

Report to Norwich highways agency committee
20 September 2018
Joint report of: Assistant Director Communities and Environmental Services, and head of city development services
Subject Transport for Norwich – Rose Lane and Prince of Wales Road

Item

10

Purpose

To agree changes to the proposed layout of the junction of Rose Lane with Prince of Wales Road and agree to advertise revised Traffic Regulation Orders to facilitate the revised layout

Recommendation

That the committee:

- (1) agrees the revised layout for the area surrounding the junction of Rose Lane with Prince of Wales Road as shown on the plan contained in Appendix 1
- (2) asks the head of city development services to commence the statutory procedures associated with the following traffic regulation orders and notices associated with this phase of the scheme, which is shown on the plan contained in Appendix 1
 - (a) Reversing the direction of flow of traffic on Eastbourne Place, but maintaining cycle contraflow;
 - (b) Introducing a 'Restricted Zone' in Eastbourne Place allowing loading only;
 - (c) Relocate the existing light controlled crossings and upgrade them to Toucan crossings linking them via the newly created open space (one on Prince of Wales Road and one on Rose Lane);
- (3) delegates consideration of any objections to these traffic regulation orders to the head of city development services in discussion with the chair and vice chair.

Corporate and service priorities

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

Financial implications

As reported to this committee in June 2018, around £2.75m of funding has been secured for the development, design and construction of the Rose Lane / Prince of Wales Road project. The delivery of the overall project will be undertaken in standalone phases, the individual costs of which will be refined and confirmed as designs and construction plans are finalised. The revised layout outlined in this report has been identified as being part of

a phase of work that brings greatest benefit to the overall scheme so is being prioritised in terms of delivery and use of available funding.

Ward/s: Multiple Wards

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Bruce Bentley – Principal transportation planner 01603 212445

David Wardale Project Engineer (Highway Projects) 01603 223259

Background documents

None

References

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

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

Report

Background

1. At your meeting in June 2018, you agreed a traffic management scheme for the Rose Lane / Prince of Wales Road area, which included re-aligning the road between the end of Mountergate and Prince of Wales Road, creating a new public space on Prince of Wales Road and a two-way link between Prince of Wales Road and Mountergate and closing Eastbourne Place to motorised traffic.
2. Work on Phase 1 of the scheme (the closure of King Street and the widening of pavements and improved cycling facilities on Rose Lane) is due to commence in the autumn. The work to provide the new public space and two-way access from Mountergate to Prince of Wales Road is expected to commence in Spring 2019.

Detailed Design issues

3. To avoid unnecessary expense prior to consultation, the scheme was designed as a proposal in principle, as is usual with most traffic schemes. Following the consultation, officers began to do more detailed highway design work, first on the work for Phase 1 of the scheme (Rose Lane and King Street) which is due to commence later in the autumn, and then on the area around Prince of Wales Road, Rose Lane and Eastbourne Place.
4. Detailed discussion on the traffic management requirements required to implement the agreed scheme at Eastbourne Place demonstrated that these would be complex, and have a significant impact on the travelling public over an extended period of time. This would also have significantly impacted on the scheme cost.
5. Consequently, the scheme was revisited from first principles, with the aim of retaining as many of the benefits of the original proposals as possible. Details of the revised proposals are shown on the plan attached as Appendix 1

The revised proposals

6. Members will recall that the proposal to provide a two-way link between Mountergate and Prince of Wales Road had significant levels of support with 90 respondents supporting it (over 25% of all respondents particularly supported this link). The revised scheme retains the direct link to Prince of Wales Road from Mountergate (with contraflow cycling) by reversing traffic flows and realigning Eastbourne Place. This allows for widened footways on Eastbourne Place itself. The low levels of traffic anticipated to be using Eastbourne Place and choice of material means we can link this with the central open space and use landscaping and tree planting to create a coherent piece of open space.
7. A short length of new carriageway at the eastern end of the open space provides access to Mountergate from Prince of Wales Road for traffic heading out of the City (effectively replacing the current arrangement via Eastbourne Place). It is also proposed to make the section of Prince of Wales Road that leads to Mountergate and Rose Lane into a single traffic lane with a mandatory

cycle lane alongside. This ties in with the approved scheme due to be constructed on Rose Lane. This arrangement also allows for widened pavements on the south side of Prince of Wales Road, but not as significant as originally proposed.

8. The previously proposed signal controlled junction is now no longer required, and has been replaced by two signal controlled toucan crossings and one signal controlled pedestrian crossing (these link key pedestrian routes in the area via the open space). This reduces the impact on traffic flow over the previous proposals, whilst maintaining pedestrian and cycle access. Bus journey times, particularly into the City, are improved as a consequence of the suggested changes.

Landscaping

9. The revised proposal results in the loss of one of the smaller and less significant trees on the central island, but provides the opportunity for additional tree and other planting. The linking of this central space with pedestrian crossings to both sides of Prince of Wales Road, along with the improved relationship with the Eastbourne Place frontage and the potential to create a coherent and useable space, should help to ensure that this new open space is a positive contribution to the area.

Cost and buildability

10. As the revised proposal makes much greater use of the existing carriageway, negates the need for a full signal controlled junction and minimises traffic management, the overall cost of the scheme will be substantially less than the original proposals. The final costing of this element of the scheme is underway.

Resource Implications

11. Finance: The TfN (Transport for Norwich) programme forms an integral part of the strategic infrastructure as set out in the Joint Core Strategy. Funding of £2.6m from the Local Enterprise Partnership (LEP), along with a County Council maintenance contribution towards carriageway surfacing and a County Council contribution towards an upgrade of the traffic signals impacted by the initial phase of works has been secured for the development, design and construction of the Rose Lane / Prince of Wales Road project. The delivery of the overall project will be undertaken in standalone phases, the individual costs of which will be refined and confirmed as designs and construction plans are finalised. The revised layout outlined in this report has been identified as being part of a phase of work that brings greatest benefit to the overall scheme so is being prioritised in terms of delivery and use of available funding.

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

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

14. IT: None.

Other implications

15. Legal Implications: None.

16. Human Rights: None.

17. Communications: The Transport for Norwich Communications Project Manager is a member of the delivery team.

Section 17 - Crime and Disorder Act

18. The scheme will be designed to ensure it has a positive effect on crime and disorder where possible. There were a couple of main issues that the Police identified in relation to the night time economy on Prince of Wales Road. The first was with the planned cycle route along Prince of Wales Road and the possible conflict with other road users/revellers, especially at night. However, they accepted there would be an alternate route available along Rose Lane. The other concern was with the public space near Eastbourne Place. They have asked that this should remain open with no benches or permanent seating areas to discourage people congregating in the area. The preference is instead to encourage private businesses to develop a café culture with temporary outside seating and tables that can be removed nightly.

19. The opportunity will be taken to review CCTV coverage in the area, as any existing or proposed tree planting that might impact on site lines will need to be taken into account.

20. Care will also be taken during construction to minimise opportunities for crime and disorder, for instance the secure storage of construction equipment and materials.

Risk Implications/Assessment

21. A risk assessment has been undertaken for development of the NATS Implementation Plan. The key risks for delivering this are around funding, timescales and planning. These risks are being managed through active project management and ongoing engagement with stakeholders.

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

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	20 September 2018
Director / Head of service	Andy Watt
Report subject:	Norwich Area Transportation Strategy Implementation Plan – Rose Lane and Prince of Wales Road
Date assessed:	September 2018
Description:	

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

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

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

Recommendations from impact assessment

Positive

Positive impacts on air quality are envisaged and these should be identified where possible.

Negative

There are no significant negative impacts to resolve.

Neutral

There are no significant neutral impacts to resolve.

Issues







Any issues raised through the consultation will be fully considered and reported as appropriate at NHAC.

Mountergate proposed changes

Proposed change

Reason for proposal

- ① Landscape improvements around Foundry Bridge
Improve the overall look of the area
- ② Closure of St Faiths Lane to motorised traffic at its junction with Prince of Wales Road, maintaining two-way cycling and improving facilities for pedestrians
Optimises traffic flow and journey times for all traffic
- ③ Eastbourne Place one-way reversed with cycle contra-flow
Allows traffic flow from Mountergate to turn right into Prince of Wales Road
- ④ Pavement widening
Improved enhancement for pedestrians
- ⑤ Create a new link between Prince of Wales Road and Rose Lane
Allows traffic from Prince of Wales to access Mountergate

-  New kerb line
-  Proposed trees
-  Climbing plant stand
-  Cycle stands
-  Pelican crossing
-  Toucan crossing

- ⑥ Creation of public open space with enhanced landscaping and lighting
Links major pedestrian and cycle routes and improves the look and feel of the area
- ⑦ Reduce Prince of Wales Road to one lane on the approach to Eastbourne Place by removal of right turn lane
Allows extended parking bay, cycle lane contraflow and pavement widening
- ⑧ On-carriageway cycle lane
Carriageway reduced to one lane to allow for cycle lane and widened footway
- ⑨ Reversal of traffic flow and removal of traffic signals
Improves in-bound traffic flow

www.norfolk.gov.uk/princeofwalesroad

