking on-street for use by residents, and this does not conflict with the duties of maintaining the expeditious movement of traffic, the authorities will seek to make appropriate spaces available. In this case, alternative parking spaces are to be provided in the vicinity that do not impede the flow of traffic. The new junction will not operate effectively unless the parking is moved</p> <p>It is permissible to pick up and drop off on double yellow lines, and the civil enforcement officers are unable to take any action.</p>
Resident of Queens Road	<p>Most of the proposed changes seem like a good idea, but building out the footway on Queens Road and Hall Road is a very bad idea. Large trucks will have to move to the other side of the road, into on-coming traffic to turn left into Queens Road.</p>	<p>We will check any vehicle tracking issues as part of the detailed design and make any required changes.</p>

	Issue raised	Officer response
Resident of Finkelgate	<p>Doesn't agree with loss of parking in Finkelgate. Should leave the existing parking at Finkelgate and have extra spaces where the St John's parking Bay is near the kebab shop, plus take out the 3 30 minutes spaces that are there. spaces in Mariners Lane, Lily terrace, Horns Lane, are terrible, with no view of your car etc.</p> <p>Taking away the single yellow line replacing with double is also not on as well If you take those single yellow lines out there will be nowhere to park at night.</p> <p>I can't also see how traffic lights will make much difference as it never takes that long and you get out ok, and in my 4 years living at Finkelgate there has never been any accidents at that junction.</p>	<p>Where it is safe to provide parking on-street for use by residents, and this does not conflict with the duties of maintaining the expeditious movement of traffic, the authorities will seek to make appropriate spaces available. In this case, alternative parking spaces are to be provided in the vicinity that do not impede the flow of traffic.</p> <p>There are already permit spaces on Ber Street, and the short stay spaces are there to support local business</p> <p>There isn't an accident record at this junction, but, the modelling work has shown that the current arrangement is not sufficient to deal with the additional traffic on Finkelgate. The traffic signals have been tested for the increased flows and can provide for both this traffic and the Inner Ring Road movements.</p>
Resident (address not given)	<p>Whilst most of the changes proposed seem to be what is needed, removal of the permit parking spaces will put a lot of pressure on the permit holders to find spaces to park. I realise that you will make extra spaces on Mariners Lane, Lilly Terrace and Horns Lane this will hardly answer the needs of the people who have permits to park in the St Johns permit area.</p> <p>Currently on Finkelgate there are places for 6/7 cars depending on how well people park. There is also the single yellow line opposite which you will be removing. Normally there are two cars parked there most nights.</p>	<p>Where it is safe to provide parking on-street for use by residents, and this does not conflict with the duties of maintaining the expeditious movement of traffic, the authorities will seek to make appropriate spaces available. In this case, alternative parking spaces are to be provided in the vicinity that do not impede the flow of traffic.</p> <p>The permit spaces are being relocated within the St Johns Zone, which is one of the less subscribed City Centre zones</p>

	Issue raised	Officer response
	<p>Could make 5 more spaces in Alderson place. There is a very wide pavement opposite where the cars are currently parked which could be converted to park 3/4 cars. There is also a piece of grass near Roti restaurant at the far end which would also be able to take another 2.</p>	<p>Alderson Place and the private garden space next to the Roti restaurant are not public Highway</p>
Resident of Mariners Lane	<p>Supports the provision of traffic signals at Queens Road / Finkelgate, and the additional parking spaces in Mariners Lane.</p> <p>Would like to confirm that existing dropped kerb driveway will remain accessible with changes to be made.</p>	<p>Noted.</p> <p>The driveway is currently immediately adjacent to permit parking spaces that are being moved to the opposite side of the road. The driveway will still be accessible, but, as now, access will be tight.</p>
Resident of Mariners Lane	<p>Concerned about loss of the permit parking spaces on Finkelgate. Could consideration also be given to making the part time permit spaces on Ber Street nearly opposite Mariners Lane being made full time?</p>	<p>The St Johns permit zone is one of the less subscribed zones in the city centre, and the spaces on Finkelgate are being relocated elsewhere. Spaces on Ber street are available in the evenings only to support nearby businesses during the day</p>
Resident of Finkelgate	<p>Has a young family and is concerned that the proposed increase in traffic will substantially increase pollution, mainly nitrogen dioxide which will be detrimental to my family's health.</p> <p>Scheme will considerably increase the number of cars and therefor their negative impact.</p> <p>Will have a negative impact on the value of property. Especially if we are reduced to parking in</p>	<p>Overall traffic levels within the city centre are forecast to reduce, which will have benefits to pollution and health over a wider area. It is accepted that in some locations there are forecasted increases in traffic flow.</p> <p>As part of the wider Transport for Norwich strategy there will be reductions in the impacts on air quality and health due to growth, as traffic is removed from the centre and improvements for walking and cycling are implemented.</p> <p>The changes in traffic levels were included as part of the earlier consultation on the City Centre</p>

	Issue raised	Officer response
	<p>Horns Lane, a minimum of a 322 meter walk away. The difficulty which will be involved in ferrying an entire weekly food shop, and young children repeatedly from Horns Lane, across a busy road to our home and back again would be huge. If the scheme is to go ahead I strongly suggest that a closer alternative is found for the additional parking spaces as Horns Lane is too far away and highly impractical.</p> <p>Feels that the presence of the parked cars and limited road width acts as a deterrent to people speeding on Finkelgate. If the parking is removed, the speed of drivers will increase and the risk to my children, and the many children entering and exiting Notre Dame school will increase. Would like speed bumps, or a 20 MPH speed camera to Finkelgate.</p>	<p>changes.</p> <p>Where it is safe to provide parking on-street for use by residents, and this does not conflict with the duties of maintaining the expeditious movement of traffic, the authorities will seek to make appropriate spaces available. In this case, alternative parking spaces are to be provided in the vicinity that do not impede the flow of traffic. Permit parking is available on Ber Street already and replacement parking is being provided closer than Horns Lane. Loading and unloading will still be permitted in Finkelgate</p> <p>Finkelgate will be included in a new 20mph zone</p> <p>Appropriate speed-reducing features will be looked at as part of the 20mp zone scheme.</p>

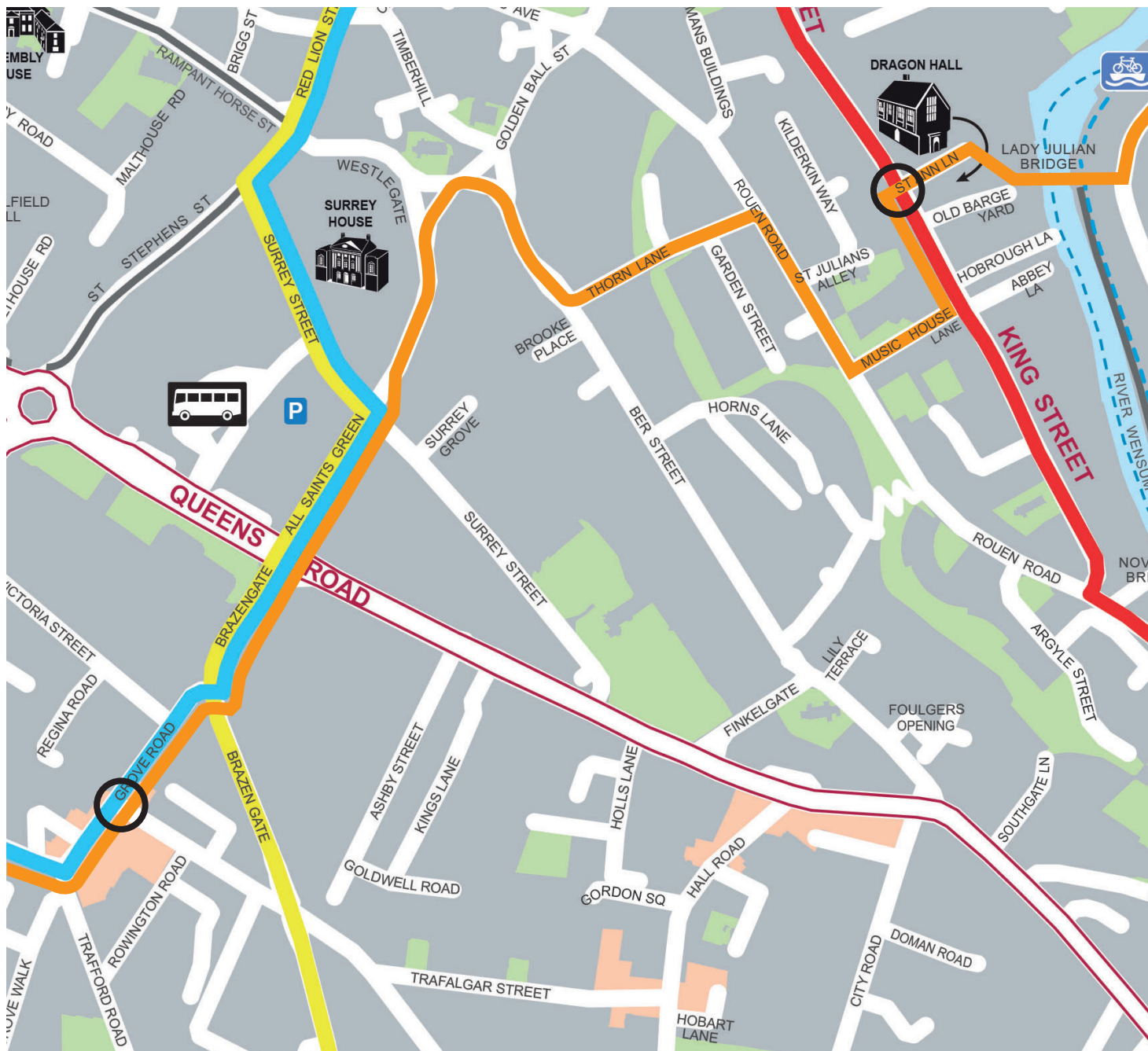
	Issue raised	Officer response
Resident (address not given)	<p>No consideration has been made for pedal cycles, could you please clarify the cycling consideration given to these junction improvements please.</p> <p>As these junctions form part of the Norwich Inner ring road I personally would expect to see something in place for cyclists.</p> <p>Noting the newly proposed mini roundabout on Ber Street, these are considered very dangerous for cyclists and there appears to be no planned alternative.</p> <p>Consideration for cyclists is paramount, especially given the current criticism.</p>	<p>Due to the expected increases in traffic flow on the Inner Ring Road, resulting from changes within the City centre, we need to prioritise capacity for motorised traffic in this location. Otherwise there will be more traffic using other routes to avoid congestion and this would be to the disadvantage of cyclists and pedestrians using those roads.</p> <p>TfN seeks to balance the functions of streets and roads in each location in accordance with the overall strategy. There will be increases in traffic at some locations including Finkelgate and Ber Street, which will become 20mph zones.</p> <p>There are a significant number of improvements for cyclists as part of the overall scheme, and this has mean that we are able to upgrade the orange pedalway</p>
Resident (address not given)	<p>Given the developments at Finkelgate are reasonably extensive and seem to be designed to make it more pedestrian friendly, I'm very, very surprised that there is nothing in the plans to provide better cycle access. There should be ample space on Queens Road to provide a cycle path.</p> <p>Likewise Ber St is a wide road and there should be sufficient space to include a cycle lane in addition to the changes to parking. Even better would be a change to allow the parked cars to form a barrier between the cars on the carriageway and the cycle path.</p>	<p>Due to the expected increases in traffic flow on the Inner Ring Road, resulting from changes within the City centre, we need to prioritise capacity for motorised traffic in this location. Otherwise there will be more traffic using other routes to avoid congestion and this would be to the disadvantage of cyclists and pedestrians using those roads.</p> <p>A separate scheme is programmed to introduce 20mph restrictions on Ber Street to assist cycling.</p>

	Issue raised	Officer response
Resident; Queens Road	<p>Concerned about raised Nitrogen Dioxide emissions</p> <p>Does not believe the estimates of around an extra 1000 future vehicle movements at the Finkelgate/Queens Road junction (where are the current mainly outgoing 7500 All Saints Green and 3000 plus Surrey Street vehicle movements going to disappear to</p> <p>Turning right on to Queens Road from Holls Lane can be particularly difficult with current traffic volumes. Could lights be programmed to give an opportunity for vehicles to leave and enter Holls Lane?</p>	<p>Overall, the TfN strategy seeks to improve the quality of the environment, despite in increasing population in and around the City. Part of that strategy is to prioritise traffic movement on roads like Queens Road</p> <p>Extensive modelling work has been undertaken on the impact the changes and development of the City, and the figures presented are the best estimate available of the impact.</p> <p>It is not appropriate to provide an additional phase to allow access/ egress to Holls lane. This is a minor road, and another phase would increase delays on the ring road.</p>
SUSTRANS	<p>Objects to the proposals until the Orange Ring cycle route and improved pedestrian access are incorporated. it essential that the Orange Ring be properly incorporated in any scheme for the Finkelgate area.</p> <p>Concerned that a consequence of making central streets into better places for people to walk, cycle and take the bus may sometimes be that streets beyond the centre become less safe and friendly in character because of increased traffic flows, and that this may be the result in the current instance, unless essential action is taken to avoid it.</p>	<p>We have looked at the best way to cater for the Orange Pedalway in this quadrant of the City centre. In addition to the route via Finkelgate, there are further issues with the current route through the residential areas to the east, due to the ramps which lead from Ber Street. Therefore an alternative route for the Orange Pedalway has been found to improve facilities for cyclists</p> <p>TfN seeks to balance the functions of streets and roads in each location in accordance with the overall strategy. It is essential that the Inner Ring Road is able to cater for more motorised traffic as these trips are being removed from the City Centre. We will ensure that crossings are provided which are safe and direct, but there will be increases in traffic at some locations including Finkelgate and Ber Street, which will become</p>

	Issue raised	Officer response
	<p>At present there is only one traffic lane each way in Queens Road east from Finkelgate, and we believe that the city's and county's objectives would be best achieved by giving space to pedestrians and cyclists, not facilitating higher flows of motor vehicles on a limited footprint.</p> <p>The bus shelter near, and bus stop opposite the Sainsbury filling station on Queens Road are served at present by an uncontrolled pedestrian crossing with centre refuge....</p> <p>We consider that this crossing should be improved, at the least by retaining and deepening the refuge, better to accommodate parents with pushchairs etc., limiting the right-turn lane into Holls Lane to its current length.</p>	<p>20mph zones.</p> <p>This was considered but due to the staging arrangements required for an efficient signal arrangement it is not possible to provide on-carriageway cycle lanes or ASLs in this location. Part of the TfN strategy is to concentrate private car movement on more major routes, to facilitate environmental, cycling and walking improvements.</p> <p>A drafting error omitted the existing refuge island which was not been shown as an existing feature in the consultation plans. It is not proposed that this will be removed, and this will be corrected in future plans.</p> <p>Improvement of the crossing is outside the scope of this project.</p>
Norwich Business Improvement District	<p>Supportive of the Finkelgate junction scheme as mitigation to the impact of the Golden Ball Street scheme; however request to open the single lane southbound on All Saints Green until after the Christmas period 2016. Keep All Saints Green open until Xmas 2016.</p> <p>What are the success criteria that would be provided as evidence to agree the next phase?</p> <p>If the next phase would be to close All Saints Green fully (as proposed in the Golden Ball Street scheme) what is the process for the closure</p>	<p>All Saints Green is to remain open until Spring 2017</p> <p>Closure of All Saints green formed part of NATSIP and has already been approved. The modelling has demonstrated the overall impact, which is being mitigated by these proposals</p> <p>We will include as part of this project the work of monitoring traffic changes and planning operational responses for predictable events which would affect the resilience of</p>

	Issue raised	Officer response
	<p>decision?</p> <p>If the evidence criteria (either surveys or modelling) provide a case that it will have a negative impact, will there be a commitment not to close All Saints Green?</p> <p>Whilst there is a closure on Westlegate, this will lessen the impact of the closure and provide additional traffic flow to support the new Finkelgate junction implementation.</p> <p>If the metrics or surveys provide evidence that support the 2 way scheme is a better option or benefits the scheme, then there is a commitment to keep the alternate option rather than just delivering the original scheme without question.</p> <p>A wider city centre scheme to reconsider the closure of All Saints Green southbound</p> <p>As a minimum it is kept open if evidence supports it.</p> <p>We welcome the opportunity for continued dialogue, both as a formal consultee and between our organisations and to be involved in the future consultations and developments for the city centre transport.</p>	<p>the network.</p> <p>The county council is committed to the on-going engagement and welcomes the additional focus and efforts this will support, particularly as it will help all parties to scope the forthcoming review of the Inner Ring Road junctions.</p>
Norfolk and Norwich Association for the Blind (NNAB)	<p>encouraged that the Council are installing a new signalled crossing across Finkelgate. Concerned by some aspects of design.</p> <p>Guard railing must be installed on the islands.</p>	<p>Noted.</p> <p>Guard railing will be installed on the islands. As the drawing is currently at preliminary design stage this level of detail was not included on the plan. We will maintain close engagement during the detailed design work to</p>

	Issue raised	Officer response
	<p>The layout of the new crossings is more complex and confusing than the existing crossing near Holls Lane – we would request that the original staggered signalled crossing remain in place.</p> <p>The sizes of the islands appear to be very small from the plans – how will this accommodate different users at the same time without causing a hazard.</p>	<p>ensure that all the concerns about VIPs using the crossings are addressed</p> <p>The existing crossing cannot be retained as the south-west crossing phase would conflict with all the proposed signal stages. Therefore and additional stage would be needed to run this half of the crossing and overall capacity of the junction would be reduced.</p> <p>We will take this on-board during the detailed design to ensure that the layout is appropriate, and we will continue to engage with the NNAB for guidance on what will work best. Currently there is heavier use made of the crossing near Hall Road, which is being retained as a single phase crossing.</p>
John Lewis Norwich	The proposed plans for the Finkelgate junction appear to satisfy our concerns regarding traffic flows at this junction following the proposed closure of Westlegate/All Saints Green and the right turn out of our car park.	Noted.



0 125 250 500 Metres

0 0.125 0.25 0.5 Miles

Orange Pedalway Route Review

Feb 2016

Option 3



Route option length
0.802 miles
1.290 kilometres