



NORWICH HIGHWAYS AGENCY COMMITTEE

10.00 a.m. – 11.40 a.m.

26 March 2009

Present:

County Councillors:

Adams (Chair) (V)
Scutter
Shaw
Ward

City Councillors:

Morrey (Vice-Chair) (V)
Read (V)
Bremner
Lubbock

*(V) – Voting Member

Apologies:

County Councillor Gunson (on other Council business) and City Councillor George

1. PETITIONS

Bowthorpe Road – Safety Measures

Councillor Read referred to the photograph circulated at the meeting and said that it was impossible to see down Bond Street when a vehicle was parked and presented the following petition:-

'We the undersigned call on Norwich City Council:

- to provide a safe signalised crossing into the cemetery opposite Bond Street; and; until that can be done, to implement measures to improve visibility for pedestrians and cyclists wishing to cross Bowthorpe Road at that point;
- to implement the '20mph speed limits for residential roads' plan for the whole of Norwich; and until that can be done, to implement 20mph speed limits for Bowthorpe Road.'

During discussion members suggested the use of double yellow lines might be a solution. Councillor Read agreed that double yellow lines could be used but that waiting restrictions outside the florist might be more appropriate.

The Head of Transportation and Landscape (City Council) said that the requirement for a crossing had previously been brought to the attention of the Committee and was currently 14th on the list of priorities. Bowthorpe Road had been identified as being in need of speed management and as a C class road could be subject to a bid for funding for 2010/11.

Aylsham Road Safety Measures

The following petition was presented to Norwich City Council on 3 March 2009 and referred to this Committee, on behalf of Mr Pendred:-

'We the undersigned, do respectfully petition Norwich City Council to hear our plea to implement the following road safety measures. That the on-street parking on the Aylsham Road between the King Edward public house and the entrance to the Royal British Legion be discontinued by the implementation of double yellow lines and twin pavement flashes.

We also ask that the single yellow line on the opposite side to be removed to allow on-street parking.

To support this plea, would Councillors be reminded that the entrance to the British Legion serves the only exit and entrance to St Lukes Church car park, Edmund Bacon Court and the Royal British Legion centre. The danger that occurs is on exit from the complex when the view from the right is obscured by parked vehicles.'

The Head of Transportation and Landscape said that officers had looked at the location and were of the view that this request was not justified as visibility was satisfactory.

Proposal for Speed Control on Tollhouse Road

The Committee received the following petition on behalf of Mr Dack, of Tollhouse Road and other petitioners:-

'I am becoming increasingly concerned of the amount of traffic that drives at reckless speeds on the above road. I have been resident here for 20 years and have seen a change in traffic in this time, particularly since the development was completed at the Western end of the road. Traffic has not only increased by too many drivers drive to the top of Tollhouse Road at reckless speeds and fail to stop or even reduce speed at the T-junction. I have personally witnessed some near misses, and I am sure that before long, an accident will occur, or worse still, a pedestrian/cyclist will be seriously injured. I have already written to Norwich City Council to request consideration for a Give Way or possibly a Stop sign at the junction. Unfortunately this request was declined. Perhaps some other form of speed reduction, e.g. speed humps at strategic positions.

We the undersigned request Norwich City Council to consider our concerns regarding safety on Tollhouse Road.'

The Head of Transportation and Landscape said that the Dereham Road service road backed onto Bowthorpe School site and that although a traffic speed test had not been conducted, there had been no cases of personal injury recorded and the expectation was that vehicle speeds were low. It was therefore not an appropriate location for traffic calming measures.

Councillor Read, as Ward Councillor for Wensum Ward, said that the issues raised in the petition would be resolved by the roll-out of 20 mph speed limits in residential streets across the city.

RESOLVED to ask the Head of Transportation and Landscape to respond to each of the petition sponsors on behalf of the Committee.

2. PUBLIC QUESTIONS

Elm Hill

The Chair referred to the letter he had received from the Norwich Society concerned about the increase in traffic on Elm Hill and requesting that the Committee conducted a site visit there and meet with the Friends of Elm Hill and members of the Norwich Society. (A copy of the letter was circulated to the Committee at the meeting.)

Members discussed the request for a site visit and expressed concern that increased traffic in Elm Hill was something that the Committee would want to discourage but that the recent increases could be a result of closing off Princes Street. Members considered that a site visit would not be particularly useful.

The Head of Transportation and Landscape said that the City Council would conduct a traffic survey to evaluate the volume and speed of vehicular traffic in Elm Hill. It had not been possible to undertake the survey in advance of this meeting because of the current resurfacing works to Magdalen Street could unduly affect the results.

RESOLVED to ask the Head of Transportation and Landscape to report on the findings of the traffic volume and speed survey in Elm Hill and the effectiveness of the closure of Princes Street to the Committee in July 2009.

Cycle Parking at St Giles' and St Andrew's Car parks

Councillor Lubbock asked the following question:-

'I am a member of the City Council's Task and Finish Group who are looking at cycling provision in the city.

I would like to ask whether this Committee would support in principle the request to the City and County Council's to provide secure cycle parking in the St Giles' and St Andrew's car parks?'

The Head of Transportation and Landscape said that the secure cycle parking had been designed for St Andrew's car park when Chapelfield was being developed but funding had run out. There was funding in the Local Transport Plan (LTP) which with members' support could be used for secure cycle parking provision in St Giles' and St Andrew's car parks.

Councillor Lubbock said that the use of S106 funding and LTP funding to provide secure cycle parking was encouraging.

RESOLVED that the Committee supports the request for the provision of secure cycle parking in the St Giles' and St Andrew's car parks.

3. RESULTS OF CONSULTATION ON PROPOSED TRAFFIC MANAGEMENT SCHEME IN THE SILVER ROAD AREA

A local resident addressed the Committee with his objections to the proposed scheme expressing concern about the proposals and the impact on Bull Close Road, which had a lot of traffic to the school and opposing the proposal to close traffic entering Silver Street from Silver Road.

The Transportation Manager (City Council) explained that there had been no clear consensus in response to the consultation. Ward members had been in agreement with the recommended solution and although traffic was not being removed the implementation of a one-way system would make traffic more manageable at peak times.

Councillor Ward (County Councillor for Sewell Division) said that residents should not put up with the consequences of a previous decision of this Committee and as the streets were narrow terraced streets with cars parked on each side of the road something needed to be done. She said that she supported the idea of a 6 month trial. The Chair said that he supported the view of the Ward Councillors and Councillors Bremner and Morrey concurred.

Councillor Read queried the validity of the consultation and the low response rate. He pointed out that loss of parking would not be an issue to residents who did not own or have access to a car, and considered that with options 2 and 3 there could be 'evaporation' of traffic with some car journeys not being taken. Around 71% of the responses were in support of options 2, 3 and 4 and therefore by inference supportive of retaining the bus gate, which should be enforced, and the one-way system, which could exacerbate problems of speeding. He then reported Councillor Holmes (City Ward Councillor for Mancroft Ward) comments:-

'My main problem with the findings is that only 29.7% people favour the removal of the Bus Gate and the biggest proportion 39.1% favour no change? In terms of the effectiveness or otherwise of the Bus Gate on Bull Close Road - the main comment have from residents on Bull Close Road is that it was a good idea but is not enforced.'

RESOLVED with Councillors Adams and Morrey voting in favour, and Councillor Read voting against, to:-

- (1) note that the results of the consultation on possible options for the Silver Road area were inconclusive;
- (2) agree that an alternative solution to the problems in the area is progressed, as shown on the plan attached as Appendix 6, and comprising of:-
 - (a) the experimental removal of the bus gate on Bull Close Road,

- (b) the introduction on an experimental basis of one way system, with Silver Street operating one-way eastbound, Bull Close Road operating one way westbound and Steward Street operating one way southbound;
 - (c) traffic calming on Mousehold Street and St James Close;
- (3) ask the Head of Transportation and Landscape to consult with local residents on the proposed experimental scheme and report the results back to the July meeting with a recommendation on whether to proceed with the scheme;
- (4) ask the Head of Transportation and Landscape to implement a traffic calming scheme in Mousehold Street and St James Close.

4. WAITING RESTRICTION REQUESTS FOR IMPLEMENTATION IN 2008/09

A resident living in Catton Grove Road addressed the Committee and circulated photographs of Philadelphia Lane and expressed concern about pedestrian and vehicle safety. The problem was speeding vehicles. The local Safer Neighbourhood Action Panel was calling for traffic calming in the neighbouring roads. There had been two fatalities. Another resident objected to the removal of parking, which would just move parked vehicles further along the road and pointed out that there were houses in multiple occupation that needed parking. The provision of hard parking spaces where verges had been had been successful.

Another resident of Dereham Road said that the service road had not been adopted but since being surfaced was now a single track with no room for vehicles to pass. The removal of parking would inconvenience residents.

Discussion ensued in which members supported the speed reduction measures in Catton Grove Road to prevent people being killed on the road. Councillor Morrey (City Ward Councillor for Catton Grove Ward) said that parking was a real problem and that yellow lines would inconvenience residents. There needed to be effective measures to reduce speed but chicanes, as used in St Clement's Hill, would reduce the space available for parking. A copy of the plan, provided by the resident, was circulated so that members could view the extent of the yellow lines in Catton Grove Road. Members noted that parked cars could have a traffic calming effect. Members were advised that Angel Road and Elm Grove Road were on the list for traffic calming but could be included in the roll-out of the 20mph speed limit in residential areas if the pilot schemes were successful. This could mean that Catton Grove Road could be subject to a funding bid for traffic calming in a future programme. The Transportation Manager suggested as a way forward the yellow lines should not be extended beyond the usual 10m around the junction, and the members supported that suggestion.

In response to the issues raised in relation to Dereham Road, the Transportation Manager said that the parked cars obstructed the visibility when turning off the service road into Dereham Road. She explained the recommendation to await legal advice on implementing restrictions on land where the Land Registry had been unable to establish ownerships.

RESOLVED to:-

- (1) ask the Head of Legal and Democratic Services and the Director of Regeneration and Development to implement the following restrictions as advertised:-

<u>Location</u>	<u>Plan Number</u>
Bishop Bridge Road	PL/TR/3329/711/10
City Road	PL/TR/3329/711/8
Copenhagen Way	PL/TR/3329/711/13
Cremorne Lane	PL/TR/3329/711/4
Girton Road	PL/TR/3329/711/22
Ivy Road	PL/TR/3329/711/18
Kett's Hill	PL/TR/3329/711/6
Knowland Grove	PL/TR/3329/711/11
Koblenz Avenue	PL/TR/3329/711/12
Mill Lane	PL/TR/3329/711/19
Rampant Horse Street	PL/TR/3329/711/14
St Giles Street	PL/TR/3329/711/15
Shipstone Road	PL/TR/3329/711/3
South Park Avenue	PL/TR/3329/711/16
Sunningdale	PL/TR/3329/711/2
Sweetbriar Industrial Estate	PL/TR/3329/711/7
Trafalgar Street	PL/TR/3329/711/20
Union Street (Melbourne Cottages)	PL/TR/3329/711/9
Valley Side Road	PL/TR/3329/711/21
William Kett Close	PL.TR/3329/690

- (2) ask the Head of Legal and Democratic Services and the Director of Regeneration and Development to implement the following restriction as amended:-

Peel Mews	PL/TR/3355/785
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- (3) ask the Head of Legal and Democratic Services and the Director of Regeneration and Development to implement the following restriction as amended by limiting the extension of the yellow lines to no more than 10m from the corner of the junction:-

Catton Grove Road (Angel Road/Elm Grove Lane) PL/TR/3329/711/1

- (4) ask the Head of Legal and Democratic Services and the Strategic Director of Regeneration and Development to implement the following restriction pending legal advice from the City Council Solicitor on the public ownership status of land affected by proposals:-

Dereham Road (Service Road)	PL/TR/3329/711/17
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- (5) ask the Head of Transportation and Landscape to carry out an assessment of Catton Grove Road to determine whether it should be included in the traffic calming priority list.

5. ST GILES STREET – LOADING BAY

A resident of St Giles Street attended the meeting to object to the scheme as amended and pointed out the difficulty for residents to find parking spaces, particularly in the day time, because of on-street parking provided for commercial businesses.

A representative of the Salvation Army said that the proposed extension to the parking bay of 2.8m would be detrimental to the operation of the Salvation Army, which included a day centre where many of the people attending needed to be dropped off and assisted into the building and delivery vehicles; Sunday services, where up to 400 people could attend; concerts, which could attract up to 1,000 people for 2 concerts and coach parties, and where brass bands needed to unload their instruments. The proposals would also be a danger to the public and there when there were queues for St Giles car park some vehicles parked in the spaces.

During discussion the Transportation Manager referred to the report and explained that the new build out was needed so that the parking meter could be moved to a safer, more obvious location. Members discussed the loss of 2 parking spaces to provide the loading bay but considered the arguments against the proposed extension to the parking bay were compelling and it was not justified.

RESOLVED:-

- (1) to note that the proposals had been revised from those advertised following public consultation;
- (2) that the proposed extension of 2.8 m for 'Pay and Display' short stay parking bays is removed from the proposal;
- (3) ask the Head of Legal and Democratic Services and the Director of Regeneration and Development to progress the necessary statutory procedures for the provision of a loading bay as shown on plan number 08-HD-138-02A attached as appendix 2 to the report.

6. EARLHAM ROAD LOCAL SAFETY SCHEME

Councillor Ramsay (City Ward Councillor for Nelson Ward) said that he and fellow Ward Councillors appreciated that the consultation had been conducted and that comments had been taken on board. Councillor Read said that the Committee might need to revisit safety at the Earlham Road/Heigham Road junction at some point.

RESOLVED to:-

- (1) note the results of the public consultation which indicated a preference to keep the existing zebra crossing on Heigham Road;
- (2) approve the proposals as shown on Drawings 08/HD/043/03 and 04 (Appendix 1), except for the removal of the zebra crossing;
- (3) note that improvements to the existing zebra crossing on Heigham Road will be carried out and interactive speed limit signs provided.

7. MAGDALEN ROAD/ST CLEMENTS HILL PEDESTRIAN FACILITIES SCHEME

Councillor Ward spoke in support of the proposals which would slow down traffic.

RESOLVED to:-

- (1) approve the proposals as shown on Drawings 08/HD/057/01 (Appendix 1), except for the provision of the mini roundabout at the junction of Waterloo Road;
- (2) ask the Head of Transportation and Landscape and Head of Legal and Democratic Services to progress the necessary statutory procedures associated with extending the 20mph speed limit from Constitution Hill along Magdalen Road to its junction with Waterloo Road, as shown on plan 08/HD/057/05.

8. UNTHANK ROAD/COLMAN ROAD JUNCTION – PROVISION OF PEDESTRIAN CROSSING FACILITIES AND SIGNAL UPGRADE SCHEME

The Transportation Manager (City Council) reported that the Ward Member comments had now been received and that while they welcomed the provision of pedestrian facilities at the junction they were disappointed that no facility was proposed on the Unthank Road (County side) arm of the junction.

Councillor Ramsay said that he was pleased that the junction at Unthank Road and Colman Road was receiving attention and noted that there would be consultation before the final decision was taken.

Councillor Lubbock considered that the signal upgrade could go further to promote safety for people walking to the schools and that an 'all red' situation was ideal for pedestrians, if not vehicles. Parents would continue to use their cars if they considered the junction was not safe enough for children to use. The Transportation Manager said traffic modelling on the ringroad showed that buses using Unthank Road would experience considerable delays. During discussion members considered the options but noted the Ward Councillors' preferred option.

RESOLVED, with Councillors Adams and Morrey voting in favour, and Councillor Read abstaining, to approve option 4, the provision of signal stage offset crossings on the Colman Road arm and the Unthank Road (city side) arms of the Colman Road / Unthank Road junction, as indicated on the plan attached to the report as appendix 5.

9. MILE CROSS ROAD PEDESTRIAN REFUGE

RESOLVED, having considered the report of the Head of Transportation and Landscape, to approve the construction a pedestrian refuge, with associated amendments to waiting restrictions as shown on plan number 08-HD-130-02A, attached to the report as Appendix 1.

10. CHANGES TO POLICY ON ENFORCEMENT POLICY ON OBSERVATION TIMES FOR LOADING/UNLOADING ON SINGLE DOUBLE YELLOW LINES

Councillor Scutter said that he hoped that the policy to issue instant penalty charge notices (PCNs) in areas outside schools where parking restrictions existed would be enforced. Councillor Lubbock said that more publicity of parents being issued tickets the better as this would deter others from parking and using cars to take their children to school. Other members concurred with this.

RESOLVED to approve the following changes to the City Council's De-criminalised Parking Enforcement Policy regarding observation periods, prior to issue of a penalty charge notice:-

- (1) that the observation periods are 5 minutes for private vehicles and 10 minutes for commercial vehicles;
- (2) that on classified routes in and out of the city, the Civil Enforcement Officers are granted discretionary powers to issue instant penalty charge notices where parking restrictions exist;
- (3) that the policy to issue instant penalty charge notices is extended to areas outside schools where parking restrictions exist to assist with the work being undertaken to encourage reduced use of cars in these areas.

11. ANNUAL GOVERNANCE STATEMENT 2008/09 AND VALUE FOR MONEY

RESOLVED, having considered the joint report of the Chief Internal Auditors of the County and City Councils, and to:-

- (1) note and approve:-
 - (a) the above requirements for an annual governance statement and support the annual review,

- (b) that the City Council's Code of Governance will be kept under review by the Monitoring Officer,
 - (c) that Chief Officers recognises the 'corporate ownership' of governance requirements and
 - (d) the Annual Governance Statement will be included within the annual Statement of Accounts;
- (2) note the new requirements for the Value For Money Conclusion and that these requirements will be considered along with the Annual Governance Statement and reported to the Audit Committee and then on to this Committee.

12. HIGHWAY PERFORMANCE MONITORING OF THE HIGHWAYS AGENCY AGREEMENT

Councillor Scutter said that the report was well presented.

In response to questions, the Head of Transportation and Landscape said that the bad weather had affected the budgets for gritting and there were more potholes being reported.

RESOLVED to receive the available performance results and note that generally recent performance results for the 2008/2009 financial year compare reasonably well against targets.

13. ON STREET PARKING ENFORCEMENT MONITORING REPORT

The Parking Manager (Operations), Norwich City Council, explained in response to a question that the increased income was due to customers paying Penalty Charge Notices (PCNs) at the lower rate within 14 days from issues and there were less customers going to appeal.

RESOLVED to receive the available performance results and note that income and issuing of Penalty Charge Notices are above budget.

14. MAJOR ROADWORKS – REGULAR MONITORING

Members referred to incidences where due to recent works the road surface was unsatisfactory. These included the asphalt surface around manhole covers near to the entrance of the car park at Chapelfield; the road surface on Bluebell Road and the Avenues and an increase in puddles; and the poor quality of surface dressing and complaints from residents living in Greenways and Leopold Street. The Chair advised members to take up these issues with officers.

RESOLVED to note the report.

15. MEETING SCHEDULE 2009/2010

RESOLVED, having considered the report of the Head of Legal and Democratic Services, to:-

- (1) to cancel the meeting scheduled for 28 May 2009 because of the Norfolk County Council Local Government elections on 4 June 2009;
- (2) the following schedule of meetings for the Civic Year 2009/2010, all meetings to be at 10.00 a.m.:-

25 June 2009;
23 July 2009;
24 September 2009;
26 November 2009;
28 January 2010;
25 March 2010;
27 May 2010.

CHAIR