

Report to Norwich Highways Agency Committee

Item

24 November 2016

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Report of Head of City Development Services and Executive Director
of Community and Environmental Services

Subject Transport for Norwich – Eaton and Cringleford area

Purpose

To consider the results of the consultation linked to the wider Transport for Norwich proposals for the Eaton Village Centre and Cringleford project and to agree to implement the scheme.

Recommendation

- 1) Note that the scheme for Eaton and Cringleford crosses the city boundary.
- 2) To approve the changes required to implement the scheme within the city boundary, including:
 - a) Reducing traffic speeds by the introduction of traffic calming and the implementation of a 20mph Zone.
 - b) Installing traffic signals either side of the Cringleford Bridge that respond to the amount of traffic crossing in each direction. This will manage queuing and reduce anxiety caused by cars driving towards cyclists over the narrow bridge. The footbridge would also be lit so people feel more secure.
 - c) Enabling cyclists heading towards the city to reach the recently installed signal controlled crossing and off-carriageway track on Newmarket Road (A11) directly along Eaton Street, rather than crossing traffic lanes under the flyover and up the slip lane. This would be achieved by:
 - Widening the footway on the south side of Eaton Street and changing its status so it can be used by cyclists and pedestrians.
 - Narrowing the entrance to Waitrose car park and putting an informal crossing for cyclists and pedestrians on a raised table.
 - Widening the cycle track that leads up the hill from the Cellar House Public House.
 - d) Simplifying pedestrian crossings in the centre of Eaton, providing a crossing for cyclists across Church Lane.

- e) Widening pavements in the centre of Eaton with more attractive surfaces, planting and the removal of redundant street furniture to improve the look of the conservation areas.
 - f) Moving the stop line back in Bluebell Road so buses can turn left from Eaton Street more easily.
 - g) Providing a toucan crossing on Church Lane to give a crossing point for pedestrians and cyclists.
3. Planting 6 new trees to be within the large verge area just west of the access to Waitrose, to replace two that will be lost as a result of the footway widening.
4. Ask the Head of city development services to carry out the necessary statutory processes to complete the following Traffic Regulation Orders as shown on Plan No. PE4118-HP3-011 attached in Appendix 1 which have the effect of:
- Retaining the existing parking area on Eaton Street outside the old Post Office, increasing the maximum stay to two hours.
 - Installing double yellow lines on the remainder of the slip road and extend these further into Eaton Street.
 - Providing four new parking bays opposite to Barclays Bank on Church Lane as alternative parking to the parking bays removed from Eaton Street.
 - Introducing a 20mph Zone along Newmarket Road, Cringleford and Eaton Street, Eaton extending into the junctions of Bluebell Road, Church Lane and Colney Lane, the effect of which is that no vehicle, other than an emergency vehicle, may proceed at a speed in excess of 20 miles per hour on those roads.
 - Providing short sections of mandatory cycle lanes centrally in the carriageway to enable right turning and ahead movements by cyclists travelling east and an on-carriageway cycle lane for cyclists travelling west towards Cringleford Bridge.
 - Providing for the shared cycle/footway facility and segregated cycle path on Eaton Street and a shared cycle footway on Bluebell Road on Bluebell Road.

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 to implement the Local Transport Plan and Norwich Area Transportation Strategy.

Financial implications

The budget for the scheme is £700,000 to be funded from:-

£475,000 DfT cycle city ambition (held by Norwich City)
£300,000 LGF (held by Norfolk County)
£100,000 CIL (held by Norfolk County)

The scheme was successful in receiving a contribution from the Local Growth Fund as the area along with the A11 corridor into the city has been highlighted as a priority for the Greater Norwich Growth Board.

The development and implementation costs of the scheme will be refined as the detailed design is progressed.

Ward/s: Eaton

Cabinet member: Councillor Bremner – Environment and sustainable development

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Background documents

Consultation returns

Report

Strategic Objectives

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 & Ride facilities, St Stephens and 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.
6. 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)).
7. Cycling is on the increase for both recreation and commuting nationally and the area has a thriving cycling community. The implementation of a City wide cycling network (see link to cycle map: <http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Documents/C>

[yclingMapFront.pdf](#)) is a key part of the Transport for Norwich Strategy as by delivering a comprehensive city network this reduces a number of short distance car journeys removing pressure on the network, as well as offering improving quality of life and the health benefits that have been well documented.

8. The Greater Norwich area is one of eight urban areas across the country that has been successful in bidding for Cycle Ambition funding from the Department for Transport to comprehensively improve the quality of cycling infrastructure across the Norwich cycle network a copy of the application documents can be found here
<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/CycleCityAmbitionGrant2015.aspx>.

Background

9. The cycle network highlights the importance of the centre of Eaton and Cringleford for cyclists. Two strategic routes (called Pedalways) pass through the project area. The blue pedalway connects Wymondham, Hethersett and Cringleford to the city centre. The purple pedalway encircles the city and connects the Tuckswood / Hall Road area to NRP and Bowthorpe. A neighbourhood route on Bluebell Road intersects with the Pedalways in the centre of Eaton.
10. The A11 / Newmarket Road corridor has been designated a bus rapid transit route. Increasing the reliability and frequency of services and the comfort and accessibility of bus stops are key to encouraging more use of buses. A piece of work was undertaken in 2011 to identify mobility hubs, which would allow interchange between buses and other modes of transport at focal points for community activity. The centre of Eaton was identified as a good location for develop a mobility hub. This was further developed in the Newmarket Road BRT Place Making and Landscape Strategy.
11. Considerable housing development is planned for Cringleford, Hethersett and Wymondham. The Joint Core Strategy allocated 1,200 homes to Cringleford, 1,000 to Hethersett and 2,200 to Wymondham. This will be combined with employment development around the Norwich Research Park to place pressure on the transport network. Part of the strategy for dealing with this pressure is to try and divert many of the journeys that would otherwise involve a car onto public transport and bicycles
12. The pressure of traffic on the junction in the centre of Eaton and the pinch point on Cringleford Bridge is partly caused by two features of the road network in the area. Firstly, the quickest route to UEA from the A11 is via the centre of Eaton because there is no direct link from the A11 and the alternative via the southern bypass and Watton Road is longer both in time and distance. Secondly, vehicular access to and from all of the homes in Eaton south of Church Lane can only be gained via the junction in the centre of Eaton as there is no access between Greenways and Sunningdale to prevent through traffic, and undue pressure on the Sunningdale junction (which is a simple priority junction). Waitrose also has

for a wide a catchment of customers, most of whom are car-borne.

Early consultation

13. In October 2015, a consultation took place with the residents and businesses of Eaton and Cringleford, and other key stakeholders. The purpose of this consultation was not to present proposals, but to help to identify issues that needed to be taken into account in any forthcoming plans. The principal issues raised were the operation of Cringleford Bridge, where there are substantial tailbacks during peak hours; and the operation of the junction of Eaton Church Lane and Bluebell Road where improvements for motor vehicles (and in particular left turning movements into Bluebell Road) were requested as well as improved facilities for pedestrians and cyclists. There was also significant support for the idea of a 20mph zone in the area. The proposals before this committee have taken account of these concerns and seek to address them as effectively as possible.

14. In July draft proposals were discussed with local stakeholders and members working group and appeared to be well received by those who attended. Following the meeting, all the comments and queries raised at the meeting were collated and investigated by the project delivery team. A 'Working Group Questions and Feedback Report' has been prepared and distributed to local stakeholders which summarises the outcomes of the queries raised. This is contained in Appendix 2 and informed the proposals that were approved for consultation by this committee in September 2015, which included:
 - Introduce a 20mph Zone in Eaton Centre extending from the City boundary into Church Lane, Bluebell Road and the slip road from Newmarket Road.
 - Provide a series of road humps throughout this 20mph Zone.
 - Provide mandatory cycle lanes outbound from the City on the approaches to Cringleford Bridge, and inbound to facilitate access to facilitate cycle access to a revised Eaton Crossroads junction
 - Widen existing footways along the slip road and Eaton Street to extend the existing shared use cycle track from Newmarket Road through the village centre
 - Remove the parking bays on the slip road and the extension of double yellow lines on the slip road and into Eaton Street.

Public consultation

15. The consultation started on the 5 October 2016 and ran for 4 weeks, until 04 November; this was one week longer than the statutory minimum three week period for traffic regulation order consultation.
16. The details of the consultation were publicised in the local press and radio both before and during the consultation in order to inform as many people as possible. Norwich City Council issued a media release to all media in Norwich and South Norfolk on 13 October 2016. The project has also had a webpage (www.norfolk.gov.uk/eatoncringleford) setup to help publicity, which was also added to both Norwich City Council and Norfolk County Councils' consultation web pages.
17. A letter accompanied with two enclosed plans, one showing the whole scheme area and another showing a close up of the centre of Eaton (see Appendix 3) was distributed to some 1900 properties, businesses and other stakeholders across both the ward of Eaton and parish of Cringleford.
18. Copies of the full size plan showing the whole scheme area were displayed at Waitrose in Eaton along with the Willow Centre and the church hall in Cringleford. All of the consultation material was also available online on Norfolk County Council's website at www.norfolk.gov.uk/eatoncringleford.
19. The consultation results have been analysed, of the 212 responses received, 51 expressed support of the proposals, either unreservedly or with some concerns and 25 objected to the proposals.
20. City and County Officers attended an evening AGM meeting for residents of Eaton held at Eaton Golf Course on 20 October 2016 to answer questions on the scheme proposals. The main issue raised by the local businesses was the proposal to remove both sections of parking bays on Eaton Street. As a result, the issue was discussed with Norfolk County Councils safety engineers and subsequent to investigation, the following recommendation of widths were identified in order to retain the parking bays outside the post office from a safety perspective:
 - (a) Retain a 1.8m wide, 31.5m long parking bay outside the old post office, and extend the waiting time to 2 hours.
 - (b) Retain a 5.0m wide road width adjacent to the parking bays to allow a 2.0m wide cycle lane suitable for uphill cycling and a 3.0m wide clearance for opposing downhill traffic.
21. A representative for 11 of the local businesses (Adrian Rowe of Adrian Rowe Haircutters) confirmed that they are more likely to support the proposals of the scheme with the larger section of parking bays on Eaton Street being retained along with an increase in waiting time of up to 2 hours, as fears of loss of trade will be minimised by this proposal. This would also mean that some on street parking will be maintained within the village centre of Eaton. This proposal looks

to address one of the main concerns raised by both residents and businesses in attendance and from the consultation responses received.

22. The main concern of the residents present at the AGM was the proposed conversion of the existing footpath to a shared use facility outside the shops on Eaton Street. The cycle provisions on Eaton Street between Church Lane and the Waitrose access have been looked at in detail. Due to the existing built environment and regulatory required minimum widths for both cycles and vehicular traffic it is not possible to construct any segregated facilities along this stretch of road. It was discussed that the likely users of the combined facilities would be the slower less confident cyclists and that the cyclist who currently cycle on the road will continue to do so.
23. A meeting was held with Norwich Cycling Campaign and Norfolk and Norwich Blind Associated (NNAB) on 13 October 2106 where the scheme proposals were presented. The feedback from the meeting was that they had concerns over the shared use facilities outside the shops on Eaton Street and the potential for pedestrian/cyclist conflict on by the bus stop on the slip road.
24. Discussions have been held with the bus operator in the area who has concerns over delays to the bus service over other highway users. It was noted that the new traffic model does not have a significant impact on traffic flows or traffic capacity and this was satisfactory.
25. The current proposal includes junction narrowing at the entrance / exit of Waitrose, which sits outside of the highway boundary. Waitrose are in favour of the scheme have requested some minor additional footway works as shown in Appendix 4.
26. The consultation responses have been recorded and queries raised answered – please see Appendix 5 for full correspondence breakdown. The most common responses to the consultation were:

Ref	Times Raised	Issue	Officers Comments
2a	46	Not in favour of speed cushions (Disagree – Retain Proposal)	Traffic calming is required in a 20mph zone. This does not necessarily mean speed cushions but these are a very good self-policing option when compared to signage etc. and a self-policing methodology is requested in the project brief. We recommend to retain the speed cushions but if required we can use 20mph repeater signs along the length of the zone.

Ref	Times Raised	Issue	Officers Comments
3a	60	Not in favour of shared use facilities on Eaton Street (Disagree – Retain Proposal)	<p>There is insufficient space available in this built up area to accommodate segregated facilities along the entire length of the site. We are able to widen the existing footway to create the shared use facility and are planning on using contrasting materials to create the impression of segregation around the shopping areas. A key consideration/requirement of the scheme is that the vehicular capacity is not significantly reduced though traffic lanes and width have been reviewed. A critical change is the left hand turn from Eaton Street into Bluebell Road with the stop line being moved back and the radius being improved along with the lane being widened. These factors combine to ensure that HGV's can make the turn without blocking the forward and right turn lane which would reduce capacity. This is why there is insufficient room to create a segregated cycleway as we cannot reduce the width of the other two running lanes and maintain traffic flows. (NNAB reject the scheme proposals based upon the shared use facilities and Norwich Cycling Campaign are in favour of the proposals, however have some slight concerns regarding the bus stop detail)</p>
4a	35	Not in favour of narrowing Intwood Road junction (Agree – Remove Proposal)	<p>We have reviewed the tracking of vehicles at this junction and we are confident that the proposals would still allow traffic to use the junction as it does now. That said we accept that a computer tracked model may be different to that "in the real world" and can see that the proposals revert the junction back to a similar previous incarnation which was previously changed. Our recommendation is to drop this aspect of the scheme, due to the high percentage of concern from local residents and key stakeholders.</p>

Ref	Times Raised	Issue	Officers Comments
4e	24	Narrowing Waitrose exit will slow traffic leaving and create queues (Disagree – Retain Proposal)	The same 2 exit lanes will remain after the work so no impact of traffic flows is anticipated. The change is intended to slow turning movements to improve safety, and is consistent with the city design guide. There would appear to be some confusion by some of those who raised this issue during the consultation, particularly that the exit is being reduced to one exit lane. Our recommendation is to retain this proposal. Whilst we haven't received a formal response from Waitrose during the consultation period, Billy and Tarmac are due to meet with Waitrose on Wednesday to discuss this element of the scheme further.
8c	56	Removal of on street parking will be detrimental to businesses and property prices/not in favour of removal (Agree – Amend Proposal)	A proposed change as a result of the consultation is to retain the 5 parking bays at the top end of the slip road and only remove the 3 parking bays near the cross roads, and make the retained parking bays a maximum 2 hour stay. An additional proposals for 4 relocated parking spaces on Church Lane has now been included in the scheme but it is recommended that these are not implemented.
8i	10	Parking outside Barclays bank causes traffic hold ups ,needs addressing (Agree – Remove Proposal)	Formal parking bays are planned on Church Lane, outside Barclays Bank. They will still allow cars to pass as 2 way traffic. HGV's will have to queue but this is considered acceptable in a village setting. Although not raised by many, this objection has been raised by the Eaton Councillors and several other stakeholders. Our recommendation is that we do not go ahead with this proposal.

The amended proposals

27. Following the consultation officers have reviewed a range of options for the Eaton Cringleford area, but there are space constraints which mean that it is not possible to provide both adequate capacity for motorised vehicular movement

and fully segregated facilities for pedestrians and cyclists. The following amended proposals are recommended as the best balance within the constraints of the area, and provide improved facilities for all users. The proposals include the following:-

28. The slip road from the Newmarket Road onto Eaton Street will be reduced from two lanes to a single lane. This enables significant widening of the footway on the south side, providing opportunity to widen the existing segregated cycle path to become 2 way between the newly installed Toucan crossing on Newmarket Road which terminates just before the northern vehicular access into the Cellar House Public House. This will be the transition from the existing southern footpath which is to be converted to a shared use facility that will continue along Eaton Street which eventually terminates just before the Cringleford Bridge. This will necessitate the removal of the first section of parking bays situated on Eaton Street immediately north of the Hairdressers and Financial Planning businesses.
29. The crossroads in Eaton village centre will have a new light controlled junction incorporating pedestrian crossing points. The new shared use path on the slip road will connect with a pedestrian / cycle crossing point to a widened shared use path along Eaton Street. The existing shared use facility on Bluebell Road that terminates under the flyover is proposed to be extended south by a short length towards the junction with Eaton Street.
30. Areas of the existing carriageway and footway surfaces at the crossroads junction are worn and deteriorating, which will require resurfacing as part of the works. The exact extent and required treatment will be determined during detailed design.
31. The entrance into the Waitrose service yard adjacent to Red Lion PH is tightened to reduce the width that pedestrians and cyclists have to cross over. The access into the Waitrose car park will have a similar treatment with separate left and right turn lanes on exit. Proposed table at junction with Eaton Street and corner radii tightened up.
32. New speed humps are proposed throughout a proposed 20mph zone, extending into Cringleford.
33. Additional cycle facilities are provided within the Eaton Street, Church Lane, Bluebell Road junction, so that more confident cyclists can remain on the road within this traffic calmed area. New cycle parking in the village centre is also proposed. The new mandatory cycle lane to the advanced stop line (ASL) on Eaton Street will require the extension of the existing double yellow lines.
34. At Cringleford bridge it is proposed to introduce traffic lights to manage the flows. This was an issue raised by a significant number of respondents to the original consultation. This arrangement will allow traffic to be prioritised in different directions during the morning and evening peak periods, thus reducing delays and queuing. The lights will, however, need to operate all day on safety grounds, but this also has the advantage that the structure of the bridge, which is a 2*

listed building and a scheduled ancient monument will be much better protected from vehicle strike, which is an issue at the moment. Consequently, this proposal has been supported by Historic England. Proposed options for low level lighting on the bridge are being investigated, which will need approval from Historic England.

Timescales

35. Subject to Committee approval, construction would start in April 2017, and is anticipated to be completed by July 2017. The exact scope of the works will be identified during detailed design which will determine the overall length of the programme.
36. Although the detailed programme of works is yet to be finalised, construction would be carried out using a phased approach. This would be managed collectively with city and county officers working collaboratively with the contractor and street works coordinators to mitigate impacts on the local network to avoid key embargo times with common aims to minimise disruption where possible.

Conclusions

37. The proposals represent a balance between the various demands in the area and achieve improvements for all transport modes. They provide solutions to issues raised by local residents and stakeholders. Detailed design work will iron out any minor issues, and take account of any responses received as a result of the consultation where appropriate.
38. The brief received for the scheme will be met based upon the proposals set out above. There are some smaller elements of work to finalise during the detailed design process, but it is not envisaged that any outstanding work will require public consultation to be carried out or traffic regulation orders to be advertised.
39. The consultation responses include a large amount of issues which were raised either once or twice. These responses were generally unrelated to the scheme being advertised or very specific to the respondent, and as these represent a tiny percentage of the issues raised from the consultation letters sent, they generally did not result in a change to the proposals.

Resource Implications

40. Finance: The TfN programme forms an integral part of strategic infrastructure as set out in the Joint Core Strategy. The delivery of this work is funded through a number of sources including additional government grants e.g. City Cycle ambition, Community Infrastructure Levy, and mainstream capital funding LTP and allocated funding from the Local Enterprise Partnership (LEP). The overall funding of the programme has been agreed through the Greater Norwich Growth Board.

41. Staff: The project will be delivered through joint team working involving both County Council and City Council officers.
42. Property: The proposals can be provided within the existing highway boundary. Subject to a small proportion of the works which will need to be carried out within the Waitrose carpark to amend their access which falls outside of the highway boundary. Ongoing discussions to agree the exact extent and phasing of the works will take place with Waitrose to agree this.
43. IT: None.

Other implications

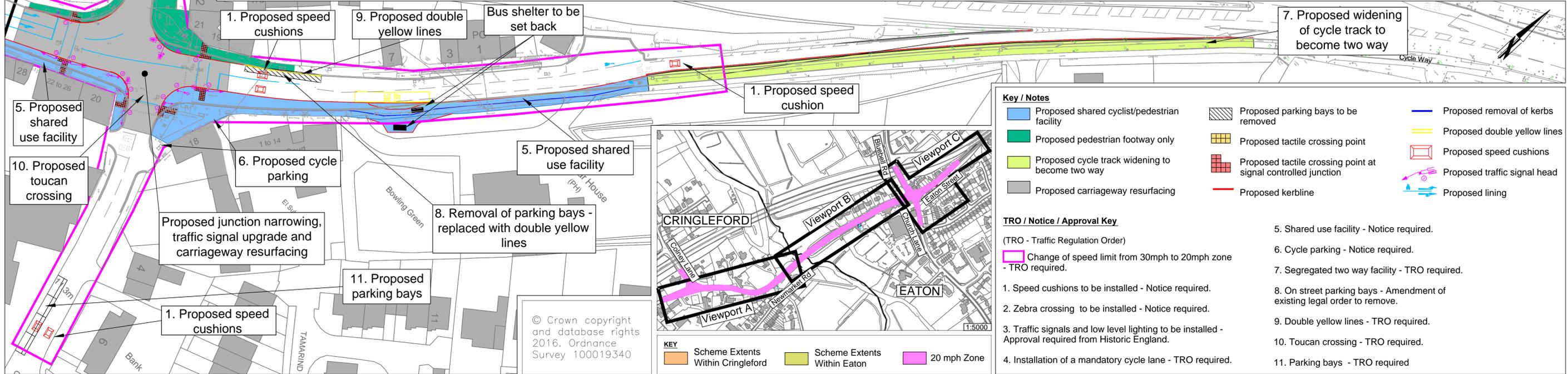
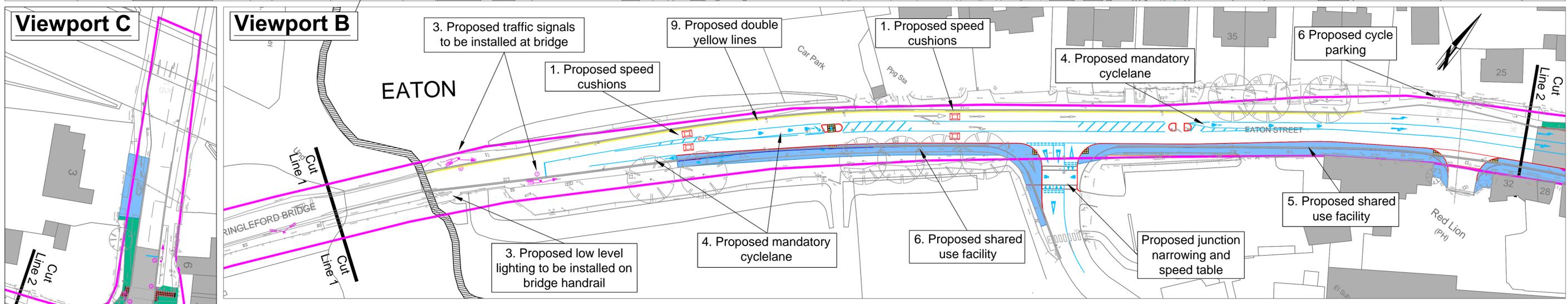
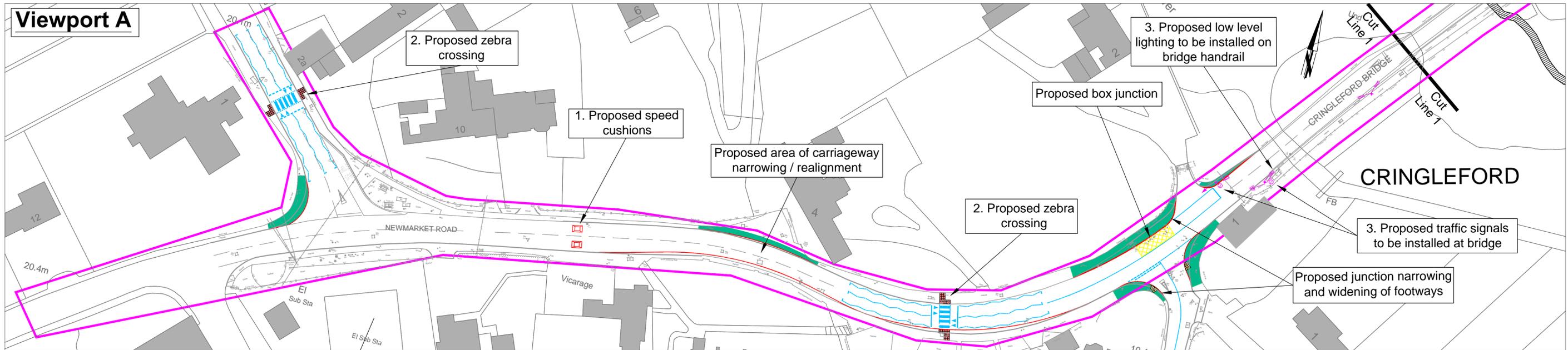
44. Legal Implications: None.
45. Human Rights: None.
46. Equality Impact Assessment (EqIA): An EqIA has been completed for the NATS Implementation Plan (TfN). An Equality Impact Assessment for this scheme has been carried out as part of the detailed development, after discussions with the appropriate groups.
47. Communications: None.

Section 17 - Crime and Disorder Act

48. 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

49. A risk assessment has been undertaken for development of the NATS Implementation Plan (TfN). 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.



Key / Notes

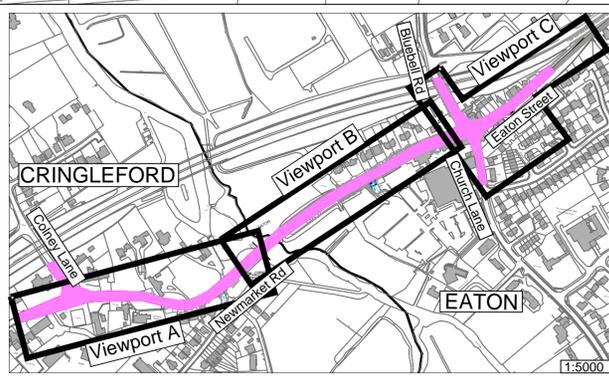
Proposed shared cyclist/pedestrian facility	Proposed pedestrian footway only	Proposed parking bays to be removed	Proposed removal of kerbs
Proposed cycle track widening to become two way	Proposed carriageway resurfacing	Proposed tactile crossing point	Proposed double yellow lines
Proposed shared use facility		Proposed tactile crossing point at signal controlled junction	Proposed speed cushions
		Proposed kerblines	Proposed traffic signal head
			Proposed lining

TRO / Notice / Approval Key

(TRO - Traffic Regulation Order)

Change of speed limit from 30mph to 20mph zone - TRO required.

1. Speed cushions to be installed - Notice required.	5. Shared use facility - Notice required.
2. Zebra crossing to be installed - Notice required.	6. Cycle parking - Notice required.
3. Traffic signals and low level lighting to be installed - Approval required from Historic England.	7. Segregated two way facility - TRO required.
4. Installation of a mandatory cycle lane - TRO required.	8. On street parking bays - Amendment of existing legal order to remove.
	9. Double yellow lines - TRO required.
	10. Toucan crossing - TRO required.
	11. Parking bays - TRO required



KEY

Scheme Extents Within Cringleford	Scheme Extents Within Eaton	20 mph Zone
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REV.	DESCRIPTION	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
OS	OS	10/16	PE4118-HP3-011
DESIGNED BY	AW	10/16	PROJECT TITLE
DRAWN BY	JM	10/16	PE4118 Eaton & Cringleford Preliminary Consultation Plan
CHECKED BY	BF	10/16	SCALE
			1:500
			FILE No.
			PE4118



Eaton / Cringleford Project – Push the Pedalways

Working Group – Questions and Feedback Report

(Venue: Red Lion Pub in Eaton, Norfolk – Held on Friday 1st July 2016 from 10am)

August 2016

Introduction

This document contains Norfolk County Councils responses / feedback in conjunction with questions and queries that were raised by attendees of the Working Group meeting that took place at the Red Lion Pub in Eaton on Friday 1st July 2016 at 10am which lasted around 2 hours.

During the meeting a series of detailed discussions took place with a range of questions and queries raised by individuals. Concluding the meeting each point has been investigated and considered by the Project Delivery team. A summary of responses have been prepared which are presented within this document.

Questions and Responses

Question: Consider 3 way traffic lights at Intwood Road / Eaton Street junction, with pedestrian crossing points.

Response: This would have a negative impact to the traffic (flow capacity) using Newmarket Road and Eaton Street as the required green time for the Intwood Road green stage would have to come from Newmarket Road / Eaton Street green time, as would any pedestrian green man time and clearance periods.

Question: Can there be a single lane heading on Eaton Street east / north onto Bluebell Road? Currently busses turning left have to wait for traffic turning right to move before they can proceed due to the tail swing.

Response: The proposed new layout includes a much wider nearside lane now at 3.2m wide (was previously about 2.5 / 2.6m), this combined with a new constant 12m corner kerb radius and relocated stop line on Bluebell Road allow a large bus to make the left turn manoeuvre within the lane space provided. See the vehicle track diagram PE4118-TS-100 track 34.

It is beneficial in terms of capacity to have a separate left turn lane from Eaton Street into Bluebell Road as this relatively heavily traffic movement is able to run on green during more than one traffic signal controller stage whilst the ahead / right turn

adjacent lane does not.

Question: Can part time signals be considered? Can the signals at Cringleford Bridge be on demand on at off peak times? Is there any data on predicted travel times past along Eaton Street as a result of the new layout?

Response: Part time signals would not be a desirable option because:

- This would leave no formal traffic management arrangement during the time period when the traffic signals are not in operation which may pose a risk of conflict between any vehicles travelling in opposite directions over the narrow bridge.
- A 'no formal traffic control' option over the bridge was discounted as unacceptable with safety concerns at a previous progress meeting during the preliminary design process.
- There would be an inconsistent situation if sometimes when approaching there are signals and sometimes not, which may be confusing for some drivers.

During quieter times when there are lower traffic flows, the signals would rest in the absence of any demands on All Red, i.e. red signals shown at the same time on both approaches, when a vehicle is detected approaching from either direction the traffic signals would respond by providing a green signal allowing that vehicle to proceed. This is beneficial in terms of traffic calming as it removes the temptation for a vehicle arriving at the site to race to get through a green signal already showing before it changes to red, and also beneficial in terms of an approaching vehicle seeing a red signal not having to wait as long for it to change to green from an all red stage as opposed to the time needed for the signal to change if green were being provided to the opposing direction, which would then need to allow time for any vehicles already on the bridges to clear.

During busy periods the signals would likely be continuously changing from green to all red to green at the other end of the bridge section and back again to respond to continuing demands from vehicles and cycles with the green time being varied by the controller within predefined amounts depending on the traffic and gaps in traffic detected on the approaches.

Predicted travel time data: The performance of the Eaton Street / Bluebell Road / Church Lane junction with the new cycle facilities is expected to be similar to the existing layout. As far as the new signal controlled arrangement over the bridges is concerned, it is anticipated that the existing very long inbound tidal queues which sometimes extend back over Cringleford Bridge over the A11 in the am peak period would be significantly less as the signals would provide a more balanced provision of green time with the less busy outbound traffic flow, with a similar situation for the reverse pm peak period.

Question: Traffic turning right from Bluebell Road onto Eaton Street sometimes stops at the red lights (repeaters from the slip road onto Eaton Street from Newmarket Road)?

Response: The proposed new layout would remove the pedestrian refuge island and the secondary traffic signal mounted on it, a new signal would be provided instead on the new southern footway / cycleway where its signal aspects would be less visible to right turning traffic from Bluebell Road into Eaton Street, additionally visors /hoods/ louvres can be provided if considered necessary during the detail design stage to provide appropriate signal visibility, this should prevent drivers misinterpreting the signal and stopping when not required to do so.

Question: Can a dedicated Right Hand lane with a separate green at the Eaton junction on Eaton Street turning right into Church Lane be implemented?

Response: Due to the very low numbers of vehicles which travel straight ahead from Eaton Street (from south-west) into Eaton Street (north-east toward the A11 slip road) the proposed ahead and right turn lane (as was the existing) is predicted to mostly carry traffic wishing to turn right into Church Lane, so no separate lane is required. It is conceivable that a green right turn indicative arrow could be provided to give some time for waiting right turning vehicles which have been unable complete the turn in gaps in the opposing traffic flow from the slip road during the standard green time (during stage 1), a right green arrow for a few seconds would allow those waiting vehicles to proceed unopposed. This would need to be considered during detail design and included / excluded depending on the results of that process.

Question: Can the proposed zebra crossing outside of the church be moved away from the bend?

Response: The proposed location of the zebra is situated where the existing drop crossing is currently adjacent to the church. The scheme proposals include implementing a 20mph speed limit through this section of Newmarket Road, which will include a series of different traffic calming measures to be implemented such as raised tables to reinforce the proposed speed limit within the environment. The crossing will form part of the Stage 1 Safety Audit review and comments from our Safety Engineers will be fully considered during the detailed design.

Question: Can there be a keep clear box / yellow box implemented opposite Intwood Road to allow cyclist somewhere to go turning right from Intwood Road onto Eaton Street?

Response: Since the working group progress has been made with the design. As part of our proposals we are looking into the feasibility of yellow box / keep clear markings adjacent to the Intwood Road junction. This will be considered as part of the Safety Audit Review along with any impacts on traffic slows this may add.

Question: Outside 18 Eaton Street at the cross roads – there will be a large open space with listed buildings. Can we use special materials to convey the difference between pedestrian and cycle spaces?

Response: The palette of materials used across the scheme will need to be fully agreed with the appropriate conservation officer. This will be considered during the detailed design stage of the project.

Question: Eaton Village sign needs to be relocated during the works.

Response: All signing will be reviewed as part of the detailed design of the scheme.

Question: How far does the 20mph Speed Limit extent into Church Street?

Response: The exact extents is yet to be fully determined, the general feedback from the working group suggested they would like to see the section up to the Bank implemented as a 20mph in this busy area. This is currently being reviewed and will form part of the Stage 1 Safety Audit.

Question: Can segregation be considered rather than shared use along the Eaton Street Slip Road? How will pedestrians / cyclists / visually impaired pedestrians use this space particularly at the Eaton cross roads junction? Can the tactile's be extended to the building shorelines?

Response: It will not be possible to implement blanket segregation within the entire limits of the scheme, but where the available space allows for segregation it will be implemented. At the Eaton cross roads tactile slabbed areas will be extended to building lines to enable visually impaired to navigate. A palette of materials will be used at the shared areas around the junction to encourage cyclists to naturally separate themselves from pedestrians where there is no alternative to crossing pedestrian and cyclist paths.

Question: Bluebell Road Slip Road up to the A11, paved area on left hand side but wants it on the right hand side for the bus stop.

Response: Any considerations for improvements to Bluebell Road Slip Road do not fall within the extent of works for this brief. There is a separate scheme that is looking at improvements on Bluebell Road that is being delivered by Norwich City Council.

Question: Can the 30mph signs on Newmarket Road be moved further southbound, to be situated before the Newmarket Slip Road (northbound) to slow traffic adjoining the Newmarket Road traffic.

Response: These signs do not fall within the extent of works for this brief so would not be altered as part of the scheme. Norwich City Council are currently looking into this proposal as part of another scheme.

Question: Consider removing the bus lane on Newmarket Road before the Newmarket Slip Road (Northbound) entry as this causes traffic to cut across lanes without looking.

Response: This bus lane does not fall within the extent of works for this brief so would not be altered as part of the scheme.

Question: At the Keswick Road / Intwood Road junction, can some physical traffic calming features be implemented on Keswick Road to slow down traffic.

Response: This junction does not fall within the extent of works for this brief so would not be altered as part of the scheme.

NOTE TBC - Bluebell Rd cyclepath to be enhanced as part of separate scheme

Redundant signs and street furniture to be removed to enhance appearance of space

Removal of parking on north side of Eaton Street

NOTE TBC - Widen cycle track up to new signal controlled crossing to allow two way use by cyclists

Bus shelter to be set further back in verge

Proposed speed cushions

Widened path converted to shared-use

Cyclists rejoin carriageway

Shorter pedestrian crossing - central island removed

shorter pedestrian crossing

Raised landscaped area to incorporate repositioned village sign, seat and public transport information

Shared cycle and pedestrian crossing (toucan)

Key

- Existing kerbline
- Existing Trees
- Existing footways to be paved, widened and converted to shared-use with cycles.
- Speed cushions
- Improved footway surface
- Feature paving to mark building edge
- Footpath surface to match existing asphalt

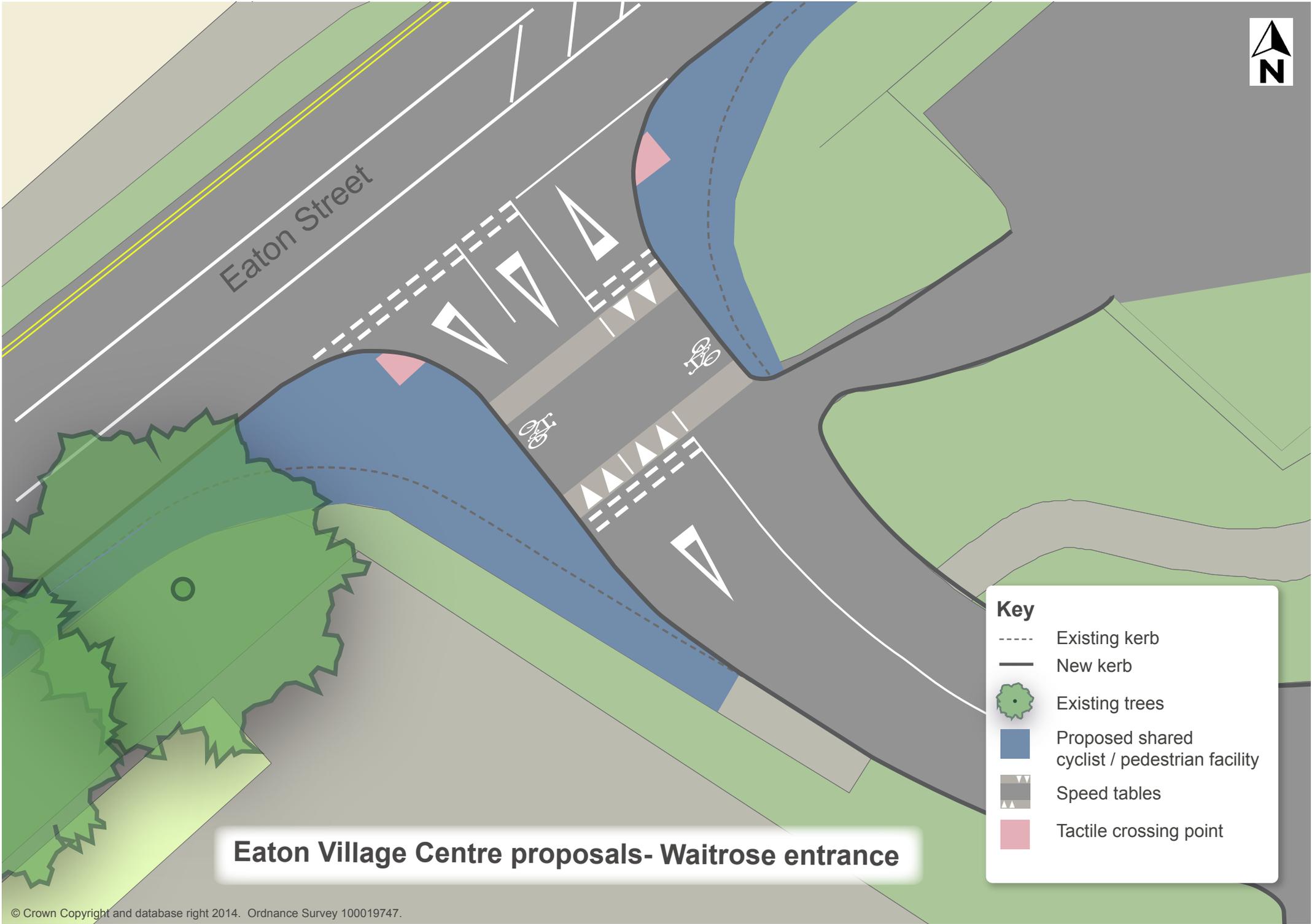


Eaton Village Centre proposals





Eaton Street



Key

- Existing kerb
- New kerb
-  Existing trees
-  Proposed shared cyclist / pedestrian facility
-  Speed tables
-  Tactile crossing point

Eaton Village Centre proposals- Waitrose entrance

<i>Issue Ref.</i>	<i>Times Raised</i>	<i>Issue</i>	<i>Officers Comments (how many responses for each)</i>
0			
1		General overview of proposals	
1a	51	Generally in favour of proposals	
1b	25	Generally not in favour of proposals	
1c	7	Proposals will cause undue delays and peak times during the day to motorists	Traffic modelling suggests that there will be no significant effect on the vehicular traffic in the area.
1d	1	Proposals do not help cyclists	Refer to CLoS score to prove/disprove
1e	1	Construction work must be carried out so that the area does not become grid locked - Church Lane is the only exit from Eaton for many	
2		Speed cushions and 20mph	
2a	46	Not in favour of speed cushions	Traffic calming is required in a 20mph zone. This does not necessarily mean speed cushions but these are a very good self-policing option when compared to signage etc. and a self-policing methodology is requested in the project brief. We recommend to retain the speed cushions but if required we can use 20mph repeater signs along the length of the zone.
2b	8	20mph limit ends too soon on Church Lane (extend to Greenways)	This is something that can be considered at the detailed design stage.
2c	0	Traffic flows will be greatly reduced along Eaton Street	Traffic modelling suggests that there will be no significant affect on the vehicular traffic in the area.
2d	7	Extend speed limit proposals to A11	This location is outside of the scheme limits of works and as such not included in the brief for the scheme. This proposal will not be addressed as part of this scheme.
2e	6	How will 20mph limit be enforced	Speed cushions are a 'self policing' traffic calming feature which force traffic to slow down. There is a legal order associated with the 20mph speed limit so any vehicles travelling above this speed will be liable to prosecution.
2f	1	Speed cushion outside 8 Newmarket Road adjacent a bus stop and near an access	The bus will be able straddle the bus stop with minimal affect. There are accesses near to the proposed speed cushions but there is sufficient space for leaving traffic to straighten up before reaching them. The location will however, be reviewed at detailed design stage.
2g	12	Speed cushions not in correct locations	The speed cushions need to be spread out within a specific range to meet the current regulations. Some adjustment can be made but the positions shown are likely to be near the final locations.
2h	3	Extend 20mph speed limit along Newmarket Road to Keswick Road	This is something that can be considered at the detailed design stage.

2i	10	Use speed tables instead of speed cushions	Speed tables are a valid alternative to cushions but are not ideal in this area. The tables have to be a set height and be flush with the adjacent footways, but in this area the footways are low meaning a large amount of remedial works will have to be carried out before they could be installed. Additional drainage system would also be needed to prevent localised flooding which make the tables much more expensive than cushions.
2j	17	Not in favour of 20mph zone	A 20mph zone has been specifically requested as part of the project brief as this is a feature which can become self policing through the use of traffic calming features.
2k	3	Traffic calming speed cushions not needed as traffic signals are traffic calming features	Traffic signals can be classed as traffic calming features, but the spacing's of these features do not meet the current regulations so additional measures are required.
2l	13	In favour of 20mph zone	
2m	3	In favour of speed cushions	
3		Cycle Queries	
3a	60	Not in favour of shared use facilities on Eaton Street	There is insufficient space available in this built up area to accommodate segregated facilities along the entire length of the site. We are able to widen the existing footway to create the shared use facility and are planning on using contrasting materials to create the impression of segregation around the shopping areas. A key consideration/requirement of the scheme is that the vehicular capacity is not significantly reduced though traffic lanes and width have been reviewed. A critical change is the left hand turn from Eaton Street into Bluebell Road with the stop line being moved back and the radius being changed along with the lane being widened. These factors combine to ensure that HGV's can make the turn without blocking the forward and right turn lane which would reduce capacity. This is why there is insufficient room to create a segregated cycleway as we cannot reduce the width of the other two running lanes and maintain traffic flows. (NNAB reject the scheme proposals based upon the shared use facilities and Norwich Cycling Campaign are in favour of the proposals)
3b	7	Turn into Bluebell Road from Eaton Street not clear where cycles should be positioned	The proposals do not include a dedicated cycle facility for cycles in this area. The blue pedalway directs cyclist up the slip road to Newmarket Road.
3c	6	Mandatory cycle lane makes turning right out of Waitrose dangerous	Vehicles leaving Waitrose do not cross a mandatory cycle lane. Cyclists are directed to the shared use facility to pass through the Waitrose exit. This is perhaps not clear on the plan hence the question.

3d	1	Not in favour of cycle facilities as likely not to be used	The new cycle facilities are not intended to be used by every cyclist but are more aimed at the less confident cyclists who currently don't use the route. Confident cyclists currently ride in the road and are highly likely to continue to do so after the scheme is finalised.
3e	1	Use a London style bus stop bypass on the slip road	The bus stop on the Eaton slip road is based upon the London Cycling Design Standard document.
3f	1	Continue kerb protection of cycle lane down entire slip road	This is something that can be considered at the detailed design stage.
3g	1	How are cyclist expected to cross Cringleford Bridge?	It is anticipated that cyclists would cross the bridge on the green traffic light phase with the vehicular traffic, no longer passing an opposing flow of traffic.
3h	4	Would like a segregated cycle lane the entire length on the scheme	Ideally this would be implemented but there is insufficient space available in this built up area to accommodate segregated facilities along the entire length of the site.
3i	18	How are mandatory cycle lanes to be used	The mandatory cycle lane are intended to direct cyclists into the correct position for onward travel without the need for them to cross 2 lanes of traffic at the cross roads.
3j	3	Is there any way to ensure that cyclists use the proposed cycle lanes?	Cyclists do not have to use the cycles lanes if they would prefer to stay in the carriageway with vehicular traffic.
3k	1	Vehicle headlights blind cyclists coming up the slip road at night	This is not something that can be addressed as part of the scheme.
3l	3	How would cyclists find their way onto slip road when heading into the city	It is anticipated that cyclist would position themselves in the mandatory cycle lane that starts East of the Waitrose exit. This mandatory cycle lane leads cyclists into the straight ahead and right turn lane that allows them to cycle onto the slip road with the flow of traffic without having to cross 2 lanes of traffic as they would have had to do had the mandatory cycle lane not been in existence.
3m	2	Cyclist don't cycle up the slip road, the small numbers who do push the bikes up	The survey we had carried out does not agree with this statement. One of the aims of the project is to increase cyclist numbers in the area through the provision of improved facilities.
3n	1	Maintain an ASL at bottom of slip road for cyclists turning right	ASL's only work when cycles can be safely taken to the head of the queue - in this location the width does not allow a safe passage to take cyclists to the head of the queue so would serve little purpose.
3o	1	In favour of shared use facilities on Eaton Street	
3p	3	Have ASL's at every traffic signal.	ASL's only work when cycles can be safely taken to the head of the queue - in this location the width does not allow a safe passage to take cyclists to the head of the queue so would serve little purpose.
3q	3	Have green phase for cycles only at each traffic signal	This is not possible as it would significantly reduce the capacity for vehicular traffic and there is no safe way to get cyclists to the front of the queue to take advantage of the cycle phase only.
3r	1	Install speed cushions for cyclist coming down slip road	
3s	1	Bus shelter is not being moved to a sensible location	
4		Road Alignment	

4a	35	Not in favour of narrowing Intwood Road junction	We have reviewed the tracking of vehicles at this junction and we are confident that the proposals would still allow traffic to use the junction as it does now. That said we accept that a computer tracked model may be different to that "in the real world" and can see that the proposals revert the junction back to a similar previous incarnation which was previously changed. Our recommendation is to drop this aspect of the scheme.
4b	2	Request 3 way lights at Intwood Road Junction	Traffic modelling suggests that 3 way lights at this junction will have a massive impact on traffic flows along Eaton Street/Newmarket Road, with a big reduction in capacity so would not be implemented.
4c	1	Make Intwood Road one way	This location is outside of the scheme limits of works and as such not included in the brief for the scheme. This proposal will not be addressed as part of this scheme.
4d	4	Ensure enough space on Church Lane between Toucan and existing Keep Clear markings	This is something that can be considered at the detailed design stage.
4e	24	Narrowing Waitrose exit will slow traffic leaving and create queues	The same 2 exit lanes will remain after the work so no impact of traffic flows is anticipated. The change is intended to slow turning movements to improve safety, and is consistent with the city design guide. There would appear to be some confusion by some of those who raised this issue during the consultation, particularly that the exit is being reduced to one exit lane. Our recommendation is to retain this proposal.
4f	1	Widen footway on NW corner of crossroads (by retaining wall) and make shared use.	This is something that can be considered at the detailed design stage.
4g	4	Footway near church (Newmarket Road) is narrow - widen	This already forms part of the proposals.
4h	1	Look at improving Intwood Road/Keswick Road junction	This location is outside of the scheme limits of works and as such not included in the brief for the scheme. This proposal will not be addressed as part of this scheme.
4i	2	Going to a single lane on Eaton Street will cause traffic to queue back to Newmarket Road	Traffic modelling suggests that there will be no significant affect on the vehicular traffic in the area.
4j	1	Not in favour of a single lane down slip road as turning traffic will cause hold ups	Traffic modelling suggests that there will be no significant affect on the vehicular traffic in the area.
4k	10	No dedicated right hand turn lane from slip road will block opposing traffic	There is no dedicated right hand turn phase for traffic turning right from the slip road, the traffic must wait for a filter arrow to turn.
4l	9	Ensure traffic turning right from Eaton Street into Bluebell Road has sufficient space to turn	Vehicle tracking has been carried out using specialist software and this confirms that there is sufficient road space available for vehicular traffic.
4m	1	No need to narrow road by church as this will squeeze traffic and cyclists together	Narrowing of a carriageway is an accepted method of slowing traffic down, which is an aim of the project. The footways on both sides of the road at the church are very narrow and not wide enough for pram/wheelchair. Narrowing the carriageway allows the southern footway to be widened sufficiently to allow a 1.2m wide footway to be constructed to allow a pram/wheelchair to pass.
4n	15	Move stop line back on Bluebell Road to allow large vehicles a wider turning width/in favour of moving stop line back	This already forms part of the proposals.
4o	1	Do away with traffic islands at cross roads	

4p	1	Maintain traffic island on Eaton Street by cross roads to allow right turns into	
4q	7	Tightening Church Lane/Slip Road junction will slow traffic and increase collision risk/make it difficult for large vehicles	
4r	1	Consider crossing point for pedestrians at Bluebell Road/A11 junction	
4s	2	In favour of narrowing Intwood Road junction	
5		Crossing Points	
5a	1	Make zebra crossing on Newmarket Road a Toucan Crossing	This is something that can be considered at the detailed design stage.
5b	1	Ensure crossing points are silent i.e. no beeping	Models which do not beep can be specified and installed.
5c	1	Will zebra by Jewson's be removed as new ones being installed	There are no plans to remove the crossing by Jewson's as part of the scheme.
5d	4	Zebra crossing near church is in wrong place/stops outside house invading on privacy	The crossing at the Church is located at an existing crossing point. Positioning can be reconsidered at detailed design stage.
5e	10	Zebra on Colney Lane /Newmarket Road not needed	The crossing on Newmarket Road is located at an existing crossing point which is already well used by pedestrians. The crossing on Colney Lane can be reconsidered.
5f	1	Have a toucan crossing near Colney lane to allow cyclists travelling to A11 a safer crossing	This is something that can be considered at the detailed design stage.
5g	2	Crossing point at the church will not be needed if the road is narrowed	There is a pre existing crossing point here that is well used. The south footway will be widened but there is insufficient space available to widen the north footway so pedestrians have a desire to cross at this pinch point location.
5h	2	Crossing point on Colney Lane is too far away from the junction to be used	This is a valid concern, but it is not possible to have the crossing point closer to the junction due to the existing bus stop and road alignment.
5i	12	Zebra crossings are a good idea/supported	
6		Environmental	
6a	3	Increase the amount of new tree planting	Tree planting will form part of the scheme, with more trees being planted than are planned to be removed.
6b	4	Reduce lining in conservation area to a minimum	The proposals do intend to use the minimum amount of lining possible to create enforceable facilities.
7		Traffic Signals	
7a	3	Shame traffic lights needed on bridge	The common place survey identified the bridge as an area which causes great concern to both cyclists and vehicles. Formalised traffic control helps to maintain traffic flow capacity through the traffic modelling.
7b	54	Signals at the bridge would need to be tidal to match traffic flows/in favour of signals at bridge	The proposed signals are tidal so traffic heading into the city has priority in the morning and vice versa in an evening. During the day the signals are on demand so would sit on red until someone approaches which helps speed up traffic flows.
7c	3	Does new crossroad arrangement allow a dedicated right turn sequence into Church Lane as filter is not suitable	NO there is not a dedicated right turn only sequence.
7d	1	Signals at the bridge will cause frustration and cause drivers to speed up once past them	At rush hour this should not be the case as traffic volume would not allow it. During off peak hours the signals are on demand which will minimise the red period for vehicles to help reduce waiting times.

7e	12	Signals on the bridge not required as traffic flows work well across the bridge	This statement is in opposition to the responses which have been received from the common place consultation.
7f	3	Traffic light not needed on the bridge as there is sufficient space for 2 way traffic	There is enough space for 2 smaller vehicles to pass side by side but not for large vehicles which use the route. The bridge parapets are regularly struck causing damage which is expensive and time consuming to repair as consent for work is required from Historic England.
7g	1	Make the crossings so that if one person presses the button the whole junction stops giving people time to cross wherever they are	
7h	2	Make a separate filter left turn out of Church Lane	
7i	1	Traffic signals are too far away from narrow point of bridge	
8		Other	
8a	1	Would like the opportunity to comment on bluebell cycle path	This is something that can be considered at the detailed design stage.
8b	2	Temporarily open the access route between Greenways and Sunningdale during the	This is something that can be considered at the detailed design stage.
8c	56	Removal of on street parking will be detrimental to businesses and property prices/no	A proposed change as a result of the consultation is to retain the 5 parking bays at the top end of the slip road and only remove the 3 parking bays near the cross roads, and make the retained parking bays a maximum 2 hour stay. An additional proposals for 4 relocated parking spaces on Church Lane has now been included in the scheme but it is recommended that these are not implemented.
8d	1	Extend works outside Cringleford Green (between The Ridings and Keswick Road)	This location is outside of the scheme limits of works and as such not included in the brief for the scheme. This proposal will not be addressed as part of this scheme.
8e	1	Slip road needs to be gritted in winter as 2 way cycle path will be dangerous if not	This is something that can be considered at the detailed design stage.
8f	1	Mandatory cycle lanes do not exist so why using them?	Mandatory cycle lanes can be implemented with a traffic regulation order.
8g	1	Consider double yellow lines on Intwood Road	This location is outside of the scheme limits of works and as such not included in the brief for the scheme. This proposal will not be addressed as part of this scheme.
8h	4	No one will use the cycle parking in the areas indicated	One of the aims of the project is to improve the bus services in the area (a rapid transport route), so the hope is more cyclists will use these facilities once completes.
8i	12	Parking outside Barclays bank causes traffic hold ups ,needs addressing	Formal parking bays are planned on Church Lane, outside Barclays Bank. They will still allow cars to pass as 2 way traffic. HGV's will have to queue but this is considered acceptable in a village setting. Although not raised by many, this objection has been raised by the Eaton Councillors and several other stakeholders. Our recommendation is that we do not go ahead with this proposal.
8j	10	Scheme gives cyclists priority over everyone else - spend money elsewhere	The scheme is aimed at improving cycling provisions but not at the detriment to other road users. Vehicular traffic capacity will not be significantly affected as a result of the proposals.

8k	4	Widen footbridge at Cringleford Bridge to allow cycles to use this	The footbridge cannot be widened but would have to be replaced. This is a very expensive option and not considered good value for money.
8l	2	Reopen exit from Waitrose onto Church Lane	This is something that can be considered at the detailed design stage.
8m	1	Build a small stretch of pavement along Intwood Road which links the east end of Bre	This location is outside of the scheme limits of works and as such not included in the brief for the scheme. This proposal will not be addressed as part of this scheme.
8n	1	Permanently open the access route between Greenways and Sunningdale, maybe or	This is something that can be considered at the detailed design stage.
8o	2	Keswick Road needs to be considered as part of the scheme	This location is outside of the scheme limits of works and as such not included in the brief for the scheme. This proposal will not be addressed as part of this scheme.
8p	1	Please provide further information under freedom of information act	Information requested has been provided by Norfolk County Council's FOI team.
8q	1	Not enough time given for responses	The consultation is not a statutory requirement, and the time given for responses is deemed sufficient.
8r	2	Double yellow lines cosmetic only as existing ones are not enforced	Enforcement is a responsibility of Norfolk Constabulary. The facilities have to be provided if they were to be enforced and along Eaton Street parked traffic could significantly affect the traffic flows so there has to be an ability to enforce the no parking areas.
8s	1	Traffic leaving A11 junction at give ways lines not being addressed	This location is outside of the scheme limits of works and as such not included in the brief for the scheme. This proposal will not be addressed as part of this scheme.
8t	1	No provisions made for Intwood Road/Keswick Road junction	This location is outside of the scheme limits of works and as such not included in the brief for the scheme. This proposal will not be addressed as part of this scheme.
8u	4	Most of the proposed work is a waste of tax payers money	Refer to Clos Scores as to whether the targets in the brief are achieved.
8v	2	Build a slip road from A11 to Eaton Street	This location is outside of the scheme limits of works and as such not included in the brief for the scheme. This proposal will not be addressed as part of this scheme.
8w	1	Poor parking on Greenways (on the footways)	This location is outside of the scheme limits of works and as such not included in the brief for the scheme. This proposal will not be addressed as part of this scheme.
8x	1	Phone box restricts visibility leaving Waitrose car park	Part of the proposals are to remove the phone box.
8y	1	Cycling facilities on Bluebell Road do not work so won't fit in with these proposals	A separate scheme is being delivered to address the cycling issues on Bluebell Road
8z	2	Narrow bridge to a single vehicle width to allow equal priority crossings	This can not be implemented due to the traffic flows in the area. The proposed signals allow tidal flows of traffic to meet the different demands in the day. It is likely that tidal flows would dominate greatly at peak hours causing queues of traffic which would not easily get chance to disperse.
8aa	1	Spend some of the money on Thickthorn Roundabout to catch red light jumpers inste	This location is outside of the scheme limits of works and as such not included in the brief for the scheme. This proposal will not be addressed as part of this scheme.

8ab	1	Lighting on Cringleford bridge is not necessary	This was very strongly supported through the common place survey and as such a design will be commissioned for inclusion within the final scheme proposals.
8ac	1	Build a dedicated cycle bridge adjacent to the existing Cringleford Bridge	The cost of this work would not be justified for the benefit which would be gained. (In terms of an increased CLoS score)
8ad	1	I would like you to provide full statistical evidence that such measures are necessary	This is something that can be considered at the detailed design stage.
8ae	1	In favour of reducing street clutter	This is already being included in the scheme proposals.
8af	2	Extend double yellow lines opposite Greenways to prevent parking.	This location is outside of the scheme limits of works and as such not included in the brief for the scheme. This proposal will not be addressed as part of this scheme.
8ag	4	Carry out work to prevent people parking on Colney Lane	This proposal is already being developed as part of a separate scheme.
8ah	1	Carry out improvements at speed table on Sunningdale	This location is outside of the scheme limits of works and as such not included in the brief for the scheme. This proposal will not be addressed as part of this scheme.
8ai	2	Have not received a consultation letter	Not all residents in Eaton and Cringleford will receive letters. On agreement with Norwich City Council, the A11 has been used as the cut off for the mailing distribution, so those north of the A11 are not being sent consultation letters.
8aj	2	Place "No Cycling" signs at each end of footbridge	Current design guidance is "Cyclists prohibited" (TSRGD diagram 951) should only be used where there is an imminent danger to cyclists ahead, e.g. on a road leading only towards a motorway or into a long unlit road tunnel. Equally The signs "cyclist dismount" (a permitted variant of TSRGD diagram 966) and "end of cycle route" (TSRGD diagram 965) and the cycle lane marking "End" (TSRGD diagram 1058) should not normally be used.
8ak	2	Carry out aesthetic improvements outside Adrian Rowe hairdressers.	cyclists ahead, e.g. on a road leading only towards a motorway or into a long unlit road tunnel.
8al	2	Lorries/large vehicles park on Eaton Street while waiting to unload at Waitrose, and s	This issue is known about but will not be addresses as part of the scheme as there is simply no easy answer to the issue that has not been raised in the brief for the work. The vehicle movements have however, been taken into account when modelling the new road alignment.
8am	1	Place a speed camera on Colney Lane to catch traffic on flyover	This location is outside of the scheme limits of works and as such not included in the brief for the scheme. This proposal will not be addressed as part of this scheme.
8an	1	Increase box junction size on Newmarket Road	This is something that can be considered at the detailed design stage.
8ao	1	Extend double white line across Colney Lane/Newmarket Road junction	
8ap	1	Make better use of the grass bank and downslope exit area from the Cellar House.	
8aq	1	When will something be done about the turning left lane at the Thickthorn roundabout	
8ar	1	Place a sign near the Waitrose carpark entrance telling HGV,s and Buses to use both lanes when turning left	
8as	1	Consider a box junction on Church Lane at car park entrance/exit behind shops	
8at	2	Move 50mph speed limit further along A11	
8au	1	Ensure public transport is maintained during the works	
8av	1	New street light Cringleford side of bridge to increase visibility	
8aw	1	Create barking bay outside of the Church for approximately 3 vehicles for functions	

8ax	1	Make box junction at Intwood Road longer	
8ay	1	Widen area of corner of Eaton Street and Church Lane	
8az	1	Please install guard railings at Intwood Road/Newmarket Road junction.	
8aaa	1	Make sure surface water flow is maintained and not disrupted as part of the works	
8aab	1	Timing of the lights from Eaton Street into Church Lane is too short a green phase.	
8aac	1	In favour of on street parking on Eaton Slip road	
8aad	1	Repaint pedestrian crossing at Waitrose entrance/exit	
8aae	1	Ensure at cross roads there is clear signage showing priority for cyclists.	
8aaf	1	Create a hard surface on the slip road to A11 to aid crossing	