



Norwich Highways Agency committee

Date: Thursday, 21 January 2016

Time: 10:00

Venue: Mancroft room, City Hall, St Peters Street, Norwich, NR2 1NH

Members:

County Councillors:

Morphew (chair)*
Adams*
Agnew
Shaw
Sands (M)

* voting members

City Councillors:

Bremner (vice chair)*
Stonard*
Harris
Carlo
Jackson

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Date of publication: **Wednesday, 13 January 2016**

Norwich Highways Agency committee**10:00 to 11:25****17 September 2015**

Present:

County Councillors:	City Councillors:
Morphew (chair) (V)	Bremner (vice chair) (V)
Shaw (V) (as substitute voting member for Councillor Adams)	Stonard (V)
Agnew	Carlo
Sands (M)	Harris
	Jackson

*(V) voting member

Apologies: County Councillor Adams (both on other council business)

1. Public questions/petitions

The chair said that a public question had been received from Mr Peter Mitchell (Jarrolds & Sons Ltd) in his capacity as chair of the Norwich Business Improvement District. The question related to item 5 (below), Transport for Norwich plan – Golden Ball Street and Westlegate and Mr Mitchell had agreed to the question being taken at the start of that item.

2. Declarations of interest

There were no declarations of interest.

3. Minutes

RESOLVED to approve the accuracy of the minutes of the meeting held on 23 July 2015.

4. Annual report of the Norwich City Highways Agency 2014-15

During discussion, members expressed concern about the increase in the numbers of people recorded as being killed or seriously injured as a result of a traffic accident. The committee noted that the city council's scrutiny committee had considered this in its work programme last year and that this trend should be kept under review. Members also noted that the killed or seriously injured performance indicator also

included people who had been admitted to hospital overnight and that the data was distorted by the inclusion of people who were admitted to hospital for other reasons, such as caution on behalf of medical staff or other social reasons. Therefore there was concern that this indicator did not provide reliable evidence based information on which to make decisions. The head of citywide services (Norwich City Council) referred to the difficulty of extrapolating the detail behind the data and suggested that the committee considered the trends and issues related to the data at a future meeting. He pointed out that other factors, such as an increase in the number of people who cycled, could be attributed to the increase in the road accident casualties.

RESOLVED to:

- (1) approve the Norwich Highways Agency annual report for 2014-15;
- (2) ask the head of city development services and the executive director of community and environmental services (Norfolk County Council) to report on the issues and trends behind the statistics on road accident casualties.

5. Transport for Norwich – Golden Ball and Westlegate

Mr Peter Mitchell (Jarrolds & Sons Ltd), chair of the Norwich Business Improvement District (BID), asked the following question:

“My question concerns the risk that the proposed changes will create serious congestion in the Inner Ring road with very detrimental consequences for the city centre’s shoppers and businesses in 2016.

Please can the committee re-examine and then explain the robustness of the traffic modelling that underpins the impact of these changes on Inner Ring road traffic levels, in respect of the validity of both the existing and forecast traffic levels on the Inner Ring Road and the likelihood that even small increases in traffic.

EXISTING: Para.21 in the report to NHAC (Norwich Highways Agency) committee for this meeting highlights that the current position for the traffic levels on the Inner Ring Road are estimates as there has not been time to assess the impact of recent changes. The timeline is being dictated by funding deadlines.

FORECAST:

- (i) “It also was looking forward to the opening of the Northern Distributor Road. It is acknowledged that this may have misled some respondents and caused confusion as many people interpreted it as just showing the effects of this scheme in isolation.” Does this mean the “FORECAST” figures shown include the anticipated benefits of the NDR when built? If so it is inappropriate to use these to predict the detrimental impact on the Inner Ring Road of this scheme.
- (ii) The forecast projections appear not to take sufficient account of the additional traffic that will exist on the Queens Road section where the

3000+ cars that will no longer travel along All Saints Green as cars need to travel along the ring road to find an alternative route to a point of entry to within the Ring Road their destination.

The committee should not approve this proposal for implementation without further scrutiny of the traffic model and the increased risk of serious congestion on the Inner Ring Road.”

The NATS/NDR manager (Norfolk County Council) thanked the Norwich BID and members of the public for their participation in the consultation and replied to the question on behalf of the committee as follows:

“The whole ethos of the city centre measures is to improve access to the city centre by all modes of transport including sustainable means like walking, cycling and public transport. The Golden Ball Street scheme completes the first phase of the city centre measures which enables the full pedestrianisation of Westlegate.

We recognise that these city centre measures are likely to put more traffic on the inner ring road. However, the strategic modelling has indicated that the increases are not severe. The model used has been validated according to government guidance and has been accepted by the Department for Transport as fit for purpose and was used to support the business case for the NDR (Northern distributor road).

The Golden Ball Street scheme improves access to some car parks and makes bus travel easier by removing general traffic from key city centre streets. It will also improve pedestrian access to parts of the city by removing motor vehicles which could increase footfall in retail areas. Overall it is likely that an enhanced public realm will make the city centre more attractive and encourage more shoppers and visitors.

With respect to further surveys, the most appropriate stage is when the first phase, the pedestrianisation of Westlegate, is complete. Undertaking a series of surveys now would be of an incomplete proposal.

The figures presented in the report take account of the NDR as this has approval to proceed and the impact of the growth as set out in the Joint Core Strategy. Not all of this growth will have occurred by the time the NDR is in place so the figures represent a worst case scenario.

It is wrong to assume that all the vehicles currently using All Saints Green will simply transfer to Ber Street and Queens Road. Traffic flows on individual roads in Norwich are made up vehicles making lots of different journeys with varied origins and destinations. The strategic modelling takes this into account and shows that some trips are displaced onto northern sections of the ring road as well.

In view of concerns raised at the consultation, further work will be carried out using detailed junction assessments to determine whether further improvement is required at Finkelgate/Queens Road.”

Mr Mitchell, by way of a supplementary question, referred to the traffic modelling and said that the forecast projections were not valid for the 18 months to the two years until the completion of the NDR, and asked that statistics showing congestion on the Ring road were made available. He said that the inner ring road did not have the capacity to deal with extra traffic and that bringing this scheme and the other four or five similar schemes forward was “premature, verging on reckless”. The Norwich Bid hoped that there was a better way of consultation and run these processes better. The NATS/NDR manager replied that the modelling had taken into account the current position and that the forecast figures took into account the projected figures for the programme of improvements to the traffic network as a whole. This included schemes to improve junctions on the inner ring road. The chair thanked all the respondents to the consultation which included members of the public, businesses and other stakeholders. There could be further discussion about the strategic objectives and implementation of Transport for Norwich plan with Norwich BID outside the meeting.

The principal transportation planner (Norwich City Council) introduced the report and said since the publication of the report, the Norfolk and Norwich Association for the Blind (NNAB) had submitted a consultation response requesting a pedestrian crossing in Rouen Road. He said that it would be possible to include a zebra crossing on the speed table in Rouen Road as part of this scheme. He explained that the crossing on Ber Street would be on the desire line but that he considered a signalled crossing at this point would not achieve the other benefits for all road users. The NNAB and Norwich Cycling Campaign had been consulted and there would be further discussion on the proposals.

The NATS/NDR manager and the principal transportation planner referred to the report and answered members' questions. Members noted that there would be an assessment of the Finkelgate/Queens Road junctions. The vice chair pointed out that this scheme contributed to improved access to car parks and removed traffic from the city centre improving the retail experience. Another member, who objected to the closure of Westlegate, said that it made access to the city centre more difficult for people with mobility problems. Discussion ensued in which members commented that park and ride fares, which could be greater than city centre car parking fees, and operating hours were inconsistent with the objective of removing cars from the city centre. The NATS/NDR manager said that the county council had contracted out the park and ride service and that a report on the service would be considered at a future meeting.

The chair referred to the proposed scheme and explained that it was an important part of the Transport for Norwich plan. He also pointed out that there had been extensive consultation at strategic level for the Transport for Norwich plan, Norwich Area Transportation Strategy and the key document for planning in the Norwich area, the Greater Norwich Joint core strategy.

The chair moved that the recommendations be amended to advertise a traffic regulation order to include, the amendment proposed by the principal transportation planner, for a zebra crossing in Rouen Road, and with all four voting members voted in favour, the amendment was carried (resolution 2(c) (xii) below. Councillor Shaw said that there were elements of the scheme that he found favourable but he could not support the scheme because of the closure of Westlegate to through traffic.

RESOLVED, with 3 members voting in favour (Councillors Morphew, Bremner and Harris) and 1 against (Councillor Shaw) to:

- (1) to approve the changes required to implement the scheme, including:
 - (a) conversion of Golden Ball Street to two-way for general traffic.
 - (b) pedestrianisation of Westlegate with access for deliveries and cyclists only.
 - (c) removal of general traffic from Red Lion Street to create a bus, cycle and taxi only route with access for deliveries only.
 - (d) reconfiguration of John Lewis car park access on Ber Street to enable right turn in and out in addition to existing movements.
 - (e) conversion of Farmers Avenue to two-way for general traffic between the Castle Mall car park entrance and its junction with Golden Ball Street.
 - (f) reconfiguration of Rouen Road/Cattle Market Street junction to remove traffic signals and improve cycle/pedestrian facilities.
 - (g) removal of traffic on Farmers Avenue between its junctions with Castle Meadow and Orford Street, with access for cyclists and pedestrians retained.
 - (h) removal of vehicular through traffic from All Saints Green, from its junction with Surrey Street northwards, and removal of all traffic from All Saints Street, except for use by buses and taxis when St Stephens Street, Red Lion Street or Castle Meadow are closed.
 - (i) removal of traffic signals at St Stephens Plain - Westlegate/St Stephens Street/Red Lion Street/Rampant Horse Street junction.
 - (j) removal of existing turning bans at St Stephens Plain, with provision of right turn for buses and taxis from Rampant Horse Street into St Stephens Street, and left turn from St Stephens Street into Rampant Horse Street.
 - (k) closure of Thorn Lane at its junction with Ber Street, with the provision of a turning area at the closed end.
 - (l) removal of the signal controlled pedestrian crossing at Castle Meadow/Farmers Avenue junction, with provision of an uncontrolled table crossing in its place.
 - (m) provision of raised table with combined pedestrian and cycle zebra crossing on Ber Street at junction with Golden Ball Street/Timberhill.
 - (n) the removal of the banned left turns for cyclists from St Stephens Street into Rampant Horse Street, and from Westlegate into St Stephens Street.
 - (o) provision of a signal controlled crossing on Rampant Horse Street immediately west of its junction with Brigg Street.
 - (p) restrict right turns from Orford Hill into Red Lion Street except for cyclists and taxis.

- (q) note that all the roads subject to road closures will be designed such that they are available for use in the event of an emergency.
- (2) to ask the transportation and network manager at Norwich City Council to carry out the necessary statutory processes to confirm the following Traffic Regulation Orders:
- (a) the Traffic Management Order
- (i) introduce a pedestrian zone on Westlegate and All Saints Street, whilst retaining access for loading and cyclists.
 - (ii) introduce a pedestrian zone on Farmers Avenue between Castle Meadow and Orford Street, retaining access for cyclists.
 - (iii) rescind the existing turning bans, to enable buses, taxis and cyclists to turn in all directions at St Stephens Plain.
 - (iv) make Red Lion Street two-way for buses, taxis, cycles and access only; this will be consistent with the approach taken on St Stephens Street.
 - (v) rescind the current one-way orders on Golden Ball Street and Farmers Avenue, and the one-way order on Westlegate and All Saints Street to allow two-way cycling.
 - (vi) introduce a point closure, with cycling and emergency access, on Thorn Lane at its junction with Ber Street.
 - (vii) introduce a mandatory on-carriageway cycle lane on the east side of Cattle Market Street and Golden Ball Street.
- (b) the Controlled Parking Zone Order
- (i) introduce a 'loading only' restriction in all of the proposed pedestrian areas.
 - (ii) introduce no waiting and no loading restrictions along both sides of Golden Ball Street and Ber Street up until the junction with Thorn Lane, excepting those locations reserved for on-street parking. Similar restrictions will be introduced on All Saints Green around the proposed turning head.
 - (iii) introduce revised parking arrangements on Ber Street to include additional disabled parking provision.
- (c) in relation to pedestrian crossings:
- (i) replace the existing signal controlled crossing on Surrey Street, at its junction with St Stephens Street, with an uncontrolled crossing point.
 - (ii) replace the existing signal controlled crossing on Rampant Horse Street, near St Stephens Plain, with a raised uncontrolled crossing point.
 - (iii) replace the existing signal controlled crossing on Red Lion Street, near St Stephens Plain, with a raised uncontrolled crossing point.
 - (iv) remove the existing signal controlled crossing on Westlegate near St Stephens Plain.

- (v) replace the existing signal controlled crossing on Castle Meadow, at its junction with Farmers Avenue, with an uncontrolled crossing point.
 - (vi) remove the existing signal controlled crossing on Farmers Avenue, at its junction with Castle Meadow.
 - (vii) replace the existing signal controlled crossings at the All Saints Street junction with Golden Ball Street and Ber Street with a raised crossing point with a combined (pedestrian and cycle) zebra crossing.
 - (viii) replace the existing signal controlled crossing on Farmers Avenue, at its junction with Golden Ball Street, with an uncontrolled crossing point.
 - (ix) replace the existing signal controlled crossing on Golden Ball Street, at its junction with Farmers Avenue, with an uncontrolled crossing point on Cattle Market Street, just north of its junction with Rouen Road.
 - (x) replace the existing signal controlled crossing on Rouen Road, at its junction with Cattle Market Street, with an uncontrolled crossing point.
 - (xi) provide a signal controlled crossing on Rampant Horse Street immediately west of its junction with Brigg Street.
 - (xii) provide a zebra crossing on Rouen Road situated on the speed table.
- (3) to ask the transportation and network manager, Norwich City Council, to commence the necessary statutory processes to:
- (a) make Timberhill two-way for general traffic from Lion and Castle Yard to its junction with Golden Ball Street.
 - (b) re-advertise the locations of the parking bays on Ber Street to confirm the position of the revised proposals.
 - (c) extend the existing coach bay on Castle Meadow.
 - (d) implement the additional formal crossings recommended in the report.
 - (e) delegate the consideration of any objections received to the Head of city development services, in association with the chair and vice chair.
- (4) to ask the NATS and NDR Manager, Norfolk County Council, and transportation and network manager, Norwich City Council, to:
- (a) carry out further analysis and design work for the necessary improvements at Finkelgate / Queens Road junction and Ber Street / Bracondale junction to mitigate the impacts of the additional traffic resulting from the works described above;
 - (b) with the agreement of the chair and vice chair of this committee, carry out any necessary statutory consultation on the proposed scheme;

- (c) report the results of that consultation to a future meeting of this committee.

6. Norwich City Football Club – proposed toucan and bus gate

During discussion, Councillor Jackson said that the Thorpe Hamlet city and county councillors had concerns about some aspects of this proposal. Members noted that the proposal was subject to consultation and that there would be opportunity for the local members to comment on the scheme.

The principal transportation planner referred to the report and explained that the bus gate was required because of the level of traffic on this section Koblenz Avenue and its proximity to the ring road.

RESOLVED, unanimously, to:

- (1) note that the various planning permissions granted have provided funding for improved crossing facilities and public transport access to the expanding development at Norwich City Football Club;
- (2) ask the Head of city development services to advertise the necessary traffic regulation orders and notices to provide an egress for buses only from Geoffrey Watling Way/ Carrow Road on to Koblenz Avenue and access over a short section of shared 'cycle/footway' for cyclists to the Toucan Crossing as shown on Plan No. PH2113-HP-003 attached in Appendix 1
- (3) ask the head of city development services to advertise the necessary traffic regulation orders to amend the on-street waiting restrictions by removing the existing parking bays and replacing them with double yellow lines Carrow Road as shown on Plan No. PH2113-HP-004;
- (4) note that any objections received will be considered by a future meeting of the committee.

7. Prince of Wales (side road) access restrictions

Councillor Stonard spoke in support of the proposals and said that the outcome of the consultation demonstrated that the experimental order had been a success and indicated that the right approach had been taken.

RESOLVED, unanimously, to:

- (1) authorise the head of city development services to carry out the necessary statutory procedures for a permanent traffic regulation order that will have the following provisions:
 - (a) to prohibit motor vehicle access:

Friday	11.00pm – 12.00 midnight
Saturday	12.00am – 06.00am and 11.00pm – 12.00 midnight
Sunday	12.00 - 06.00am

and from 11.00pm on any day that is the night before any bank holiday, public holiday or major public event to 06:00am of the following day

From the junction of Prince of Wales Road with:

- (i) Cathedral Street;
- (ii) St Faiths Lane;
- (iii) Recorder Road.

(b) with the following exemptions:

- (i) Emergency vehicles;
- (ii) invalid carriages (mobility scooters) (Class, 1, 2 and 3 vehicles);
- (iii) pedal cycles;
- (iv) motor vehicle displaying a valid disabled persons parking badge (blue badge);
- (v) motor vehicle with a valid residents or visitor parking permit and such use meets the terms and conditions of such a permit;
- (vi) motor vehicles visiting a resident whose properties entitles visitor parking permit entitlement;
- (vii) motor vehicle for the access/egress of a private parking spaces;
- (viii) in the service of local authority or water authority in the pursuance of statutory powers or duties;
- (ix) in connection with the maintenance, improvement or reconstruction of that length of road or the laying, erection, alteration or repair in or adjacent to that length of road of any sewer, water, gas or electricity apparatus of any telecommunications apparatus as defined in the Telecommunications Act 1984.
- (x) any other vehicle that requires access as deemed by a police officer in uniform;
- (xi) Any vehicle leaving the affected streets may do so without restriction at any time.

(c) to amend pay and display times on bays on Cathedral Street, Recorder Road and St Faiths Lane as follows:

- (i) Cathedral Street (west side/two bays near its junction with Prince of Wales Road)

*Mon-Sat 8am-10pm: Short Stay Parking Places for 120 Minutes, (pay and display parking) Return Prohibited Within 180 Minutes
Permit Holders Parking Places At All Other Times Mon-Sat,
No Restriction At Any Time Sunday and Christmas Day*

- (ii) Recorder Road (bay on the south side, adjacent to the James Stuart Gardens),
(bay on the west side adjacent to Foundry Court)
- (iii) St Faiths Lane (two bays on the north side opp. junction with Recorder Road)

Mon-Sat 8am-6pm Short stay parking places for 120 Minutes (pay and display parking), Return prohibited within 180 Minutes

Permit holders parking places at all other times Mon-Sat and Any Time Sunday and Christmas Day

- (d) to continue with the informal arrangement to allow private hire vehicles or taxis to wait in Castle Meadow and Bank Plain only when the access restrictions are in operation.
- (2) note that any written objections made to the advertisement for consultation of a permanent traffic regulation order will be reported to future meeting of The Norwich Highways Agency committee. If no written objections are received the TRO may be implemented as a delegated officer matter.
- (3) approve as an informal measure private hire vehicles or taxis to wait at Castle Meadow and Bank Plain during restricted hours associated with the operation of the access restrictions.
- (4) seek authorisation from the Department for Transport for the design and content of the proposed permanent highway signage.

8. Proposed variations to car park fees and charges

During discussion a member reiterated her concern that people should be encouraged to use park and ride rather than drive into and park in the city centre. She considered that individual fares on park and ride buses made it a less attractive option for families as it was more expensive than parking in the city.

Councillor Stonard, cabinet member for resources and income generation, said that he considered that the proposed increase in fares and charges was reasonable.

RESOLVED, unanimously, to support the proposed revised fees and charges as set out in **appendices C and D** of the report, to take effect from 16 November 2015.

9. Air quality management plan

The head of citywide development services (Norwich City Council) presented the report.

Discussion ensued in which Councillor Carlo referred to her motion to the city council's next full council meeting (29 October 2015) and said that the management plan was not delivering as there were still high levels of nitrogen dioxide in parts of the city, particularly from emissions from buses and taxis. She said that the plan should be more ambitious and that transport planners and the bus companies should aim at Euro 6 standards. She also considered that the action plan should contain measures to address vehicle emissions at Foundry Bridge, Riverside Road, given its importance to access the train station.

Other members concurred with concern about the air quality in Castle Meadow in particular and there was consensus that vehicles should be converted to the highest standard. However a member pointed out that this would be costly to bus operators and that a practical solution to reduce emissions with immediate effect would be to remind the bus companies that drivers should switch off engines when stationary. Another member pointed out that the plan should include actions to promote the use of alternative transport measures, such as walking, cycling and promote the use of buses and park and ride.

RESOLVED to note that comments from members of the committee will be reported to the city council's cabinet on 7 October 2015.

10. Major road works – regular monitoring

RESOLVED, having considered the report of the head of city development services, to note the report.

CHAIR

Report to	Norwich highways agency committee 21 January 2016	Item
Joint report of	Head of city development services (city) and executive director of community and environmental services (county)	5
Subject	Transport For Norwich – Project 19 – Hall Road (Bessemer Road to Old Hall Road)	

Purpose

To seek approval to consult on the proposals for the Hall Road cycle improvement scheme. Members are also asked to approve the advertisement of a Traffic Regulation Order and notice that would be required to enforce the final scheme.

Recommendations

To:

- (1) approve for consultation the proposals included in the Hall Road project, including:
 - (a) conversion of footway on the east side of Hall Road to shared use footway/cycletrack from the newly implemented shared use footway/cycletrack associated with the ASDA works to Old Hall Road;
 - (b) revoke the existing 40mph speed limit on Hall Road and promote a 30mph speed limit;
 - (c) removal of one pedestrian refuge 125 metres south of Robin Hood Road and replace with a larger pedestrian refuge in the same location;
 - (d) removal of one pedestrian refuge 50 metres north of Fountains Road and provide a new pedestrian refuge closer to Fountains Road;
- (2) ask the head of citywide development services to carry out the necessary statutory procedures associated with advertising the Traffic Regulation Order and notice that would be required for the implementation of the scheme as described in this report.
- (3) agree that the outcome of the proposed consultation will be reported to a future meeting of the committee.

Corporate objective and service priorities

The scheme helps to meet the corporate priority 'A safe and clean city' and the service plan priority to implement the Transport for Norwich strategy.

Ward Lakenham

Cabinet member Bert Bremner – Environment, Development and Transport

Scheme Timescales

The preliminary scheme programme is as follows:

- A four week public consultation of scheme proposals in February/March 2016.
- Consideration of consultation feedback in April 2016.
- Refine the proposals where necessary and present the scheme to committee in May 2016.
- Start of construction in autumn 2016, with completion before the Christmas moratorium on works within the highway in the city centre. The construction element of this scheme will be combined with the adjoining Project 20 - Old Hall Road cycle improvements scheme, which covers Ipswich Road to Hall Road. Project 20 is programmed for construction in July 2015 with construction of Project 19 to follow on directly afterwards.

Financial implications

The scheme will be funded by £187,000 from the Department for Transport and £199,000 of Section 106 funds from the recently completed ASDA development.

Contact Officers

Bruce Bentley, Principal Transportation Planner – Norwich City Council 01603 212445
Jon Barnard, NATS Manager – Norfolk County Council 01603 224414

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>). 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](#)).

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/CyclingMapFront.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 8 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>.
9. This scheme is a key part of the Yellow pedalway

Scheme Objectives and Benefits

10. The 2015 cycle map shows the yellow pedalway being extended from the junction of Lakenham Way and Sandy Lane out to the University Technical College on Old Hall Road via Bessemer Road and Hall Road. The purple pedalway is being re-routed via Bessemer Road, Hall Road and Fountains Road. The map in Appendix 1 shows the route of the yellow and purple pedalways.
11. The brief for this project has principal objectives that seek to:
 - reduce the existing speed limit on Hall Road from 40mph to 30mph;
 - improve the current cycling facilities;
 - improve accessibility at junctions to and from Hall Road;
 - improve access to the purple pedalway, a direct route, via Hall Road;
 - maintain the ability to access side roads and businesses along Hall Road;
 - improve cycle access to the University Technical College.
12. All works proposed are within the boundary of the adopted highway, and no significant adverse impacts have been identified.

Design Proposals

13. Options Considered

At the feasibility stage of this scheme various options were considered which included:-

Shared use facility on the east side of Hall Road with a short section of on-carriageway 2-way cycle lane between Bessemer Road and Foundations Road.

This option proposed to provide an off carriageway shared use facility from the new ASDA development to Bessemer Road. From Bessemer Road to Fountains Road it was proposed to provide an on carriageway segregated 2-way contra flow cycle facility.

Following further investigation this option was discounted due to the fact:-

- Narrowing of Hall Road carriageway over a relatively short section (approx. 175 metres) may not be suitable from safety perspective for both vehicles and cyclists.
- It was felt that the proposals could make cycling more dangerous for those travelling northbound if they remain on carriageway due to the reduced lane widths.
- Additional cost due to resurfacing of Hall Road currently estimated at £250k over this section of Hall Road.

Segregated cycle lanes on each side of carriageway

This option considered to provide a 3 metre wide segregated two-way contraflow cycle lane on the east side of Hall Road. The carriageway would be narrowed to 3.25 metre running lanes.

Following further investigation this option was discounted due to the fact:-

- There would be a need for the removal of white lining including central hatching. Jetting or burning off lines would not be suitable as remnants of lines will remain in new running lane. In order to remove central hatching effectively resurfacing of Hall Road would be require at a cost of approximately £250,000.
- There may be a negative impact on network capacity; there are a lot of commercial premises in this area, which generates high number of HGV movements (approx. 650 movements per day). This may increase depending on future development proposals on the east side. The removal of right turn lanes would have a negative effect on network capacity.
- Potential conflict with vehicles turning out of accesses/side roads who may not be expecting to see cyclists travelling in both directions in the 2-way cycleway on the east of Hall Road.

On-carriageway lightly segregated cycle track on east side of Hall Road and full segregation cycle track on west side

This option proposed to provide a 2.2 metre wide on-carriageway segregated cycle track on the east side of Hall Road. On the west side it was proposed to provide a 2.2 metre wide off carriageway cycle track from Fountains Road to Locksley Road. This track would be created in the existing verge area which is currently used for parking by residents. It was proposed to formalise the parking

in this area by creating parking bays. Between Locksley Road and Robin Hood Road it was proposed to widen the existing footway to 3 metres and convert to a shared use facility.

Following some further investigation and discussions with colleagues this option was discounted due to the fact:-

- Potential conflict with vehicles accessing parking bays/driveways.
- Concerns over loss of available parking for residents and from experience any reduction in available parking is generally not well received.

14. Summary and Preferred Option

Due to the cycling demographic in this area, the additional costs associated with surfacing, drainage etc. and the reduction in network capacity and the fact that additional commercial use may be increased in the future it was felt that the shared use footway/cycletrack option would be the most suitable option.

This option meets the majority of the objectives as set out in the design brief.

15. Landscaping considerations

There is currently £85,000 of S106 agreement monies held by the city council which is to be spent in this area by April 2017. The corridor in areas is lined with a substantial grass verge to the west which is planted (with a few gaps) with semi mature trees which provide a much needed screen for the residents against an industrial/commercial area opposite. On the opposite side there is a thin sporadic grass verge with a small number of juvenile tree stock which provides very little environmental benefit.

There will be some mitigation planting on Hall Road, details of which will be finalised at the design stage in discussion with the tree officer at Norwich City Council.

16. Non-vehicular provision

It is proposed to widen the existing footway on the east side of Hall Road to provide, as a minimum, a 3 metre wide shared use footway/cycletrack. It is proposed to 'tie-in' with the newly implemented shared use cycletrack which is part of the ASDA works southwards to Old Hall Road (For information there is an existing shared use facility on the east side of Hall Road between Fountains Road and to a point south of the Neatmarket Roundabout which will remain). The plan in Appendix 2 shows the existing and proposed extents of the shared use footway/cycletrack.

It is also proposed to provide a short section of shared use footway/cycletrack on the west side of Hall Road from its junction with Fountains Road northwards. It is also proposed to provide a new 2.5m wide pedestrian refuge in the same location as the existing pedestrian refuge approximately 90m north of its junction with Bessemer Road.

It is proposed to also provide a new 2.5m wide pedestrian refuge north of Fountains Road, whilst removing the existing pedestrian refuge located approximately 40m northeast of Fountains Road.

It is proposed to continue the shared use facility across private accesses allowing cyclists priority.

As part of the widening of the existing footway it is proposed to remove 7 trees and the existing grass verge along the east side of Hall Road. There will be some landscaping on Hall Road, details of which will be finalised at the design stage in discussion with the tree officer at Norwich City Council.

Existing parking will not be affected by the proposals

Existing bus stops on Hall Road are to remain, however discussions are on-going with colleagues in the Travel and Transportation team to see if these can be rationalised. Any potential changes to bus stop locations will be considered at the detailed design stage.

17. Traffic Regulation Orders and Notices

- The existing 40mph speed limit on Hall Road will be revoked and a 30mph speed limit is proposed from Daniels Road southwards to Ipswich Road.
- A notice will be required to convert the existing footway into a shared use facility.

Traffic impacts

18. There will be no negative impacts on traffic in this area as a result of the works; existing lane widths will be maintained.

Accident reduction

19. One of the objectives of the project is to improve conditions for cyclists by giving them an off carriageway facility which should improve cycle safety, particularly for the less confident cyclists such as students attending both the Technical College and the Locksley School.

Public Consultation

20. It is proposed that a 4-week public consultation will be carried out on the proposed scheme to ensure all issues will be considered and to promote the required Traffic Regulation Order and Notice.

The consultation feedback and any objections to the proposed traffic order proposals will be reported to a future NHAC meeting for consideration on how to proceed with the scheme.

Timescales

21. If approval to consult on the scheme is given, it is proposed to consult in February/March 2016. The results of the consultation would be reported back to NHAC.

Providing the scheme is approved, construction could start in September 2016 and be completed prior to the Christmas moratorium on works within the highway in Norwich.

It is proposed that the construction element of this scheme will be combined with the adjoining, Old Hall Road cycle improvements scheme, which covers Ipswich Road to Hall Road. The Old Hall Road scheme is programmed for construction in July 2016 with the Hall Road scheme to follow directly after. The combining of the works should minimise disruption and provide a cost saving.

Stakeholder views

22. Stakeholders, including the businesses in the area and local residents, will be fully engaged during the consultation to make sure their views are taken into account as the scheme details are developed.

Conclusions

23. The project is rooted in strategy documents that have been adopted by Norwich City and Norfolk County Councils and the proposals will provide benefits to cyclists.

The proposals as presented would provide the next phase of improvements on the yellow and purple pedalway routes and will improve connectivity to the city centre.

24. If NHAC approves the required Traffic Regulation Orders, construction of this next stage in delivering cycling improvements in the city could begin in late 2016, and be completed by Christmas 2016.

Resource Implications

25. 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 two sources including additional government grants by way of the City Cycle ambition and Section 106 money received as part of the new ASDA development.
26. Staff: The project will be delivered through joint team working involving both County Council and City Council officers.
27. Property: The proposals can be provided within the existing highway boundary.
28. IT: None.

Other implications

29. Legal Implications: None.

30. Human Rights: None.

31. Communications: None.

Section 17 - Crime and Disorder Act

32. 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

33. 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.

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

Figure 1: Existing route of the yellow and purple pedalways in the Hall Road area.

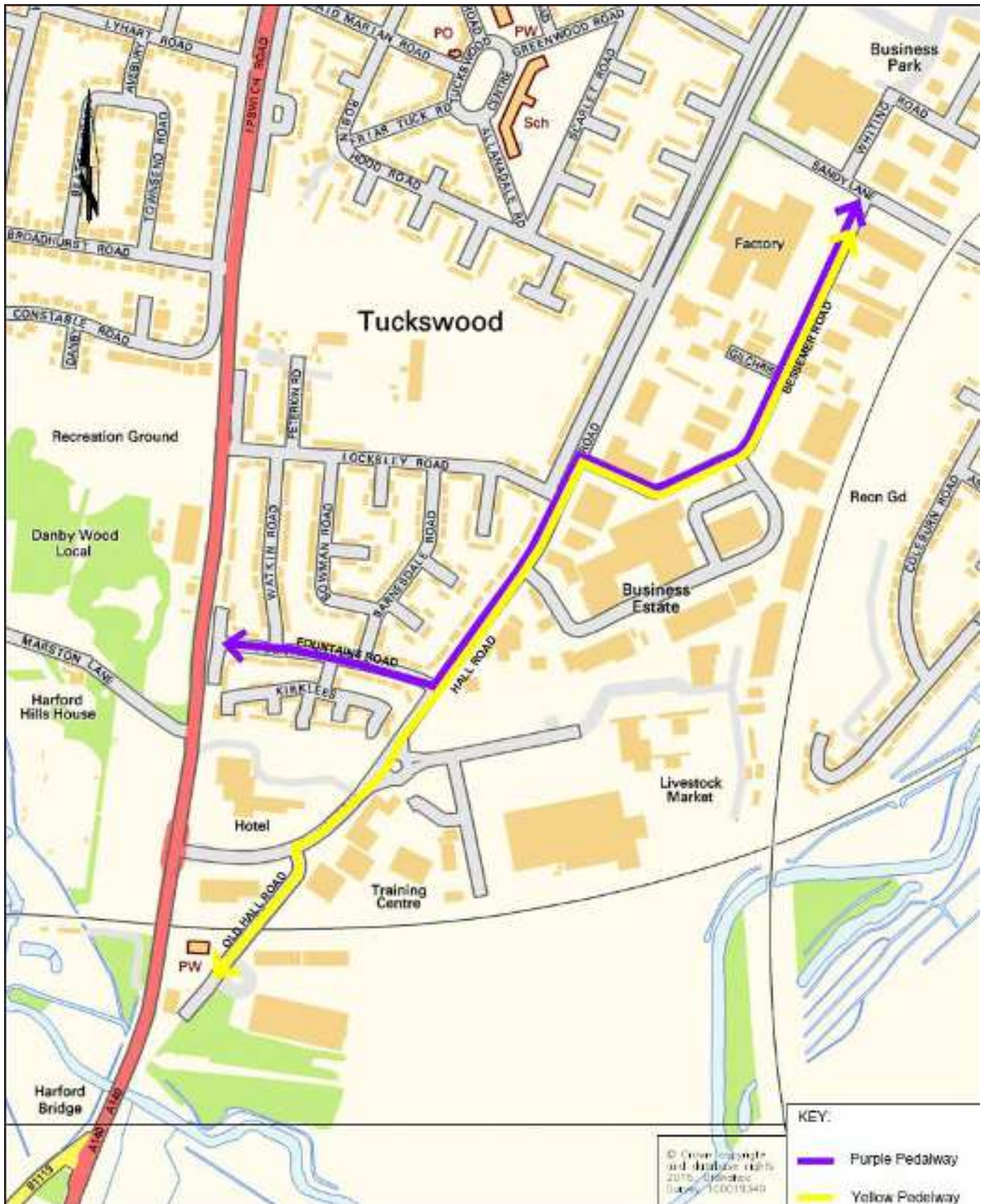


Figure 2: Proposed extents and existing shared use footway/cycletracks in the Hall Road area.



Report to	Norwich highways agency committee 21 January 2016	Item
Joint report of	Executive Head of Service, Regeneration and Development (county) and head of city development services (city)	6
Subject	Transport for Norwich - Catton Grove Road - Woodcock Road roundabout and 20mph speed limit.	

Purpose

To consider the responses to Catton Grove Road - Woodcock Road roundabout improvement and 20mph area statutory consultation and approve the proposals for implementation.

Recommendation

To;

- (1) acknowledge the responses to the consultation;
- (2) approve the implementation of the proposals for improvements to Catton Grove Road Woodcock Road roundabout and extension of the 20mph restrictions along Catton Grove Road, consisting of
 - a) A reduction of carriageway space on the roundabout by realigning outer kerblines and widening of the perimeter footways, converting these footways to unsegregated shared-use cyclist and pedestrian cycleways on each quadrant.
 - b) The provision of shared-use pedestrian cyclist zebra 'tiger' crossings on each of the four approach arms to the roundabout, of Woodcock Road and Catton Grove Road. Each of these zebra crossings are to be constructed on speed reducing raised tables. These shared-use zebra crossings on raised tables together with the adjacent converted footways will create a continuous gyratory for cyclists and pedestrians, based on an adaptation of "Dutch-style" roundabouts.
 - c) An extension of the existing 20mph zone restrictions along the southern extent of Catton Grove Road, to replace the existing 30mph speed limit between the crossroads junction of Angel Road, Elm Grove Lane/Philadelphia Lane heading northwards to Lilburne Avenue adjacent to the Woodgrove Parade shopping precinct just south of the roundabout.
 - d) The provision of four pairs of traffic calming speed cushions within this new 20mph speed zone extension.
- (3) Complete the necessary statutory processes associated with the installation of the 20mph Speed Restriction Order.

Corporate and service priorities

The report helps to meet the corporate priority of 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

£300,000 is available from the Transport for Norwich programme budget to implement this project.

Ward/s: Catton Grove; bordering neighbour Sewell

Cabinet member: Councillor Bremner, environment and sustainable development

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Report

Policy Background

1. Norwich and its surrounding area is becoming an increasingly popular area to live, work and visit. It is the number one shopping destination in the Eastern Region and becoming one of the Nation's premier cultural centres. To ensure the Greater Norwich Area continues to be popular and grow, the transport systems need to be able to cope with the increased demand.
2. Norwich is a medieval city with a narrow road system; incorporating a 21st century transport system to cope with the increased demand without sacrificing highway space for a particular transport mode or at the expense of green space and historic buildings is challenging.
3. The Norwich area Transportation Strategy (NATS) now more widely known as Transport for Norwich (TfN), is the adopted strategy which will deliver the transport improvements needed over the next 15 plus years. The strategy recognises everybody's journeys are different and does not look to force people to use one particular mode. It does look to give people viable options on how they choose to travel and actively promote sustainable transport. To do this in some areas of the network there needs to be a re-balance of the highway space available.
4. The Strategy details the plan for future delivery of improvements in order to develop sustainable transport, reduce congestion and improve air quality within the Greater Norwich area. The strategy has already delivered key improvements such as the award winning Norwich Bus Station, St Augustine's Gyroty, 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. The plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery, given progress with implementation, and now that the growth plans for the area are more clear ([see joint core strategy document: http://www.greaternorwichgrowth.org.uk/dmsdocument/1953](http://www.greaternorwichgrowth.org.uk/dmsdocument/1953)).
6. Cycling is on the increase for both recreation and commuting nationally and the area has a thriving cycling community. The implementation of a citywide cycling network (see link to cycle map <http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Documents/CyclingMapFront.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.
7. The Greater Norwich area is one of 8 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

8. The Catton Grove Road Woodcock Road Roundabout scheme is part of the CCAG2 strategy which aims to improve walking and cycling infrastructure in the Norwich area. The Catton Grove Road Woodcock Road Roundabout relates to the yellow pedalway which passes through the roundabout in a north-south direction along Catton Grove Road.
9. This report focusing on Catton Grove Road Woodcock Road Roundabout seeks to improve the cycling provision at this location along the yellow Pedalway. These cycling improvements are aimed at i) confident on-carriageway cyclists, as well as ii) providing an off-carriageway facility for vulnerable or less confident cyclists, which caters for a wide age range, from unaccompanied youngsters to elderly cyclists.
10. Within the last five years there have been 10 slight severity accidents at the Catton Grove Road Woodcock Road roundabout, of which seven involved cyclists.

	Accident Date.	Accident Type
1	September 2011, daytime.	Collision between car and cyclist. Car driver at fault, failed to look properly. Also failed to stop at scene of accident (hit and run).
2	January 2012, daytime.	Collision between car and cyclist. Car driver error : failed to look properly.
3	September 2012, daytime.	Collision between car and cyclist. Head-on collision as car was overtaking another moving vehicle.
4	October 2013, daytime.	Collision between car and cyclist. Car driver error : failed to look properly.
5	November 2013, daytime.	Collision between car and cyclist. Car driver error : failed to look properly; failed to judge speed of cyclist.
6	April 2014, daytime.	Collision between cyclist and Van/goods vehicle. Bicycle had defective brakes.
7	May 2014, daytime.	Collision between cyclist and car. Car driver failed to look properly; driver failed to give way.

11. Five of the seven accidents were recorded as driver error of 'failure to look properly', indicating a trend pattern issue of excessive speeds on approach to the roundabout junction.

Proposals

12. The proposals at this roundabout looks to address three key areas i) reduce danger to cyclists posed by traffic driving too quickly through the roundabout; ii) improve provision of segregation between cyclists and traffic; and iii) provide pedestrian crossing facilities at the roundabout on each approach arm.
13. Currently there are no pedestrian crossing facilities on any of the approach arms to the roundabout in this light-to-moderate trafficked location. It is to be noted that this location is a major pedestrian junction for school children and also for the adjacent local shopping precinct, Woodgrove Parade. The scheme proposals will provide a shared-use cycle and pedestrian crossing on each approach arm.
14. Traffic speeds will be reduced on all of the four approaches to the roundabout, by the installation of raised tables to accommodate the shared-use cyclist and pedestrian crossings. Additional traffic calming speed cushions are being proposed along the southern extents of Catton Grove Road between Lilburn Avenue and Angel Road together with amendment to the speed limit from 30mph to 20mph.
15. Wider ranging responses received during the consultation have requested extensions to the existing 20mph areas with traffic calming measures. Whilst these requests sit outside of the direct scope of this project, these measure are seen as successful.
16. In April 2015, a project brief for the scheme was issued to Norfolk County Council's Highway Projects design team, with one objective within the brief being to determine whether fully segregated cycle lanes around the roundabout perimeter, known as a Dutch-style roundabout, could be introduced in this location. Photographic examples of a Dutch-style roundabout trialled by the Transport Research Laboratory (TRL, Wokingham, Berkshire) is shown in Appendix 1 of this report. The preliminary design concluded that it was not possible to construct a "Dutch-style" roundabout with fully segregated cycle lanes in this location due to site constraints without the purchase of adjacent residential land.
17. A variation in the design was subsequently developed, and considered by the design team to meet the objectives of the scheme brief.
18. In September 2015, following the preliminary design, approvals were obtained from the Local Member and Ward Members to carry out statutory consultation on the following proposals:
 - (a) Widening of the four existing footways surrounding the roundabout, converting each to shared-use for cyclists and pedestrians;
 - (b) Installation of four shared-use Zebra 'tiger' pedestrian and cyclist crossings, each on speed reducing crossing raised tables for cyclists and pedestrians travelling around the outer gyratory shared-use footways of the following side roads: Catton Grove Road (both North and South approaches) and Woodcock Road (both East and West approaches);
 - (c) Install four pairs of speed cushions on Catton Grove Road, adjacent to numbers 7/9, 10, 24/26 and 34, each cushion with a height of 75mm.

- (d) Amend the Norwich City Council Speed Restriction (Consolidation) Order 2005 to introduce a 20mph zone on Catton Grove Road between 5m north of its junction with Lilburne Avenue to its junction with Angel Road, which will join up two existing 20mph zones to the north and south of this section of road.

Consultation

19. The statutory consultation for Catton Grove Road Woodcock Road roundabout project including the extended 20mph zone was advertised in the local press on 18 November 2015. Street notices were placed on site and local businesses and residents were written to.
20. The statutory consultation was advertised, listed as i) (Catton Grove Road and Woodcock Road) Road Humps, Pedestrian Crossings and Cycle Order Notice 2015; and ii) (Catton Grove Road) (20 MPH ZONE) Speed Restriction Amendment Order 2015. The closing date for responses was 11 December 2015.
21. Consultation Plan CCAG/PH/09/CON/1 showing the roundabout proposals consulted is attached as Appendix 2. It is to be noted here that following an independent Road Safety Audit of these proposals, the layout for the pedestrians and cyclists across each of the four shared-use cyclist/pedestrian crossings has been switched from what is shown on the plan in Appendix 2. Cyclists will now be guided on to the outer perimeter of the roundabout, with the pedestrians being on the inner perimeter of the crossing. The updated proposal is shown on Plan CCAG/PH/09/CON/1A included in Appendix 4. This will enable cyclists to access and egress the crossing points as they make the transition from on-carriageway to off-carriageway.
22. Eight formal responses were received from the consultation. The table below summarises these responses, split into three elements to which they relate; i) Catton Grove Road Woodcock Road roundabout; ii) 20mph Speed Restriction Order and traffic calming; and iii) Other wider comments.

23.

	Agree with proposals.	Disagree with proposals.
Catton Grove Road Woodcock Road roundabout	<p>Four in agreement.</p> <p>From a resident of Woodcock Road.</p> <p>From a resident of Catton Grove Road</p> <p>From a resident of Lilburne Avenue</p> <p>From Norfolk and Norwich Association for The Blind (NNAB)</p>	<p>Two objectors.</p> <p>One objector, with 5 points of comment, from a resident of Catton Grove Road.</p> <p>One objector, with 5 points of comment, from Norwich Cycle Campaign.</p>

	Agree with proposals.	Disagree with proposals.
20mph Speed Restriction Order and traffic calming	<p>Four in agreement.</p> <p>From a resident of Catton Grove Road</p> <p>From a resident of Woodcock Road</p> <p>From Norwich Cycling Campaign</p> <p>From a resident of Catton Grove Road</p>	<p>Two objectors.</p> <p>1 objector, with 1 point of comment, from a resident of Catton Grove Road.</p> <p>From a resident of Lilburne Avenue</p>
Other wider comments.	N/A, not directly relating to our proposals.	N/A, not directly relating to our proposals.

Responses to Catton Grove Road Woodcock Road roundabout

24. The following table contains six response comments all were received from one individual, a resident of Catton Grove Road. Five of the comments were disagreeing to the roundabout proposals, the sixth disagreeing to the 20mph traffic calming proposals.

25. An additional letter was received from a resident of Woodcock Road, in agreement with the proposals, also listed in the table below.

	Consultation Response comments	Number of respondents	Officers response to Respondent.
Disagree (roundabout proposals)	<ul style="list-style-type: none"> • There is only a low pedestrian throughput on these four roads, even during school time there is very rarely more than a few people waiting to cross the road at any one time. Adding in four zebra crossings to help people cross seems overly excessive. Especially as there is already a central crossing area on Woodcock Road west. Why not add another central crossing area on Catton Grove Road south as this is where the majority of the school children go after visiting the shops. • The widening of the paths is likely to make the road more dangerous to pedestrians as it will be more difficult for buses/lorries to pass one another, leading them to potentially have to mount the kerbs in order to pass. • Adding in these zebra crossings is likely to cause traffic to back up onto the roundabout, again making it more difficult/dangerous for pedestrians/cyclists to cross the road/rejoin. • Encouraging cyclists to use an unsegregated cycle path, while laudable, will mean that cyclists will be leaving and joining traffic at a junction which will be made more congested by the introduction of zebra crossings. This seems much more 	1 objector, with 6 points of comment, from a resident of Catton Grove Road.	<p>The Council officer's response (on 30 November 2015) to the one objector with six comments of disagreement stated that the "comments would be considered and reported to Norwich Highways Agency Committee for Members to make an informed decision".</p> <p>The officer's response concluded by adding "this roundabout has a large proportion of accidents that involve cyclists and pedestrians, mainly caused by traffic speeds. We have also been contacted in the past by residents requesting facilities to safely cross the road at this location, especially to visit the local shops or on way to Sewell Park College. A recent pedestrian survey found a high number of people crossing in this area".</p>

	Consultation Response comments	Number of respondents	Officers response to Respondent.
	<p>dangerous than just leaving cyclists on the road or adding an advanced cycle box to the roundabout itself.</p> <ul style="list-style-type: none"> • Three of the zebra crossings (Woodcock Road east, and both Catton Grove Road ones) are extremely close to peoples driveways. This will add another hazard when entering exiting driveways and could potentially cause more accidents. 		
Disagree (roundabout proposals)	<ul style="list-style-type: none"> • The expensive shared paths/cycle tracks which are difficult for cycling. They create a new danger for cycling in that re-joining the carriageway just past the roundabout is a well-documented hazard. It also creates a new conflict between cyclists and pedestrians where it is difficult to negotiate angles. • Making the middle of the roundabout smaller will give the impression that cars can go faster and more directly across it. This would make the situation worse for cyclists. Whereas the current design does encourage the majority of vehicles to take a wider curve around it, it allows buses and large vehicles to negotiate it. • An unpopular and indirect 'cycle provision' avoided by cyclists will lead to more hostility by vehicle drivers believing that cyclists 	1 objector, with 5 points of comment, from Norwich Cycle Campaign.	Officers response covered in paragraph 29 (below)

	Consultation Response comments	Number of respondents	Officers response to Respondent.
	<p>should be 'off the road'</p> <ul style="list-style-type: none"> • There is an urgent need for pedestrian crossings for the children going to school, but this should not be the main 'improvement' in a cycle scheme. • Cyclists who do not want to negotiate the roundabout could dismount and use the pedestrian crossings but they should not be encouraged to re-join the carriageway by riding into the road at a dangerous point. 		
Agree	<p>Personally I am delighted by the proposals. This road had become a major cut through (rat run) was very pleased when speed bumps put in not moment to soon even they do not slow a lot of traffic but crossings certainly would. I've watched kids coming out of school downhill crossing opposite Wood Grove Parade for may years, thought there should be a crossing there, at least one but 4 brilliant. Crossings standard or controlled? As for cyclists I'd like them off any path I've been hit 3 times stepping out of my gate! (freewheeling down hill). I fully support the plan.</p>	<p>In agreement, from a resident of Woodcock Road.</p>	<p>The officer's response (on 8 December 2015) to the comment of agreement thanked the resident for their response to the consultation, adding that Members will decide at the January 2016 Norwich Highways Agency Committee whether to implement the scheme.</p>

26. It is to be noted that, due to the high number of accidents involving cyclists together with vehicular speed factors, these proposed shared-use cyclist/pedestrian crossings contribute to the success of the proposals. The proposed solution reduces traffic speeds whilst providing controlled cyclist and pedestrian crossing facilities within the highway parcel.
27. The level of usage/demand for the pedestrian crossings will not cause an adverse impact to traffic flows on the network or hinder access to adjacent properties.
28. The officer leading on the consultation had been contacted by a couple of residents by phone concerned about the proposals affecting their driveway accesses onto the roundabout. They have been assured that the proposals would not block any existing access to their property.
29. The response to Norwich Cycling Campaign, from the Council officer gave clarity to a couple of questions asked, and the response also stated that

- i) an option for traffic signals at this location had been discounted as unfeasible due to the associated costs of installation and long-term operational and maintenance costs;
- ii) a Dutch-style roundabout with fully segregated cycle lane was not possible in this location due to site constraints of residential accesses, the local shopping precinct and parking areas in the service road, and the highway land available. The proposal however based on Dutch design guides, incorporating shared-use paths to replicate a Dutch-style roundabout concept as near as practicable;

Whilst the central island is being adjusted in diameter, the carriageway width is also being reduced, however, the central island will retain an outer kerbed over-run area with a contrasting paving material not too dissimilar to as existing. The proposed visual appearance of the Woodcock Road Catton Grove Road roundabout will not appear smaller than its present form, however, the over-run proposals will reduce vehicle speed entering and exiting the roundabout to aid the reduction of the current accident history.

- iii) The proposed raised tables with pedestrian/cycle zebra crossings will aid the existing speed reduction measures of the surrounding area.
- iv) The roundabout proposals with the shared-use cyclist and pedestrian crossings will provide a more balanced flow for all users.

Responses to the 20mph speed restriction order and traffic calming

30. The area covered by the advertised 20mph speed restriction Order can be seen on Plan No. CCAG/PH/09/CON/2, attached as Appendix 3.
31. Six formal responses were received relating to the 20mph element. Four responses were in support, two were of disagreement. The table below lists the disagreement response.

	Consultation Response comments	Number of respondents	Officer Response to Respondent.
Disagree (20mph traffic calming proposals)	<ul style="list-style-type: none"> The addition of speed cushions, while again a good idea to attempt to slow traffic is not doing the job due to the nature of the speed cushions. As they are not the full width of the road the majority of cars can drive over them with only a minimal reduction in speed - this is from watching cars use the ones that were installed a few months ago on Catton Grove Road and Woodcock Road. Why not place speed tables so that cars have to slow down? 	1 objector, from resident of Catton Grove Road.	Officers response covered in paragraph 32 (below)
	<ul style="list-style-type: none"> What is not needed are the extra speed cushions on Catton Grove Road, within the proposed extension of the 20m.p.h. zone. The reason is that the recently installed cushions at Catton Grove Road, Woodcock Road and Wall Road are not successful in reducing the speed of vehicles and one in Wall Road is being avoided by vehicles partially driving on the grass verge. Several of the cushions appear to be too high and bare scars of vehicle damage which must surely expose the Council open to claim? Another point with these cushions is that when and if a parked vehicle is masking a cushion and for a vehicle to complete the overtake that vehicle obviously you have to go on the offside of the road to complete the overtake and there is then no visible 	1 objector, from resident of Lilburne Avenue.	Officers response covered in paragraph 32 (below)

	Consultation Response comments	Number of respondents	Officer Response to Respondent.
	<p>marking to identify the cushion, i.e. the cushions are only marked on one side. I personally think this is dangerous and if you are driving carefully with the overtake the last place you look is the road surface, so you are suddenly confronted with your vehicle hitting "something" which in turn could easily distract the driver. I have suggested that they should be marked on both sides. This is particularly applicable in darkness and poor visibility.</p>		

32. The Officer's response for Norwich Highways Agency committee: The speed cushions being proposed are designed (and will also be constructed) in accordance with the publication Traffic Calming (Local Transport Note 1/07) from the DfT (Department for Transport). These proposed cushions will therefore be constructed together with road markings in keeping with the existing traffic calming features across the surrounding roads of Catton Grove Road and Woodcock Road. By following the DfT guidance, the intention is to provide a consistent approach in this location.

Wider responses

33. Comments have been received from the North Neighbourhood street meeting, listed below, which mainly relate to traffic speeds along Woodcock Road towards St Clements Road, outside of the scope of this project report.

	Consultation Response comments	Officer Response to Respondent.
	Traffic calming measures have improved the situation but the resident feels the speed limit needs to be reduced to 20mph on Woodcock Road.	<i>The extent of the advertised 20mph cannot now be extended without further consultation. At the moment we do not have the funds for this, but it may become possible with future cycling schemes.</i>
	Traffic speeds along Woodcock Road / St. Clements Road end is still an issue, can something be done to resolve this, the situation greatly improved when there was a temporary speed monitor set up.	<i>As above. The temporary speed awareness monitor will be added to the list to return to this location in the future.</i>
	Resident asked if the 20mph zone could be extended to cover the east end of Woodcock Road as traffic tends to speed along and use it as a rat run.	<i>As above.</i>
	2 separate residents commented on how Woodcock Road is a very busy road and there are frequent accidents at the junction of St. Clements Road, which has priority but is a considerably quieter road. Resident feels changing the priority from St. Clements to Woodcock Road would reduce the number of accidents.	<i>There has been safety investigations carried out on this junction and improvements were made a few years ago. The accident records throughout the city are regularly assessed by the road safety team at Norfolk County Council.</i>

	Consultation Response comments	Officer Response to Respondent.
	Concerns were raised that the 20mph zone along St. Clements Road were being ignored and that noise of traffic going over the humps was very intrusive.	<i>The 20mph can be enforced by the police. It would be useful for the residents to make the police aware of their concerns over speed. The traffic calming is installed to DfT guidelines and cannot be changed. It is known that sometimes they cause traffic to brake hard which does cause more noise, or the drivers try to go over the humps too fast. We cannot stop this.</i>

34. One resident from Lilburne Avenue responded requesting that Norwich City Council takes a more overall view of the area, in particular Woodgrove Parade and the Lilburne Avenue junction. If looking to improve road safety at this location, then other important factors, not expensive need to be considered, listed below.

<ul style="list-style-type: none"> <li data-bbox="384 864 1477 1122">• “Firstly, in inbound ‘bus stop immediately opposite Lilburne Avenue junction. If the plinth marking the pickup/drop spot were to be moved just beyond the City end of the bus shelter and still compatible with the shelter and neighbouring properties, this would facilitate the buses to park just off centre of the junction of Lilburne Avenue and in doing so allow vehicles to negotiate the junction whilst the buses were parked at the stop.”
<ul style="list-style-type: none"> <li data-bbox="384 1122 1477 1379">• “Secondly, we have a massive problem with parked vehicles in Lilburne Avenue road junction and up to the service road behind the shops at Woodgrove Parade. Both residents of the neighbouring flats and shoppers use Woodgrove Parade park on both sides of the road, completely covering the footpaths on both sides and making it totally impossible for pedestrians to use them.”
<ul style="list-style-type: none"> <li data-bbox="384 1379 1477 1594">• The response went on to suggest “that both sides of Lilburne Avenue between Catton Grove Road and the Woodgrove Parade service road should be subject to a total parking ban before someone is seriously hurt or killed.” The respondent added that they “will make separate representation on this matter but ask that it is taken into consideration in the overall picture”.

35. Four wider responses were also received, making reference to the existing bus gate sign on Catton Grove Road not correctly operating during the in-bound ban between 07:30 – 09:00 morning peak-time, which is contributing to high levels of non-compliance by in-bound vehicles. The condition and operation of the bus gate sign is being investigated by City Officers to determine requirements for repair.

36. The issue of vehicle non-compliance with the in-bound bus gate has been raised with Norfolk Constabulary, who can only apply enforcement once the bus gate is fully operation.

37. Separately, vehicles (advertised for sale) have frequently been observed parked on grass verges on the approach to the roundabout, in particular on a large grass verge

of Woodcock Road (eastern side). These parked cars will create forward visibility restrictions and impairment towards the cyclist/pedestrian crossing, and it is therefore proposed to install extra bollards within the grass verge to prevent vehicular parking.

Conclusion

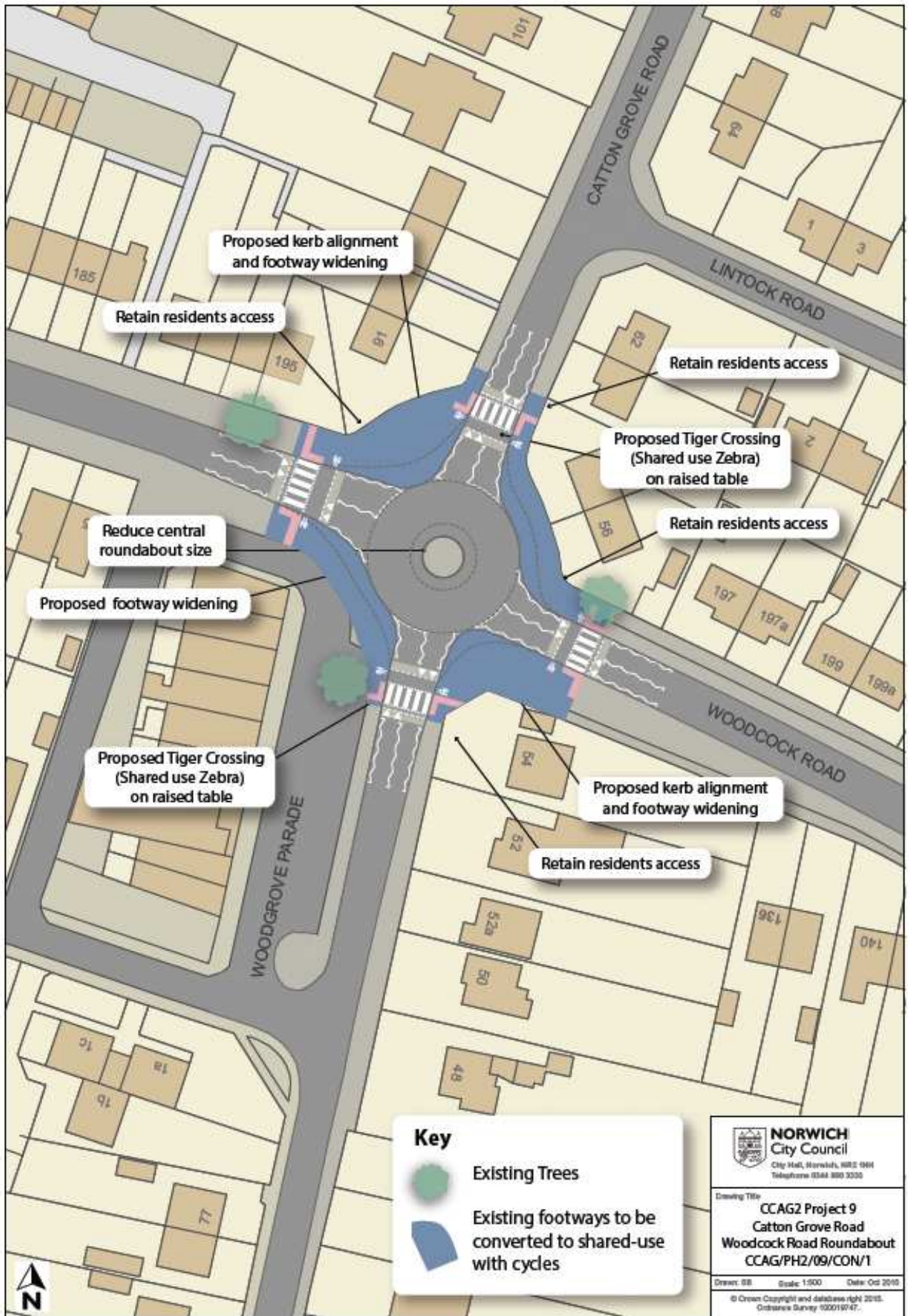
38. Members are requested to agree to the implementation of the Catton Grove Road Woodcock Road roundabout proposals, as shown on Plan CCAG/PH2/09/CON/1A contained in Appendix 4.
39. Members are requested to note that a Dutch-style roundabout with fully segregated cycle lane is not possible in this location due to site constraints and highway boundary restrictions, for the reasons previously laid out within this report under items 10, 11 and 23.ii).
40. Members are requested to agree the amendment to the Norwich City Council Speed Restriction Order (with traffic calming) as advertised, as shown on Plan CCAG/PH/09/CON2 contained in Appendix 3.
41. If the committee grants approval for the scheme, the Catton Grove Road Woodcock Road roundabout scheme is programmed for implementation starting early April 2016.



Images of Dutch-Style Roundabout at TRL (Transport Research Laboratory, Wokingham, Berks)



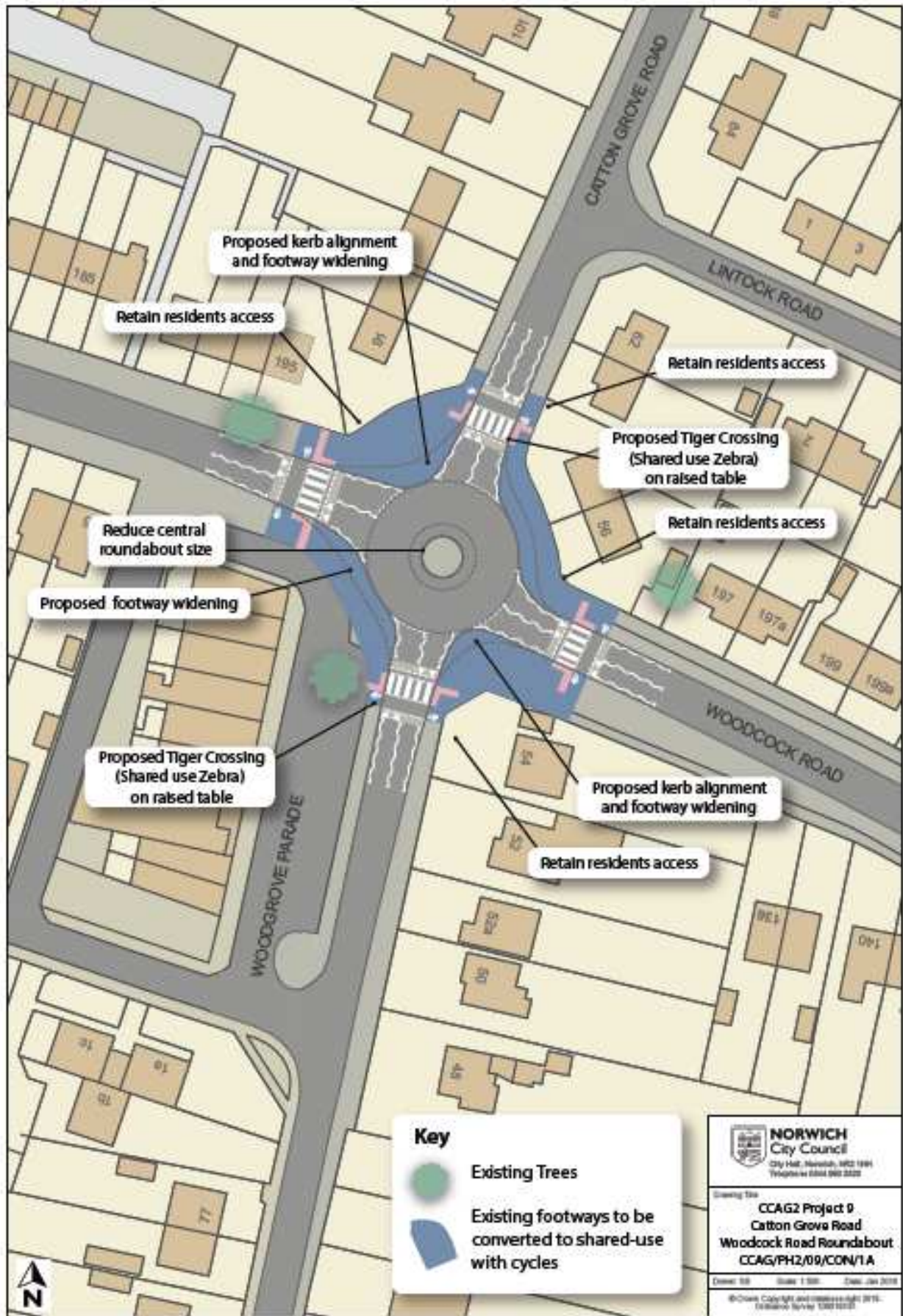
Appendix 1



Appendix 2 : Consultation Plan for Roundabout



Appendix 3 : Consultation Plan for 20mph Zone extension.



Appendix 4 : Scheme Proposals Plan for Roundabout

Report to Norwich highways agency committee
21 January 2016
Report of Head of city development services
Subject Proposed Toucan Crossing on Newmarket Road

Item

7

Purpose

To agree to the installation of a new toucan crossing on Newmarket Road approximately 10m southwest of its junction with Poplar Avenue.

Recommendations

That the committee:

- (1) note the objections, and the level of support for the new crossing;
- (2) agree to the installation of the proposed toucan crossing as shown on Plan No. PH0079-TS-Sketch 15-10-2015 2 in appendix 1 of this report.

Financial consequences

The costs of the scheme are being met from spending approved from the Local Growth Fund, with an anticipated cost of £200,000.

Corporate objective / Service plan priority

The scheme helps to meet the corporate priority for a safe, clean city and low carbon city and the service plan priority to implement the Local Transport Plan.

Wards: Eaton

Cabinet member: Cllr Bremner – Environment and sustainable development

Contact Officers

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Background documents

None

Policy Background

1. Norwich and its surrounding area is becoming an increasingly popular area to live, work and visit. It is the number one shopping destination in the Eastern Region and becoming one of the nation's premier cultural centres. To ensure the Greater Norwich area continues to be popular and grow, the transport systems need to be able to cope with the increased demand.
2. Norwich is a medieval city with a narrow road system; incorporating a 21st century transport system to cope with the increased demand, without sacrificing highway space for a particular transport mode or at the expense of green space and historic buildings, is challenging.
3. The Norwich area transportation strategy (NATS), now more widely known as Transport for Norwich (TfN), is the adopted strategy which will deliver the transport improvements needed over the next 15 plus years. The strategy recognises everybody's journeys are different and does not look to force people to use one particular mode. It does look to give people viable options on how they choose to travel and actively promote sustainable transport. To do this in some areas of the network, there needs to be a re-balance of the highway space available.
4. The strategy details the plan for future delivery of improvements in order to develop sustainable transport, reduce congestion and improve air quality within the Greater Norwich area. The strategy has already delivered key improvements such as the award winning Norwich Bus Station, St Augustine's Gyratory, a network of Park & 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 are due for completion in late 2017.
5. The implementation plan for the Norwich Area Transportation Strategy (NATSIP) was agreed by Norfolk County Council in April 2010 and updated in November 2013 ([see link for updated implementation plan](http://www.norfolk.gov.uk/view/NCC158241) <http://www.norfolk.gov.uk/view/NCC158241>) The plan sets out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term. The plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery, given progress with implementation, and now that the growth plans for the area are more clear ([see joint core strategy document: http://www.greaternorwichgrowth.org.uk/dmsdocument/1953](http://www.greaternorwichgrowth.org.uk/dmsdocument/1953)).
6. Cycling is on the increase for both recreation and commuting nationally and the area has a thriving cycling community. The implementation of a citywide cycling network (see link to cycle map <http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Documents/CyclingMapFront.pdf>) is a key part of the Transport for Norwich strategy as the delivery of a comprehensive city network 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.

7. 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>. This scheme is a key part of the blue pedalway.

Introduction

8. The A11 Newmarket Road corridor is one of the main arterial routes into Norwich City from the South of the County. As such it has been designated a bus rapid transit (BRT) corridor. There has been a large increase in the number of both cyclists and pedestrians in the area due to an increase in development in Cringleford and Eaton. With future development on Bluebell Road and the implementation of a cycle network there will be increased demand for crossings on this busy corridor.
9. The current situation is that pedestrians and cyclists are using a pedestrian refuge. As part of the growth point funded bus lane improvement in 2009, many requests were received for a toucan crossing at this location, but this was unaffordable within the budget at the time. The funding for the project has now been made available from the Local Enterprise Partnership (LEP).
10. A re-profile of funding from another large city project has resulted in this project being accelerated to ensure total budget for 2015-16 is spent. Consequently, this crossing is being proposed as a stand-alone project, in advance of any other proposals along this corridor.

The proposals

11. The existing pedestrian refuge is situated a few metres north east of the junction with Poplar Avenue, but it is not practicable to site a toucan in this location due to the existence of a number of private driveways. Therefore the location of the toucan has been moved to the immediate south of the Poplar Avenue junction.
12. The new toucan crossing will significantly strengthen cycle and pedestrian access at a location with significant levels of demand for people to cross the road. As a traffic light controlled facility, the crossing will not have any significant impact on the capacity of the Newmarket Road for motor vehicles
13. Extension of the existing 30mph speed limit further out of the city was considered prior to the advertising of the toucan crossing in discussion

with the Network analysis and safety team. However, it was concluded that this was not necessary because the proposed toucan crossing is located within the existing 30mph speed limit which is considered appropriate and safe.

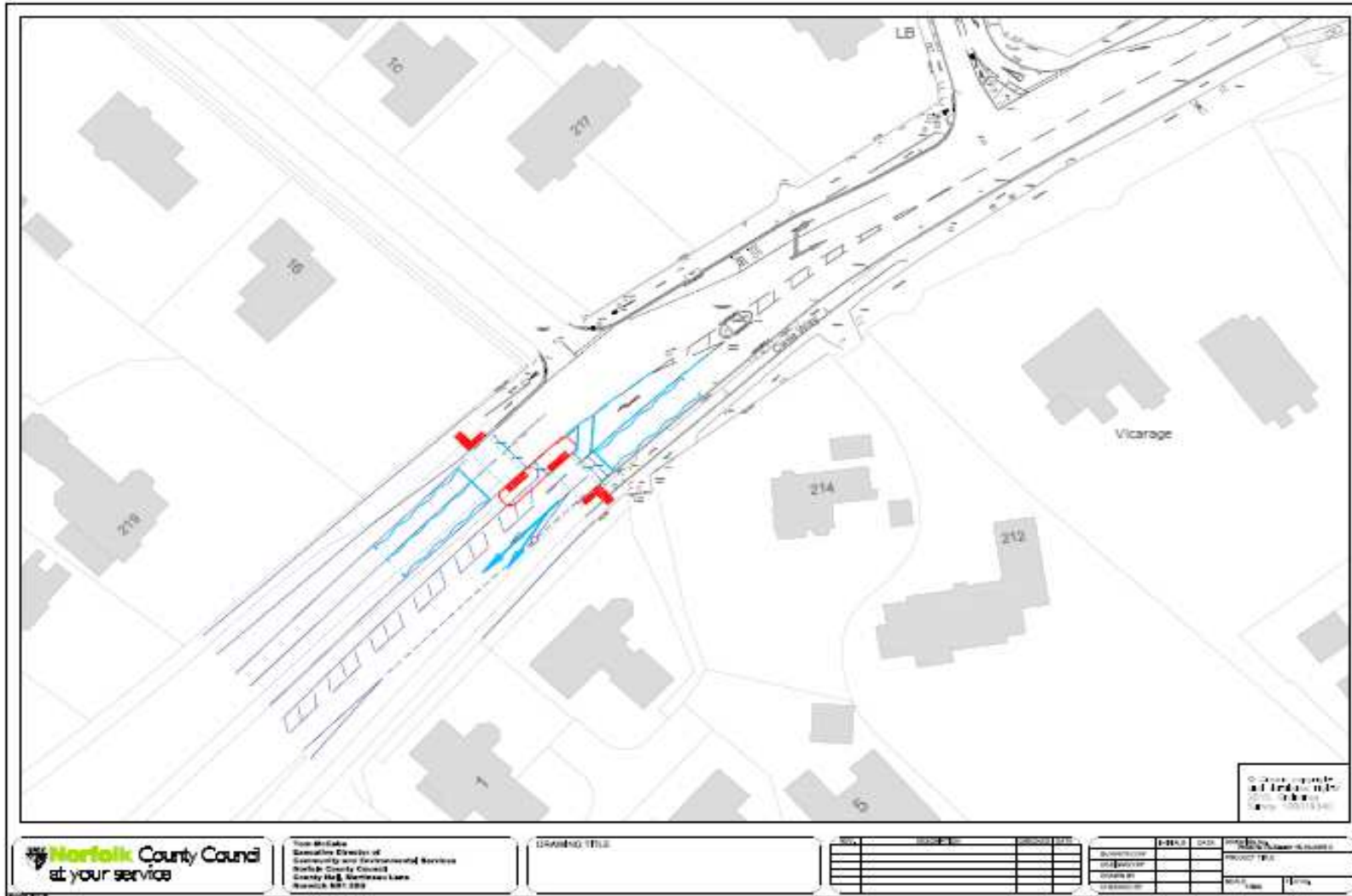
Consultation responses

14. Members are already aware that there has been a long standing desire, both by members of the public, and local councillors, to replace the existing refuge with a traffic light controlled facility. This desire has been further demonstrated by the recent consultation with residents and businesses in Eaton and Cringleford in which 12 respondents suggested the need for a pedestrian crossing here.
15. On 25 November 2015, the proposal was advertised by statutory notice in the press and on site; and immediate neighbours were advised by letter. In direct response to the statutory notice four responses were received. These are detailed in Appendix 2

Implementation

16. It is intended that if these proposals are agreed work to implement the new toucan crossing will start in Spring 2016.

Appendix 1
Location of proposed Toucan Crossing



Northfolk County Council
at your service

Tom McElduff
Executive Director of
Sustainability and Environmental Services
Northfolk County Council
County Hall, Berrymans Lane
Norwich NR1 3JG

DRAWING TITLE

REV	DESCRIPTION	DATE

APPROVED BY	DATE	PROJECT NO.

Appendix 2
Responses to Statutory Notice

Comment	Officer response
<p>In agreement with the provision of a Toucan Crossing at this end of Newmarket Road.</p> <p>Concerned about the proposed position. It would be too close to the slip road which comes from Bluebell Road and the presence of the bus lane in that area. To be confronted so quickly with a Toucan red light would be a cause of a potential accident.</p> <ul style="list-style-type: none"> • Crossing should be re-positioned to the City side of Unthank Road. • Consider moving the 50 mph sign further out towards Cringleford or the installation of a speed camera to help slow the traffic in this area. 	<p>Agreement with principal noted</p> <p>See paragraphs 4 and 6 of the report</p>
<p>There is a pedestrian crossing approximately 700m into Norwich, near the Sunningdale junction, and 200m further out of Norwich is Bluebell Road with pavements for people to walk along, and cross under the bridge.</p> <p>The Newmarket Road is a main artery out of the city for traffic, and is congested at rush hour. Any further traffic lights are just going to make the congestion worse.</p> <p>In a time of restricted budgets, it does not seem like a very good use of public money.</p>	<p>See paragraphs 2,3 and 5 of the report</p>

Appendix 2
Responses to Statutory Notice

Comment	Officer response
<p>Pleased to see a crossing at this end of Newmarket Road pretty well anywhere, as crossing the road to catch a bus can be a hazardous exercise.</p> <p>Thinks that a crossing to the north East of the junction with Unthank Road - to link the bus stops would be better. Crossing at the end of the dualling is asking a lot of motorists and buses to stop immediately denying them the chance to turn left into Unthank Road before the crossing stops them.</p> <p>Suggests a mini roundabout at the Unthank Road junction - despite the prohibition, cars do turn right onto Newmarket Road from Unthank Road, and some cars make a U-turn at the end of the dualling to go down Eaton Hill</p>	<p>Support for crossing noted. This location has been identified as one with a significant desire line for multiple users. The Unthank Road junction is beyond the scope of this project</p>
<p>Crossing is in the wrong place for most residents from Newmarket Road, Unthank Road or Elveden Close wishing to access the bus-stops on the opposite side. Cannot make out the arrangements for those waiting for the green man on the east side, where the ways for pedestrians and cycles are at present divided. If they are to wait on the cycle path, then they will be blocking the way for the cyclists who are intending to go straight on in either direction, and who will not take kindly to stopping. I see in the centre of the crossing what looks like an elongated refuge. Does this mean that the crossing operates in two halves? Two Toucan Crossings. Have you considered the possible crush on the middle refuge?</p>	<p>See paragraphs 4,5 and 6 of the report</p>

Report to Norwich highways agency committee
21 January 2016

Report of Head of city development services

Subject Norwich City Football Club – results of consultation on
proposed toucan crossing and bus gate

Item

8

Purpose

To note the consultation and seek approval to implement the relevant Traffic Regulation Orders and footpath conversion order to service the expanding development at the Norwich City Football Club site and beyond.

Recommendations

That the committee:

- (1) Agree the provision of a Toucan Crossing and a bus gate at the junction of Koblenz Avenue and Geoffrey Watling Way and the removal of all on-street parking on Carrow round around the football stadium as show on the plans in Appendix 2.
- (2) Asks the head of city development services to complete the necessary statutory procedures associated with implementing the traffic management measures as described in this report.

Corporate objective and service priorities

The scheme helps to meet the corporate priority for a safe and clean and low carbon city and the service plan priority to implement the Transport for Norwich strategy.

Financial consequences

The costs of the scheme are being met by contributions from various developments in the immediate area, as part of S106 agreements already received by Norfolk County Council; £116,732 – Toucan crossing contribution, £114,000 – Non car transport contribution and a further £17,610 contribution from the Hotel. Total Scheme funding is therefore 258,342.

Wards: Thorpe Hamlet

Cabinet member: Cllr Bremner – Environment & sustainable development

Contact Officers

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Background documents:

None

Policy Background

1. Norwich and its surrounding area is becoming an increasingly popular area to live, work and visit. It is the number one shopping destination in the Eastern Region and becoming one of the nation's premier cultural centres. To ensure the Greater Norwich area continues to be popular and grow, the transport systems need to be able to cope with the increased demand.
2. Norwich is a medieval city with a narrow road system; incorporating a 21st century transport system to cope with the increased demand without sacrificing highway space for a particular transport mode or at the expense of green space and historic buildings is challenging.
3. The Norwich Area Transportation Strategy (NATS) now more widely known as Transport for Norwich (TfN), is the adopted strategy which will deliver the transport improvements needed over the next 15 plus years. The strategy recognises everybody's journeys are different and does not look to force people to use one particular mode. It does look to give people viable options on how they choose to travel and actively promote sustainable transport. To do this in some areas of the network there needs to be a re-balance of the highway space available.
4. The strategy details the plan for future delivery of improvements in order to develop sustainable transport, reduce congestion and improve air quality within the Greater Norwich area. The strategy has already delivered key improvements such as the award winning Norwich Bus Station, St Augustine's Gyrotory, 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. The plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery, given progress with implementation, and now that the growth plans for the area are more clear ([see joint core strategy document: http://www.greaternorwichgrowth.org.uk/dmsdocument/1953](http://www.greaternorwichgrowth.org.uk/dmsdocument/1953)).
6. Ensuring that all new development is served by sustainable transport is essential for the implementation of the NATS strategy. The proposals in this report that were negotiated as part of the planning approvals for the development at the football ground seek to achieve this.

Introduction

7. The east Norwich area, around the Norwich City Football Club has expanded considerably in recent years, and there are now hundreds of homes on the site, with another 200 due for commencement later this year, and anticipated development of both the former Utilities site, and the adjacent Deal Ground. The population of this area has thus expanded rapidly in recent years, and will continue to do so. The area has been predominantly developed with apartments, most of which have restricted

parking provision, and demonstrably very low associated traffic movements. The remaining development accessed from the football club site continues in this theme. Vehicular access to the Deal ground and the utilities site will be via Bracondale and so will place no additional traffic in this area.

8. Despite the growing population close to the city centre, there are currently inadequate pedestrian and cycle facilities to cross the ring road (which operates as both the inner and outer ring road at this point). The developer funding that is being used for this scheme was negotiated on the basis that a proper crossing facility was required, particularly as it is the intention that National Cycle Route No. 1 is to be diverted along this route once access from the NCFC site through the Utilities site, and the Deal Ground has been achieved.
9. There are also no bus services serving the site at the current time, and whilst, currently, most homes are within reasonable reach of existing bus stops at Riverside, the next phase of development will require bus services to enter the site. The council has received confirmation that a bus service will be routed to service the new development. New buses serving the development will enter via the junction of Canary Way down a short section of the old Carrow Road, via Canary Fields and into Geoffrey Watling Way. Buses will only exit from Geoffrey Watling Way, either to Wherry Road, or on to Koblenz Avenue and provision has been made for a bus stop close to the junction of Canary Fields and Geoffrey Watling Way.
10. Proposals were made at the NHAC meeting on Thursday 17th September to tackle these issues and the proposals were approved for consultation.

The proposals

11. The full details of the proposals can be seen in the original report but they are summarised below.
 - Removal of waiting bays on Carrow Road and their replacement by double yellow lines, to overcome security issues with cars parked close to the stadium
 - The signalisation of Wherry Road, Koblenz Avenue and Geoffrey Watling Way/ Carrow Road – enabling the provision of bus priority measures between the football club site and Wherry Road enabling a bus service to access the station, the NCFC site via Canary Way and Canary Fields, returning via the Riverside development.
 - Construction of a bus gate at the Geoffrey Watling way/ Koblenz Avenue junction.
 - Possible adjustment to the timings of the Old Carrow Road/ Kerrison Road junction with the ring road.
 - Construction of a Toucan crossing to replace the pedestrian refuge on Koblenz Avenue.

Consultation

12. The consultation period commenced on 17 November 2015 and closed on Monday 7 December 2015.

13. The proposal was advertised in the press, on site and 561 letters to residents in the new development around the football club and the 'harbour triangle' were sent out. 36 responses have been received. Of the 36 responses 21 gave the street they lived/ worked on (two of the responses were from employees of Laurence Scott based on Hardy Road). A majority of the comments were from residents relatively equally spaced around the new developments on Geoffrey Watling Way, Carrow Road, Hardy Road and Kerrison Road. 2 comments were from residents outside the area who regularly visit people who live there.
14. The main representations raised to the proposals are shown in the table below.

Proposal	Comments	In favour	Opposed
Removal of limited waiting bays on Carrow road	Most respondents on this issue opposed the proposal to remove the limited waiting bays and replace them with double yellow lines. The new flats have no facilities for visitor parking and these on-street spaces are therefore used by visitors	3	20
Construction of a bus gate at the Koblenz Avenue Geoffrey Watling Way junction	The main objection to this proposal was that respondents felt it would increase traffic congestion at the Carrow Road/ Broadsman Close junction. Several respondents also said it would increase their journey times. Respondents commented that the area does not currently have bus access.	3	24
Installation of a toucan crossing on Koblenz Avenue	Six objections to the proposed toucan crossing were received – both stating that the installation of lights would slow down traffic.	4	6

Removal of on street parking

15. The removal of on street parking bays on Carrow Road was opposed by most respondents who commented on this aspect of the proposal. These proposals are a consequence of the need for NCFC to handle significant crowd movement, and ensure the safety of the public whilst they are visiting the ground. Norwich City Football club has to run all fixtures at Carrow Road within a strict set of guidelines as

set out in Norfolk County Council's Safety Advisory Group (SAG). One of their requirements is that, on match days, no vehicle should be parked in any area that may hinder the emergency egress of supporters. Carrow Road is one such area.

16. Furthermore, as was mentioned in the original report, the Counter Terrorism Security Advisors (CTSA) advised that any vehicle parked within close proximity to the stadium can create a high security risk. There have been a number of incidents where cars have been left and it has not been possible to get them removed. This places the onus on the club to decide how much of a risk it causes. Consequently, the club requested that the current on-street parking spaces on Carrow Road are removed.
17. As part of the development of the new flats at Carrow Quay, new short stay eight new on-street parking spaces will become available away from the risk area associated with the football club. Residents will still, therefore, have access to on-street parking as this development progresses. There are also other parking facilities in the area including riverside car park and on street pay & display bays on Rouen Road and Ber Street.

Introduction of bus gate

18. Objections to the bus gate on Koblenz Avenue/ Geoffrey Watling Way junction were on the basis that buses do not serve the development and that the bus gate would prevent cars from using the Geoffrey Watling Way/ Koblenz Avenue junction. The bus gate and improvements at the Koblenz Avenue/ Wherry Road junction are necessary for meeting the Transport for Norwich (TfN) aims to improve public transport. Many respondents also said that they felt the blocking off of the Koblenz Avenue/ Geoffrey Watling way junction would increase congestion. Several respondents highlighted that the cause of the extra congestion at this junction was likely to be people using Geoffrey Watling Way and Carrow Road for rat running.
19. The junction of Carrow Road and Canary Way is under Split Cycle Offset Optimisation Technique (SCOOT) control and as such will make its own adjustments dependant on demand. SCOOT is the system the county council has in place that optimises junctions from a network perspective. SCOOT detects the length of the queue at traffic lights and uses this to release certain junctions. Once the bus gate is constructed a SCOOT engineer will revalidate Carrow/Canary to ensure it is working to its optimal performance. As noted in the appendix, it may also be possible to implement a 'yellow box' to ease egress at that junction. Modelling of the junction was done as part of the development
20. The purpose of the bus gate is to enable buses to penetrate this new part of the City, and cross the ring road without causing an adverse effect on the operation of the Ring Road. To continue to allow general traffic to use this junction, whilst facilitating the cross movement for buses would require a full light controlled facility, and this would substantially impact of the capacity of the Ring Road at this critical point. Geoffrey Watling Way is already subject to an access restriction in the section immediately behind the football stadium, so there should be no through traffic using it now. The proposal would effectively prevent all rat-running through the new housing development and past the harbour triangle area

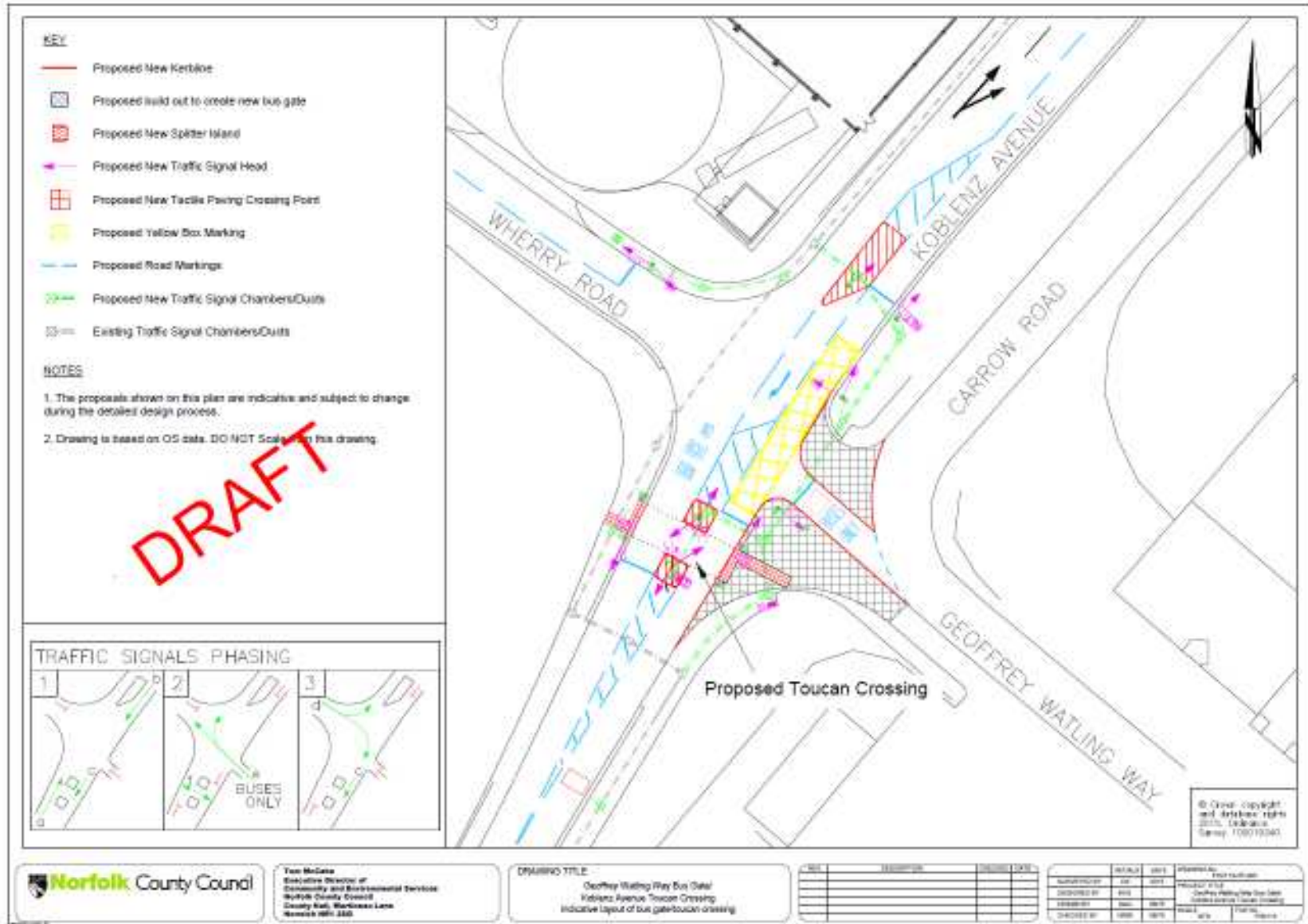
Introduction of toucan crossing

21. Objections to the proposed toucan crossing suggested that this would slow down traffic at the junction and is unnecessary. However, many requests have been received for a crossing at this location since the development was first occupied, and the one that is now proposed was identified as a requirement for the development, and has been funded through it. Although a crossing will, of course, require traffic to stop from time to time, the actual effect on the capacity of the ring road will be unaffected as it is the junctions at Foundry Bridge and King Street/Bracondale that restrict the capacity on this section of the ring road. This part of the city is expanding rapidly, and it is entirely inappropriate not to have adequate pedestrian access from here to the city centre. In addition, National Cycle Route 1 is intended to be diverted along Geoffrey Watling way, and a formal cycle crossing is therefore a necessity
22. Several respondents raised specific suggestions for alternative actions; these have been considered and are shown in Appendix 4.

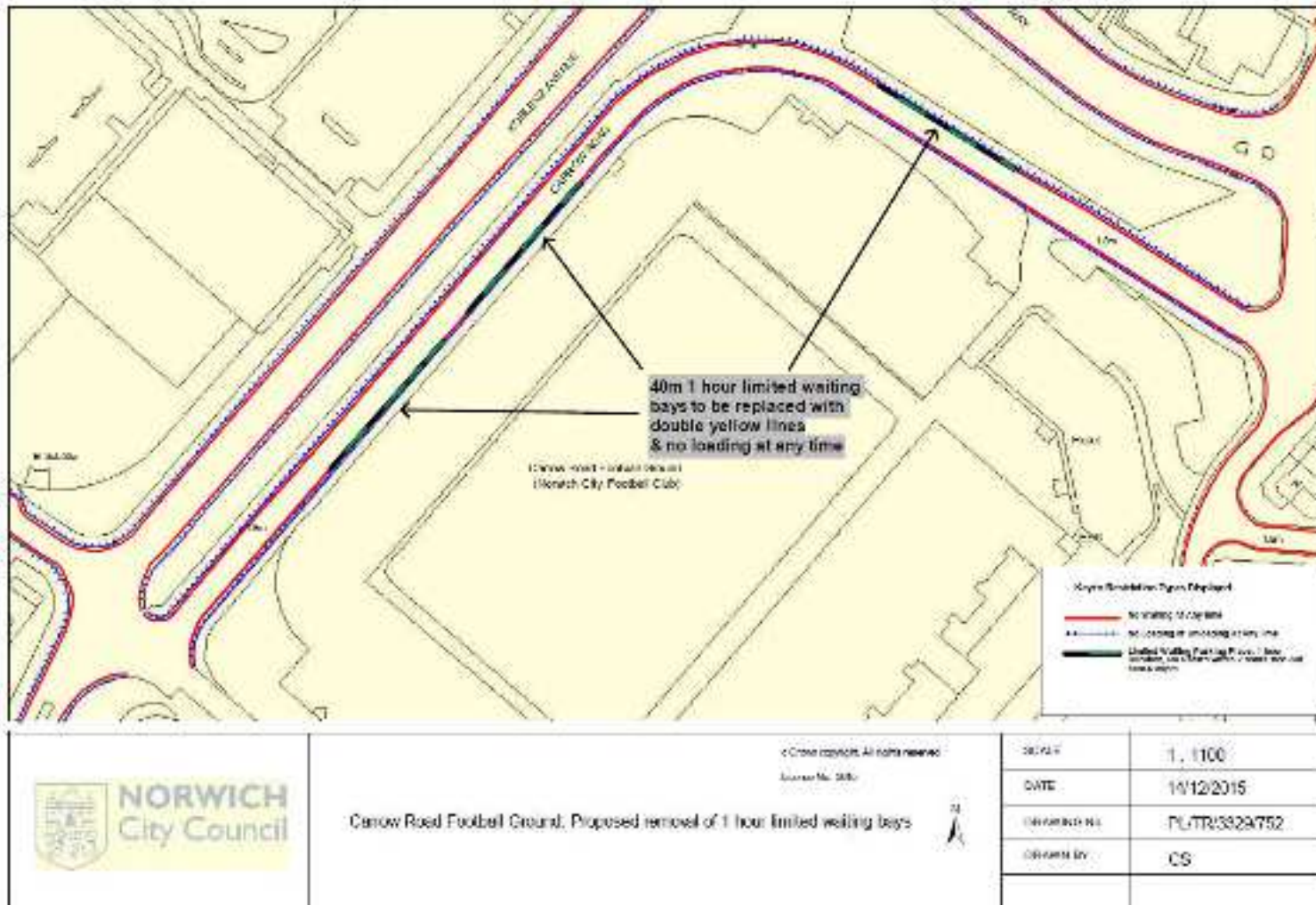
Implementation

23. These proposals, if agreed, will be implemented in summer 2016 to coincide with the close season

Appendix 1 Details of proposed bus gate & toucan crossing



Appendix 2 Location of Parking spaces to be removed



Appendix 4

Other comments	Officer comments
<p>Suggestions that the council should put in a footpath along the section of Geoffrey Watling Way where there currently isn't one.</p>	<p>This section of Geoffrey Watling Way is a shared use space so there is no need for a separate footway. It is also an 'access only' street, so the only traffic should be residents of the immediately adjacent flats.</p>
<p>Installation of a yellow box at the Carrow Road/ Broadsman Close junction. Several respondents mentioned that cars regularly block off the exit to Carrow Road and that the installation of a yellow box at the junction would allow cars out from Carrow Road.</p>	<p>This could be a workable solution to assist egress from Carrow Road. It will be considered as part of the optimisation of the junction.</p>
<p>Many respondents mentioned that the current timing of the lights at the Carrow Road/ Broadsman Close was a significant factor in congestion along Carrow Road.</p>	<p>The possibility of changing the timing of the lights at this junction was mentioned in the original report. A SCOOT engineer will revalidate this junction to ensure it is working to its optimal performance.</p>
<p>Implement a one way system entering at Geoffrey Watling Way and the one way system then looping round the football club with cars exiting at the top of Carrow Road onto Geoffrey Watling Way</p>	<p>This would not deal with the issue of buses crossing the ring road without implementing a full light controlled junction.</p>
<p>Change the junction at Geoffrey Watling Way/ Koblenz Avenue/ Wherry Road into a mini roundabout.</p>	<p>Roundabouts are a solution where the arms of the roundabout all experience similar traffic flows. That is not the case here and would also significantly impact on the ring road.</p>
<p>Install access only signs at the Carrow Road/ Geoffrey Watling Way junction and at the Carrow Road Broadsman Close junction.</p>	<p>There are already access only signs on part of Geoffrey Watling Way which are routinely ignored by motorists and the police are extremely unlikely to enforce them. Access only restrictions without additional measures are unlikely to have any effect. The bus gate will be enforced by camera.</p>

Report to Norwich highways agency committee
21 January 2016
Report of Head of city development services
Subject Car club expansion

Item
9

Purpose

To approve for consultation new bays to enable the expansion of the car club.

Recommendations

That the committee:

- (1) approves the new car club bay locations for consultation
- (2) asks the Head of city development services to advertise the necessary traffic regulation orders and notices to provide for 132 new car club bays and associated waiting restriction changes as detailed in this report.
- (3) notes that fact that there is significant scope for further expansion of the car club if and when new funding becomes available.
- (4) notes that any objections received will be considered by a future meeting of the committee.

Corporate objective / Service plan priority

The scheme helps to meet the corporate priorities; 'prosperous and vibrant city' and a 'safe, clean and low carbon city' and the service plan priority to implement the Transport for Norwich Strategy and Local Transport Plan

Financial consequences

The car club operates on a not for profit basis and will be responsible for funding the cost of this expansion. The city council is making a contribution £15,000 of S106 funding to install car club bays and to provide cycle stands where possible.

Wards:

Cabinet member: Cllr Bremner – Environment and sustainable development

Contact Officers

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Background documents

None

Policy background

1. Norwich and its surrounding area is becoming an increasingly popular area to live, work and visit. It is the number one shopping destination in the Eastern Region and becoming one of the Nation's premier cultural centres. To ensure the Greater Norwich Area continues to be popular and grow, the transport systems need to be able to cope with the increased demand.
2. Norwich is a medieval city with a narrow road system; incorporating a 21st century transport system to cope with the increased demand without sacrificing highway space for a particular transport mode or at the expense of green space and historic buildings is challenging.
3. The Norwich area Transportation Strategy (NATS) now more widely known as Transport for Norwich (TfN), is the adopted strategy which will deliver the transport improvements needed over the next 15 plus years. The strategy recognises everybody's journeys are different and does not look to force people to use one particular mode. It does look to give people viable options on how they choose to travel and actively promote sustainable transport. To do this in some areas of the network there needs to be a re-balance of the highway space available.
4. The Strategy details the plan for future delivery of improvements in order to develop sustainable transport, reduce congestion and improve air quality within the Greater Norwich area. The strategy has already delivered key improvements such as the award winning Norwich Bus Station, St Augustine's Gyratory, a network of Park & 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 www.norfolk.gov.uk/view/NCC158241](http://www.norfolk.gov.uk/view/NCC158241)). The plan sets out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term. The plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery, given progress with implementation, and now that the growth plans for the area are more clear ([see joint core strategy document: www.greaternorwichgrowth.org.uk/dmsdocument/1953](http://www.greaternorwichgrowth.org.uk/dmsdocument/1953)).
6. Car clubs are an integral part of delivering sustainable transport initiatives.

Car Club Background

7. The Norfolk car club operates vehicles in Norwich and is jointly supported by Norfolk County Council and Norwich City Council. Policy support for the car club is made within the Norfolk Local Transport Plan, the Transport for Norwich Strategy (TfN) and the Norwich City Council Local Plan.
8. The car club launched in Norwich in November 2006 and is currently operated by Co-wheels; a not for profit social enterprise who operate a national car club network.

9. Car clubs have been proven nationally to reduce car ownership in its membership group so ease parking pressures. Several research studies confirmed this; findings by Transport for London in 2007 indicate that a single car club vehicle can directly remove 4 private vehicles and defer purchase of a further 6 vehicles. Research for Carplus by the Transport Research Laboratory (which included data from the Norwich Car Club) has demonstrated the much greater reward that for every 1 car club vehicle more than twenty private vehicles are either sold, or not purchased, representing a very significant reduction in parking pressure. For this reason the car club is a tried and tested way of reducing car dependency and usage in Norwich, and is a useful means of managing parking pressures in controlled parking zones where parking demand is high.
10. There has been increasing demand for the car club from residents and businesses across the city and the car club must expand to satisfy customer demand. For example Norfolk County Council Adult Services now uses the car club to meet workplace travel requirements and several city centre business including estate agents have joined.
11. The car club has experienced 93% increase in usage in the last twelve months. The car club wishes to designate bays across Norwich to meet continued 100% annual growth in usage for the next two years from residential members in existing areas, especially in West and North Norwich. This level of increase in usage would require increasing the number of vehicles from 37 to approximately 110, which is the number of cars currently in use by the Brighton car club.
12. The recently launched partnership between the car club and Norfolk County Council's holdall smartcard (which can now be used to unlock and use car club cars) enables park and ride users to access car club cars in Norwich and will encourage others who currently drive into Norwich to switch to using the park and ride in the knowledge that they can access a car in Norwich when they need one.
13. The car club has received a grant for £30,000 from the Department for Transport (DfT) funding as part of the Developing Car Clubs in England (DCCE) initiative for purchasing of cars, telematics and marketing. The DfT grant is part of DCCE funded programme for expanding the car club in Norwich (including the S106 funding to pay for new bays). As a result in 2015 the car club added 30 new cars and are aiming to launch another 40 in 2016 and another 40 after that in 2017.
14. The proposed car club bay locations have been identified by the car club operator in consultation from car club members and in discussion with transportation officers and are listed in the appendix 2.
15. Particular attention has been paid to the selection of bays to ensure the following:
 - A viable local catchment of potential residential and/or businesses users
 - High visibility and easily accessible locations to attract potential users
 - Locations are sited to avoid conflicting with neighbouring activity
16. Wherever possible new car club locations have sought to avoid the loss of existing on street parking spaces e.g. permit parking, limited waiting bays or pay and display parking. However in several locations this is unavoidable if prime locations are

required for the car club to expand and serve new users. Where this occurs it is described in appendix.

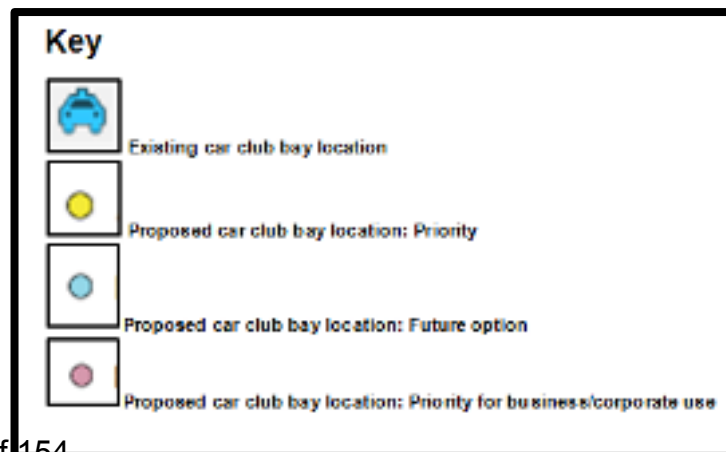
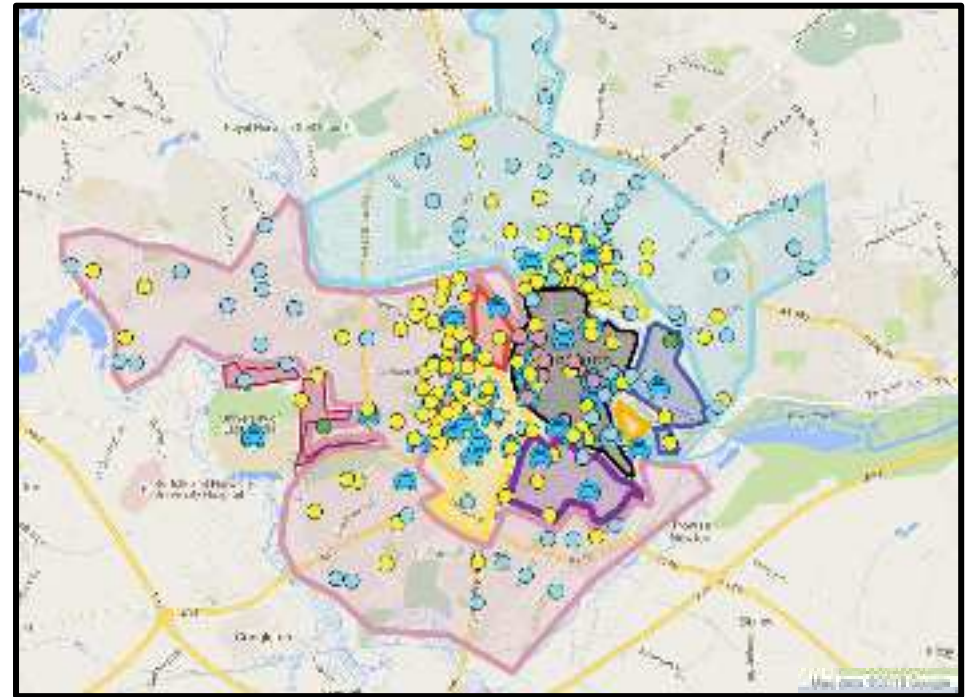
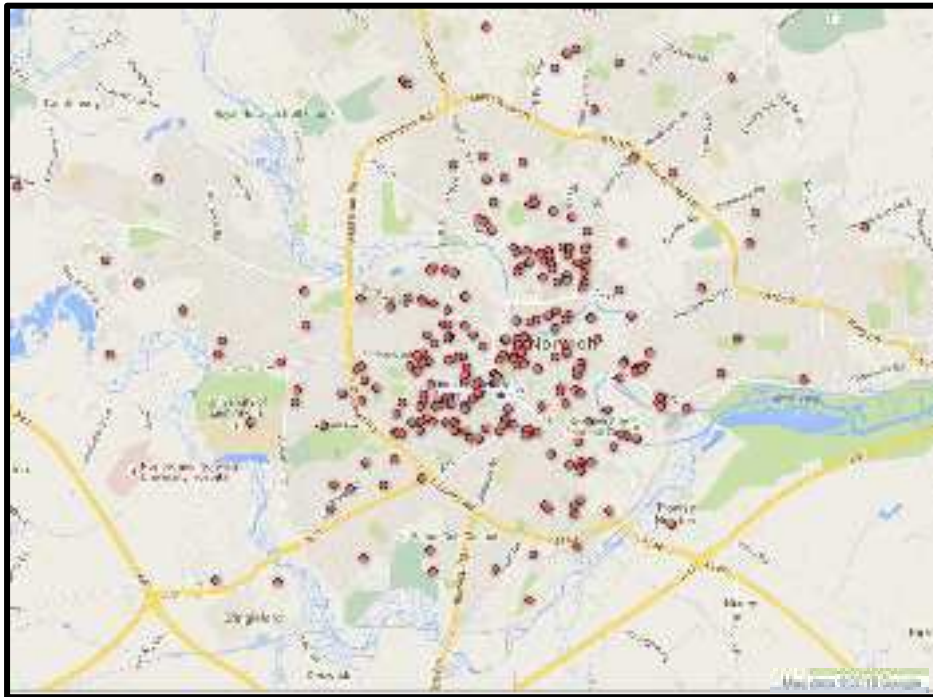
17. The proposed plans for car club expansion accords with local transport policy outlines in the TfN strategy. The car club operator is confident that there is potential demand for car club vehicles across Norwich in locations which have sufficient population or business density.
18. During the last round of proposed car club bay locations approximately 50% of bays were not implemented due to objections, for this reason we are proposing an excess number of car club bay locations, to factor in a similar 'drop out rate' .
19. Appendix 2 shows the location of existing and proposed car club bays:
 - i) The existing car club locations are shown by the car symbol.
 - ii) Proposed bays are shown by the colour coded dots (blue, yellow and pink); all of these proposed locations are to be advertised in the traffic regulation order for public consultation.
20. The phased implementation of the bay locations will be subject to the Car Club operator securing external funding, and are prioritised as follows:
 - i) Priority locations: Yellow dots
 - ii) Future locations: Blue dots
 - iii) Corporate/business locations: Pink dots
21. Commitment to designation of bays will provide vital support for the car club in supporting the continued strong growth of the car club and securing potential funding

Implementation

22. Following approval from the committee, all proposed bays will go out for statutory consultation. If representations are received a report with recommendations for member consideration would be prepared for summer 2016. Subsequent implementation of the bays would be dependent on the car club operator securing funding for new vehicles. The city council will then only implement the car club bays that are required in phases, ensuring that car club bays are not implemented and left vacant.

Appendix 1

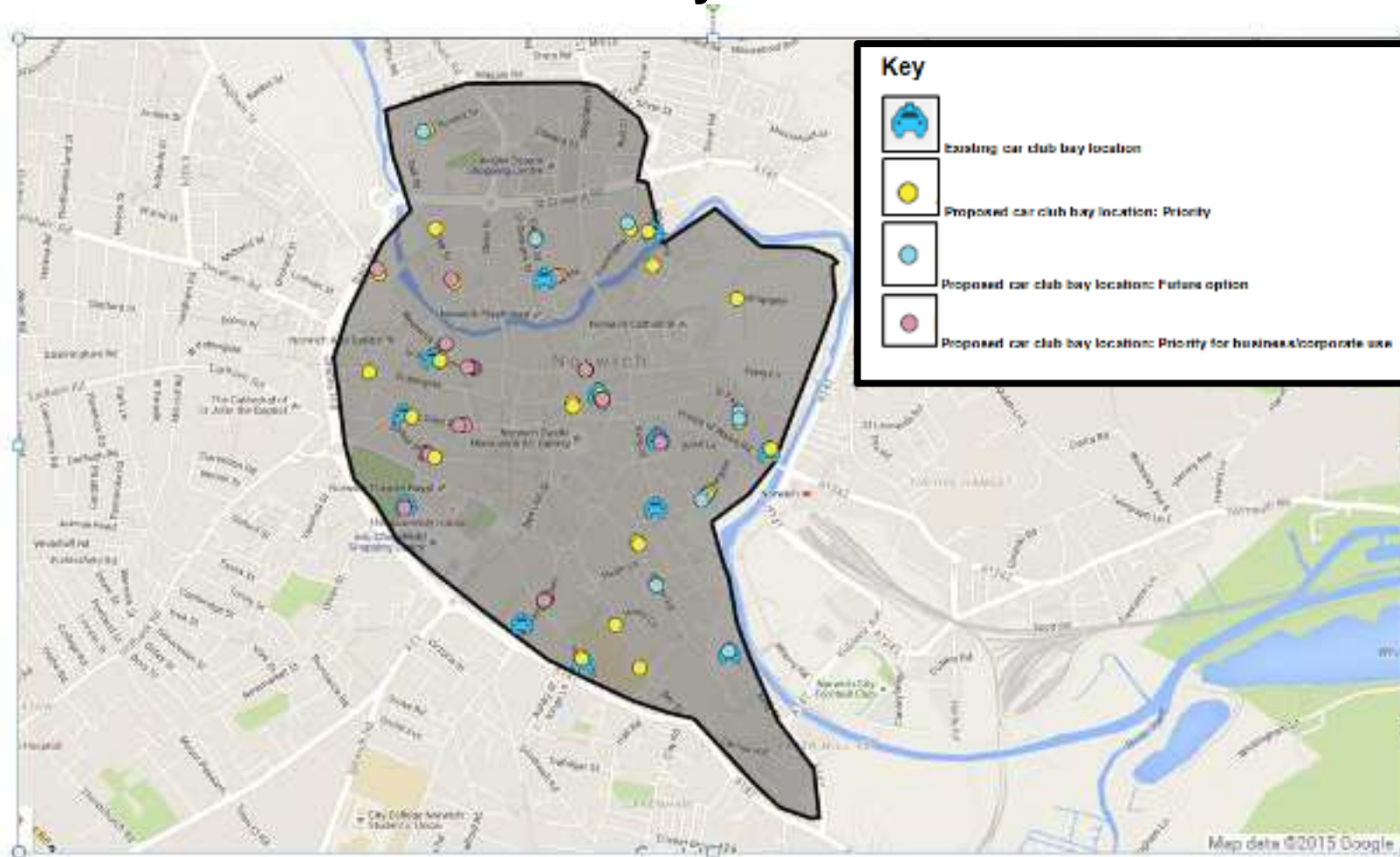
Maps showing the current location car club members in the Norwich area compared with the location of proposed car club bays



Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

City Centre CPZ



Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

City Centre CPZ

Street (figures indicate number of bays)	Location of new bay(s)	Waiting restriction changes
All Saints Green (2)	Opposite 41 & 43 All Saints Green	Car club bays to be sited upon double yellow lines
Bank Plain	Adjacent to 7, 9 & 11 Bank Plain	Car club bay to replace extant pay and display bay.
Ber Street (2)	Opposite 103 Ber Street Opposite 122 Ber Street	Car club bay to replace double yellow lines (recently advertised as replaced to pay and display bay) Car club bay to replace a dual use Pay& Display bay/permit bay, and install a two vehicle single use permit bay adjacent in the remainder of the bay.
Bethel Street	Adjacent to 8 Little Bethel Court	Car club bays to be sited upon double yellow lines Associated Loading ban (at any time) ; to extend across junction of Little Bethel Street and Bethel Street, (between the loading bay Coach & Horses and the proposed car club bay. This is to protect the Pedalway
Bishopgate	Adjacent to 2 Bishopgate	Car club bays to be sited upon double yellow lines
Blackfriars Street	Opposite 10 Blackfriars Street	Car club bays to be sited upon double yellow lines
Calvert Street	Adjacent to 35 Calvert Street	Car club bay to be sited within area of extant permit parking; bay to be set out as perpendicular to kerb to avoid loss of any permit parking spaces.

Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

Street (figures indicate number of bays)	Location of new bay(s)	Waiting restriction changes
Colegate (adj. Octagon Chapel)	Adjacent to 21 & 23 Colegate	Car club bay to replace extant single yellow lines
Fishergate	Opposite 50 to 55 Fishergate	Car club bay replace an extant permit parking bay space
Mountergate (2)	Adjacent to Baltic House	Car club bay to be sited upon extant double yellow lines
Oak Street (2)	Adjacent to St Martins at Oak Church, Oak Street Adjacent to 5 and 7 Oak Street	Car club bay to be sited upon extant double yellow lines
Opie Street (2)	Adjacent to side flank wall of 54 London Street	Car club bay to be sited upon extant pedestrian zone (extant no waiting at any time restriction)
Pottergate	Adjacent to 97 Pottergate	Car club bay to be sited upon extant double yellow lines
Recorder Road	Adjacent to 1 to 24 Foundry Court	Car club bay to be sited upon extant double yellow lines
Redwell Street	Adjacent to Boardman House	Car club bay to replace extant pay and display bay
Rouen Road (3)	Adjacent to Morgans Building (2) Opposite All Hallows	Car club bay to be sited on extant double yellow lines (recently advertised as changing to pay and display bay)
St Benedicts Street	Adjacent to St Lawrence's churchyard	Car club bay to be sited on extant double yellow lines
St Faiths Lane (2)	Adjacent to 1 to 9 St Faiths Lane	Car club bay to be sited on extant double yellow lines
St Giles Street	Adjacent to 51b St Giles Street	Car club bay to replace extant pay and display bay
Surrey Street	Opposite 63 Surrey Street	Car club bay to replace extant pay and display bay
Sussex Street	Opposite 63 Sussex Street	Car club bay to be sited upon extant double yellow lines
Westwick Street	Adjacent to Cathedral retail park (near junction	Car club bay to replace from extant single yellow lines

Appendix 2

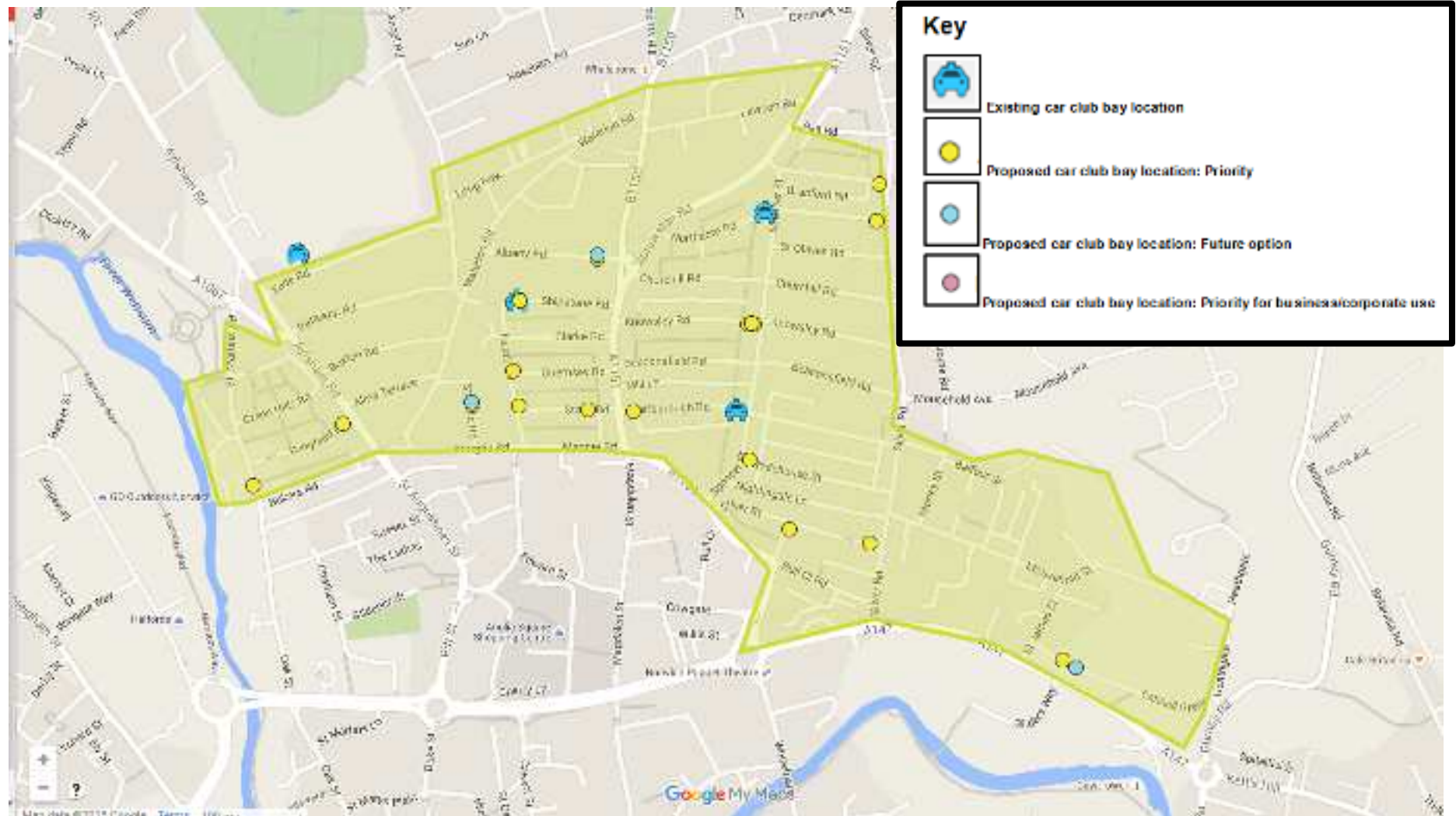
Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

Street (figures indicate number of bays)	Location of new bay(s)	Waiting restriction changes
	with Barn Road	

Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

Northern CPZ



Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

Northern CPZ

Location	Address location	Waiting restrictions
Albany Road	Cul de sac end of Albany Road (adjacent to 2a Albany Road)	Car club bay to replace extant double yellow line
Branford Road	Adjacent to flank wall of 55 Branford Road	Car club bay to replace extant double yellow line
Cannel Green (Pockthorpe estate)	South side; opposite St James House	Car club bay to replace extant permit parking space
Guernsey Road	Adjacent to 61 Guernsey Road	Car club bay to replace extant double yellow line
Knowsley Road (3)	Adjacent to flank wall of 84 Spencer Street	Car club bay to replace extant permit parking bay
Marlborough Road	Adjacent to flank wall of 5 Magdalen Road	Car club bay to replace from extant double yellow lines
Northcote Road	Adjacent to flank wall 164 Silver Road	Car club bay to replace extant double yellow lines
Shipstone Road	Adjacent to 69 Shipstone Road	Car club bay to replace extant permit parking
Silver Street	Adjacent to flank of Silver Rooms meeting hall	Car club bay to replace extant double yellow lines
Stacy Road (2)	Adjacent to flank of 18 Magdalen Road Adjacent to 57 Stacy Road	Car club bay to replace extant double yellow lines
Starling Road (2 spaces)	Opposite 12 Starling Road	Car club bay to replace extant single yellow lines
Steward Street	Adjacent 3 Steward Street	Car club bay to replace extant permit parking
St Martins Road	Adjacent to side rear flank wall of 65 Wingfield Road	Car club bay to replace extant single yellow lines

Appendix 2

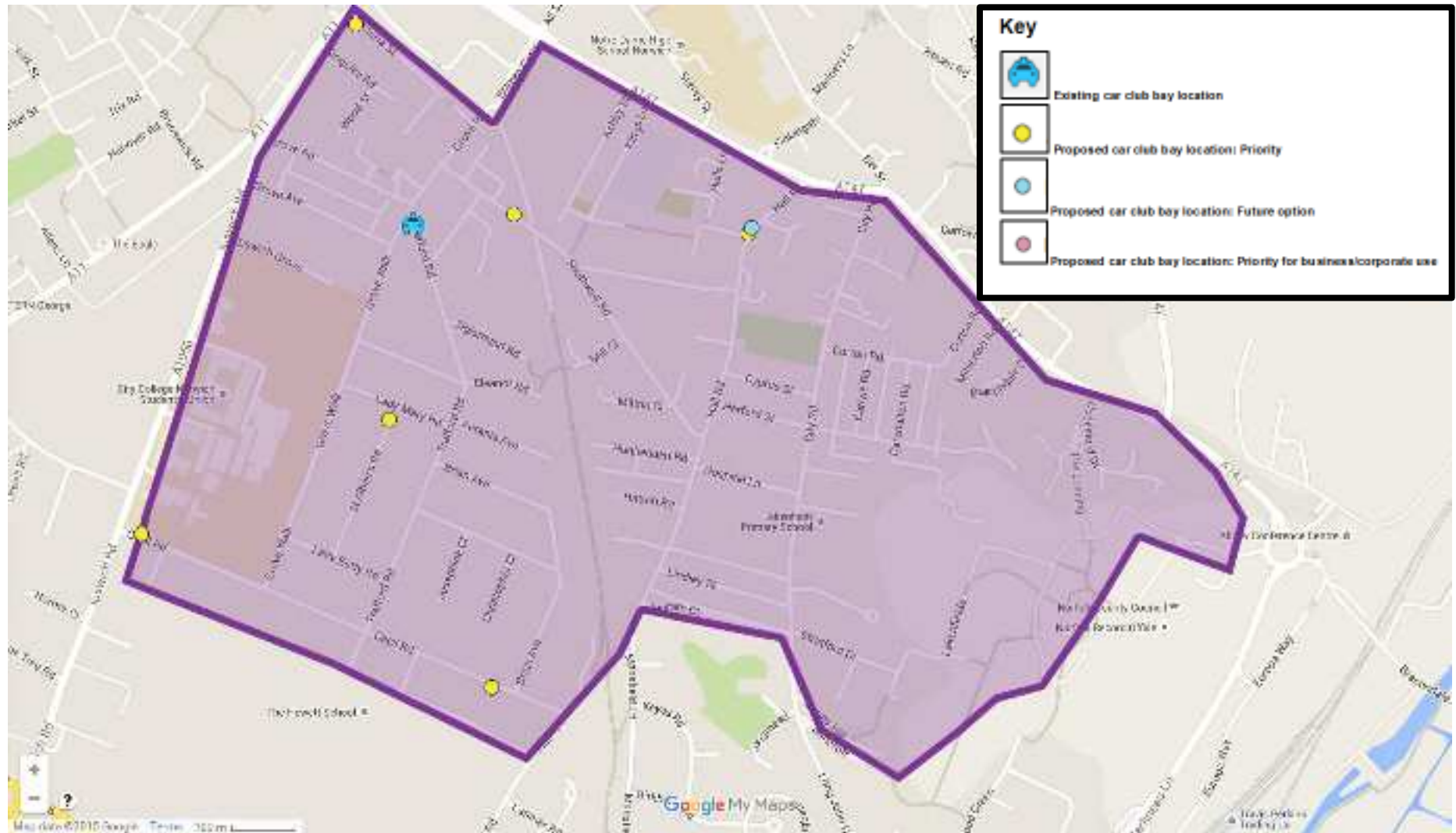
Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

Location	Address location	Waiting restrictions
Wingfield Road	Adjacent to side flank wall of 12 Aylsham Road	Car club bay to replace extant permit parking
Wodehouse Street	Adjacent to side flank wall of 91 Wodehouse Street	Car club bay to replace extant double yellow lines

Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

South Eastern CPZ



Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

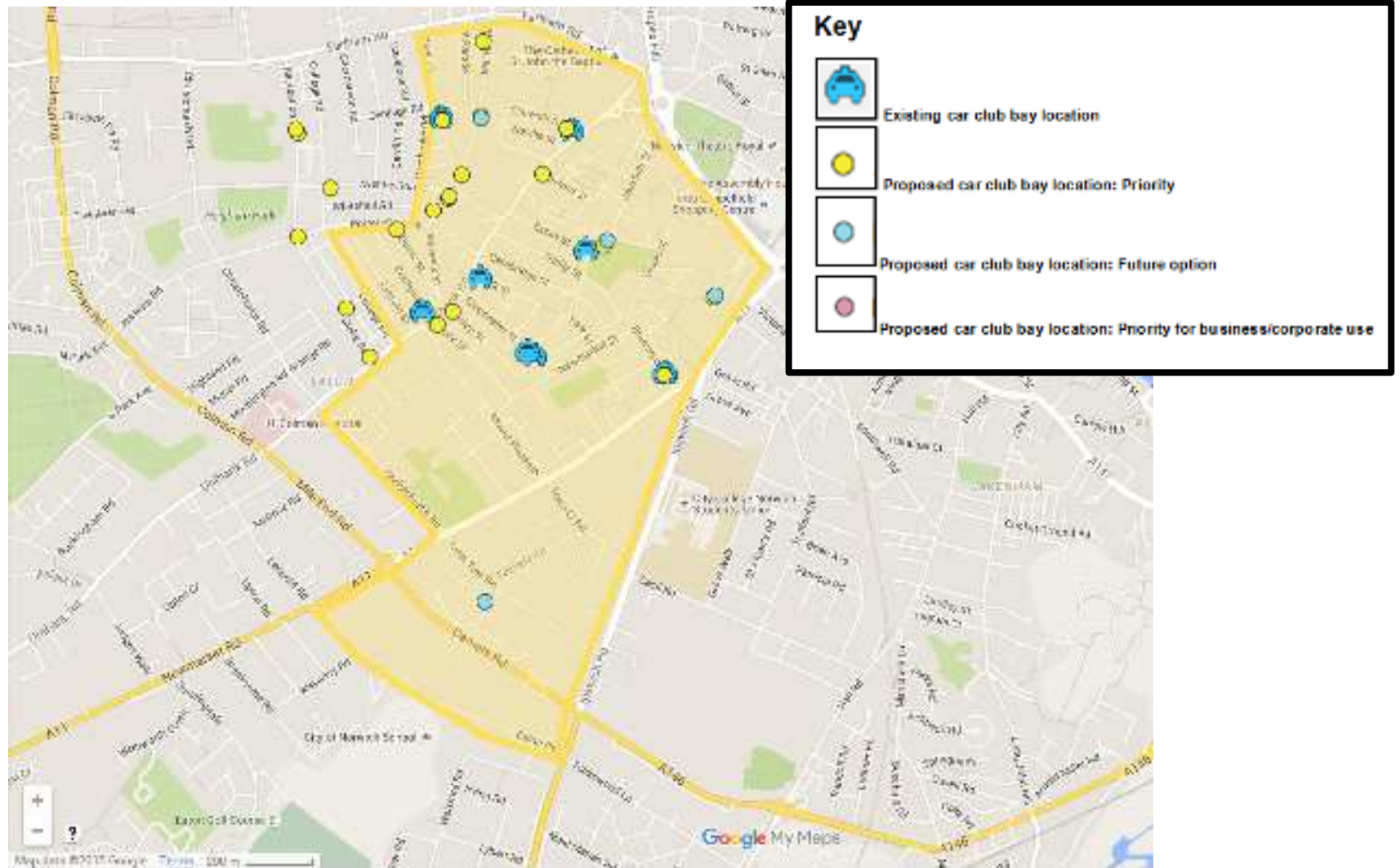
South Eastern CPZ

Location	Address location	Waiting restrictions
Cecil Road (2)	Adjacent to 129 Cecil Road. Adjacent to southern flank boundary of Thetford House	Car club bay to replace extant double yellow lines
Hall Road	Adjacent to eastern flank wall of 29 Gordon Square	Car club bay to replace extant limited waiting bay
Southwell Road	South side; directly adjacent to former rail bridge and Brazenplain development site.	Car club bay to replace extant double yellow lines
St Albans Road	Adjacent to 3 & 5 St Albans Road	Car club bay to replace extant double yellow lines
Victoria Street	Adjacent to 36 Victoria Street	Car club bay to replace extant permit parking

Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

South Western CPZ



Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

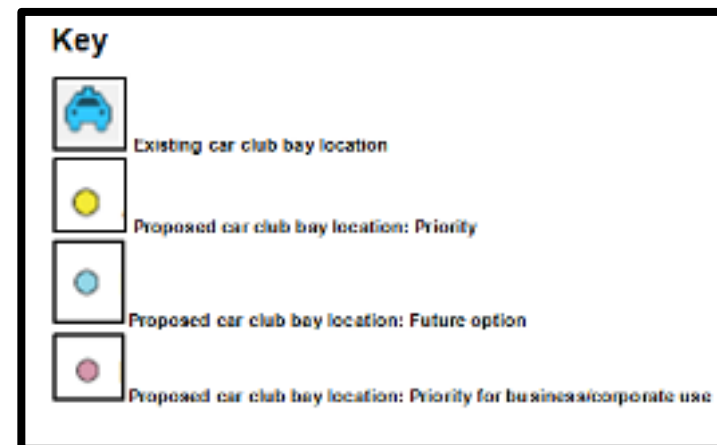
South Western CPZ

Street	Address locations	Waiting restriction changes
Benjamin Gooch Way	Adjacent to the side flank wall of 36 Phillipa Flowerday Plain	Car club bay to be sited upon an extant pedestrian zone restriction (no waiting at any time)
Brunswick Road	Adjacent to Heigham Cottage	Car club bay to replace extant limited waiting bay
Bury Street	Adjacent to side flank of 168 Unthank Road	Car club bay to replace extant double yellow lines
Clarendon Road	Adjacent to side flank wall of 17 Unthank Road	Car club bay to replace extant double yellow lines
Dover Street	Adjacent to 59 Dover Street	Car club bay to replace extant double yellow lines
Mill Hill Road (3)	Adjacent to 90 Mill Hill Road Adjacent to garage of 1 Mill Hill Road Adjacent to 50 & 52 Mill Hill Road	Car club bay to replace extant double yellow lines
Onley Street	Adjacent to side flank wall of 132 Unthank Road	Car club bay to replace extant double yellow lines
Oxford Street	Adjacent to side flank wall of 62 Unthank Road	Car club bay to replace extant double yellow lines
Park Lane	Adjacent to 38 to 42 Park Lane	Car club bay to replace extant double yellow lines
Portersfield Road (2)	Adjacent to 1 Portersfield Road	Car club bay to replace extant double yellow lines
Rupert Street	Adjacent to Jenny Lind Park (opposite Vauxhall St shops)	Car club bay to replace extant double yellow lines
Whitehall Road	Whitehall Road Adjacent to 4 Whitehall Road	Car club bay to replace extant double yellow lines

Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

Western CPZ

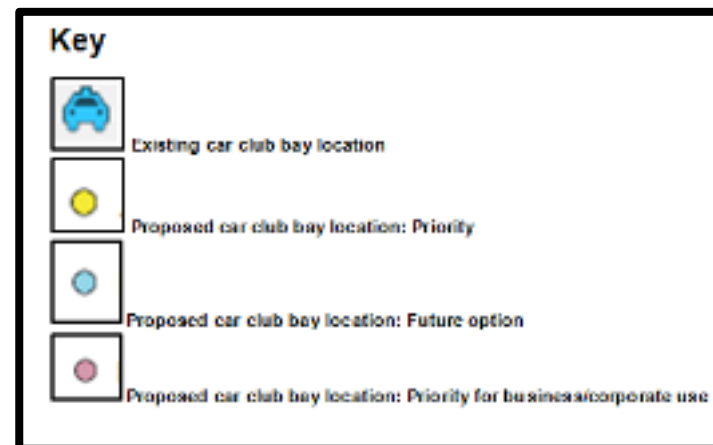
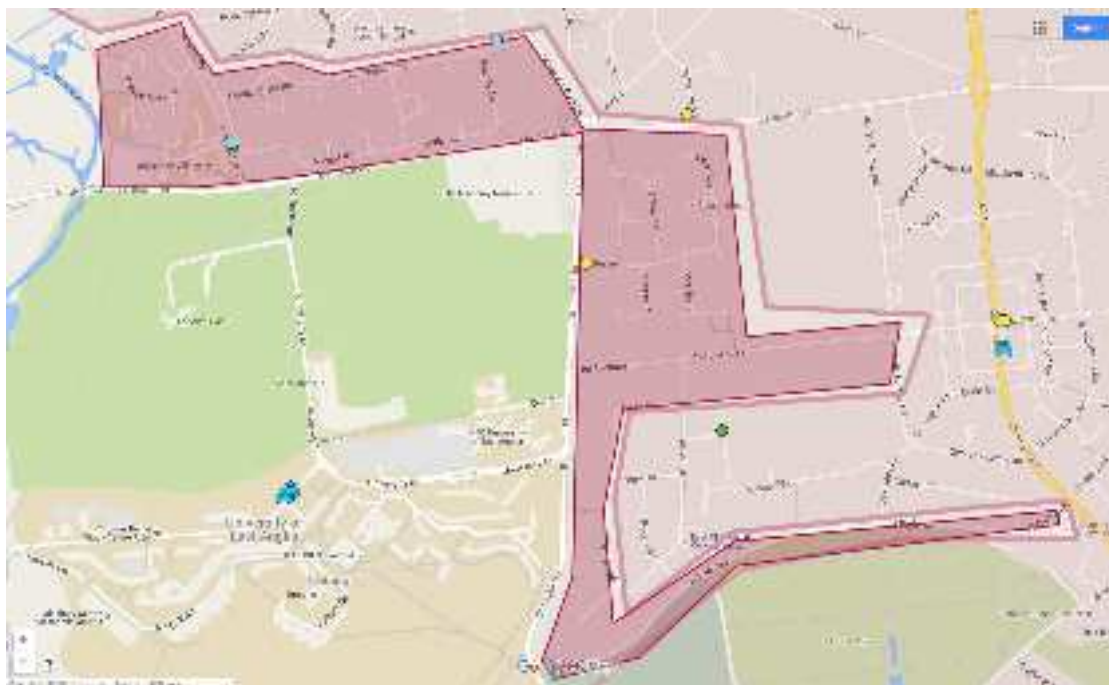


Location	Address location	Waiting restriction changes
Gladstone Road	Adjacent to 58 Gladstone Road	Car club bay to replace extant permit parking bay
Lothian Street	Adjacent to 57 & 63 Lothian Street	Car club bay to replace extant double yellow lines
Stafford Street (2)	Adjacent to side flank wall of 1 Stafford Street	Car club bay to replace extant limited waiting bay
West Pottergate	Adjacent to Health Centre near junction	Car club bay to replace extant double yellow lines

Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

University CPZs (BB & WE)

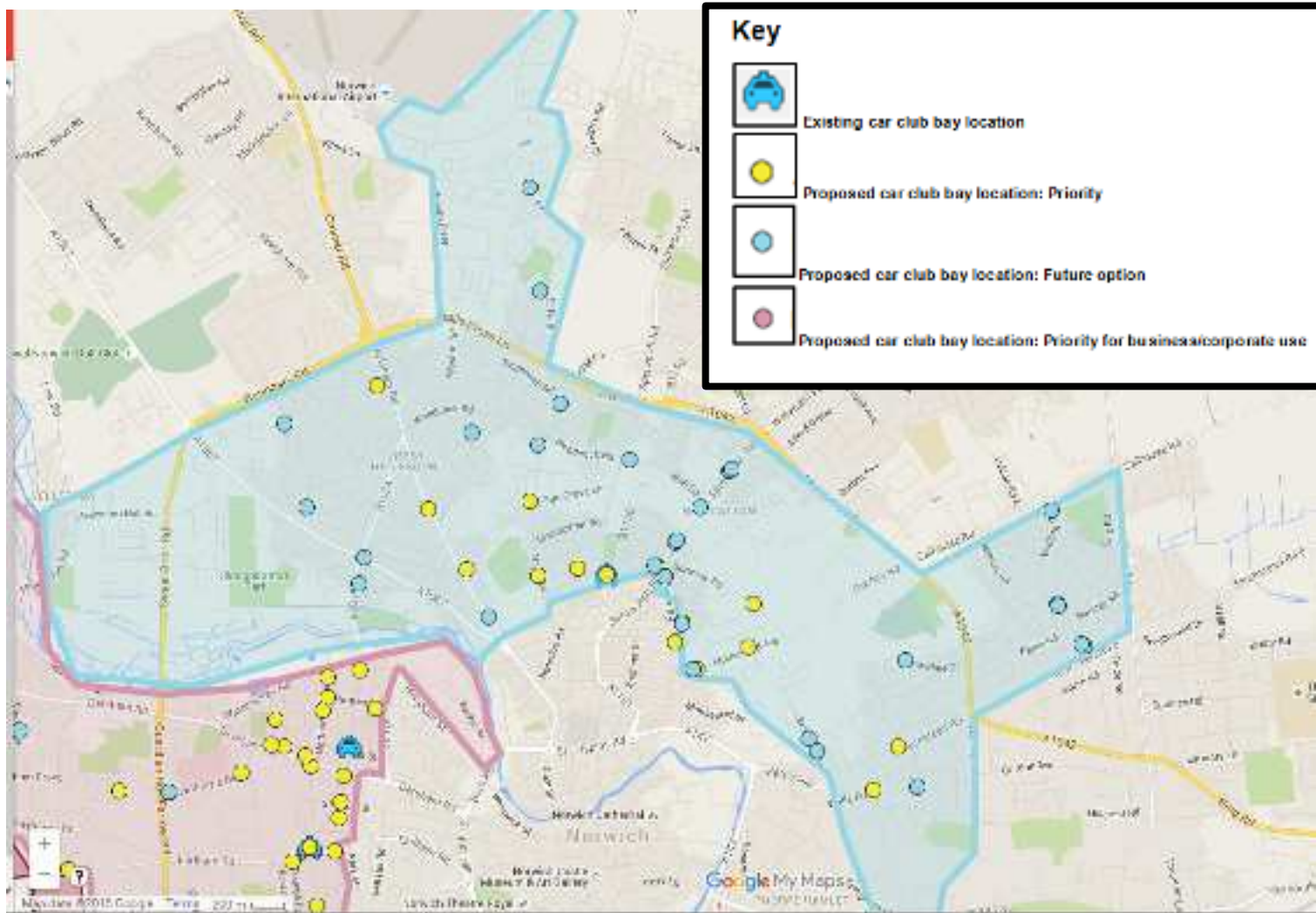


Location	Address location	Waiting restriction changes
Cunningham Road (east)	Cunningham Road	Cunningham Road (east)
Salter Avenue	Adjacent to north flank boundary of 246 Bluebell Road	Car club bay to replace one space within extant limited waiting bay.
Wilberforce Road	Adjacent to extant car club bay	Car club bay to be installed adjacent to extant car club bay on a parking bay.

Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

North Outer Area (outside of CPZs and north of River Wensum)



Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

North Outer Area (outside of CPZs and north of River Wensum)

Location	Address location	Waiting restriction changes
Angel Road (adjacent to Waterloo Park)	adjacent to Waterloo Park car park entrance	Car club bay to replace extant double yellow line (at northern end of yellow lines)
Aylsham Road (adjacent Hauteyn Court)	Aylsham Road adjacent Hauteyn Court within bay	Car club bay to be installed upon highway without extant parking restriction. (at northern end of bay)
Aylsham Road (adjacent junction with Edmund Bacon Court)	Aylsham Road: North-west of junction of Aylsham Road and Edmund Bacon Court, adjacent flank wall of former Royal British Legion.	Car club bay to be installed upon highway without extant parking restriction. Associated extension by up to 20 metres of extant double yellow lines to improve road safety at junction with Edmund Bacon Court.
Churchill Road	Adjacent to side flank wall of 105 Silver Road	Car club bay to replace end of limited waiting bay
Crome Road	Adjacent to 18 Craven Court	Car club bay to be replace extant pedestrian zone restriction (no waiting at any time).
Denmark Road	Adjacent to side flank wall of 65 Denmark Road	Car club bay to replace double yellow line
Gertrude Road	Adjacent to 254 Gertrude Road in single bay	Car club bay to be installed upon highway without extant parking restriction.
Hilary Avenue	Adjacent to 99 Plumstead Road	Car club bay to be installed upon highway without extant parking restriction.
Lavengro Road	Adjacent to 17 Lavengro Road	Car club bay to be installed upon highway (parking bay) without extant parking restriction

Appendix 2

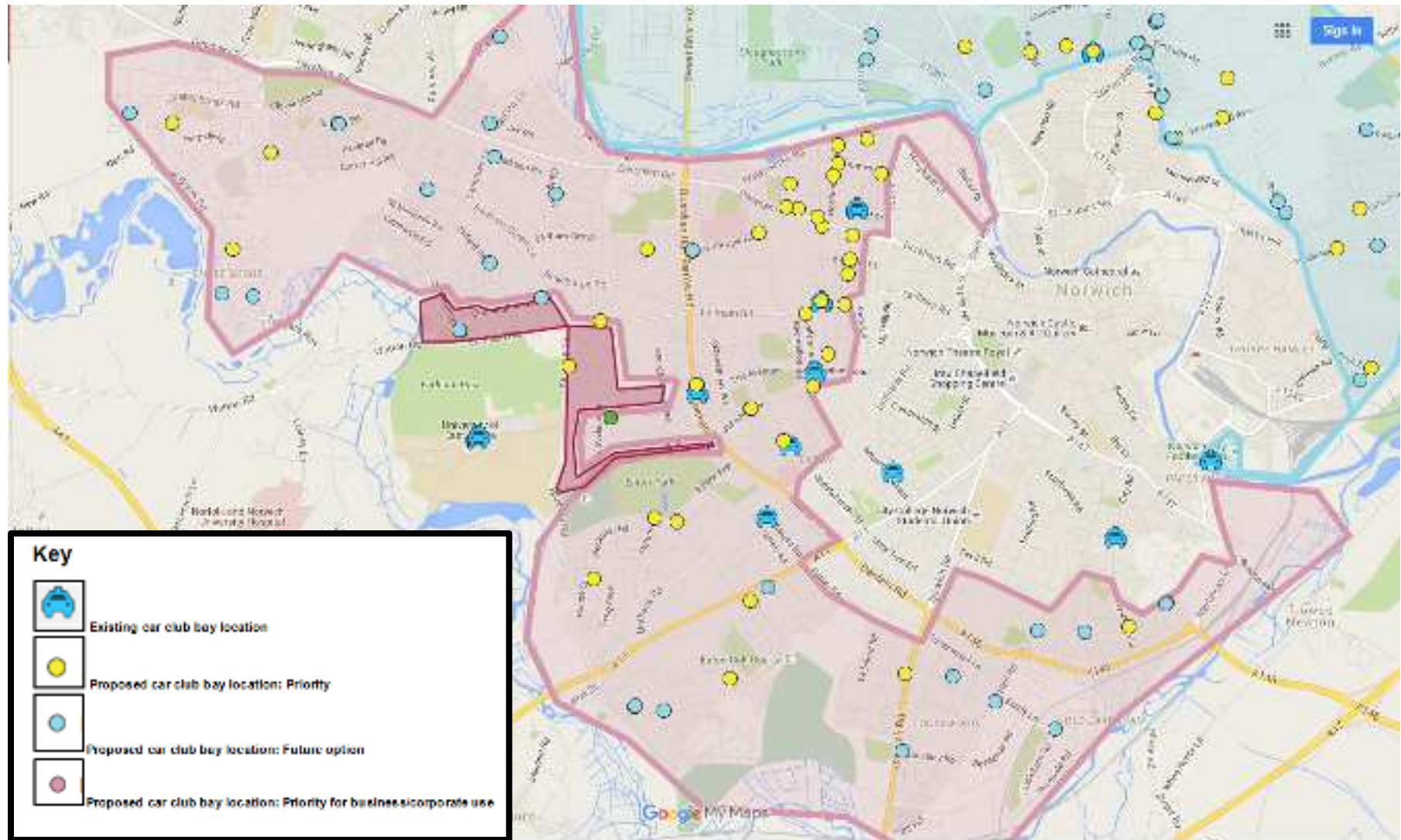
Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

Location	Address location	Waiting restriction changes
Mousehold Avenue	(south side) adjacent to open space, to the east of lane leading to Ketts Cave Cottages	Car club bay to replace extant single yellow lines
Norman Road	Adjacent to side flank wall of 16 Norman Road	Car club bay to be installed upon highway without extant parking restriction
Penn Grove	In parking bay adjacent to 1 Penn Grove (trading as Mandarin Cycles)	Car club bay to be installed upon highway without extant parking restriction.
Philadelphia Lane	Philadelphia Lane (north side) adjacent to side flank wall of 1 Catton Grove Road.	Car club bay to be installed upon highway without extant parking restriction.
Silver Road	Opposite of junction with Bellingham Court. (flanked by billboards)	Car club bay to replace extant double yellow lines
St Clements Hill	St Clements Hill; north of the Whalebone pub, adjacent to billboards. Adjacent to extant car club bay	Car club bay to be installed upon highway without extant parking restriction.
Suckling Avenue	Junction of Suckling Avenue and Losinga Crescent. Adjacent to 29 Losinga Crescent, within curved shaped bay at corner.	Car club bay to be installed upon highway without extant parking restriction.
Wellesley Avenue North	Adjacent to new surgery.	Car club bay to be installed upon highway without extant parking restriction at present;(recently advertised as double yellow line).

Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

South Outer Area (outside of CPZs south of River Wensum)



Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

South Outer Area (outside of CPZs south of River Wensum)

Location	Address location	Waiting restriction changes
Adelaide Street	Adjacent to 140 Adelaide Street.	Car club bay to replace extant double yellow line
Armes Street	Adjacent to side flank wall of 139 Northumberland Street	Car club bay to replace extant double yellow line.
Atthill Road	Adjacent to side flank wall of 71 Hotblack Road	Car club bay to be installed upon highway without extant parking restriction. Associated double yellow lines proposed for junction of Athill Road and Hotblack Road for up to 10 metres on both sides of corners.
Avenue Road	Adjacent to extant car club bay.	Car club bay to be replace extant double yellow lines.
Beverley Road	Adjacent to side flank wall of 539 Earlham Road.	Car club bay to be installed upon highway without extant parking restriction. Associated double yellow lines for approximately 20 metres (both sides of Beverley Road) corners of Earlham Road.
Bishy Barnabee Way (Three Score)	Adjacent to 14 Bishy Barnabee Way	Car club bay to be installed upon highway without extant parking restriction
Bowthorpe Road	Adjacent to 86 Bowthorpe Road	Car club bay to be installed upon highway without extant parking restriction.

Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

Location	Address location	Waiting restriction changes
Caernarvon Road	Adjacent to flank wall of Peapod Nursey School	<p>Car club bay to be installed upon highway without extant parking restriction.</p> <p>Associated double yellow lines at corner of Milford Road and Caernarvon Road to assist pupils from Peapod Nursery to leave in safety. Approximately up to 10 metres from corner.</p>
College Road (2)	<p>Adjacent to 165 College Road</p> <p>Adjacent to side flank wall of 130 Earlham Road</p>	Car club bay to be installed upon highway without extant parking restriction.
Edinburgh Road	North of the extant car club bay, adjacent to side flank wall of The Mitre public house.	<p>Car club bay to be installed upon highway without extant parking restriction.</p> <p>Associated double yellow lines around the car club bays to promote road safety and traffic movement will also be required adjacent to car club bays and Edinburgh House and access to the GIA off street car park access.</p>
Glebe Road	Glebe Road: adjacent to 152 Glebe Road	Car club bay to be installed upon highway without extant parking restriction.
Greenways	Northern flank boundary of 2 Duverlin Close	<p>Car club bay to be installed upon highway without extant parking restriction.</p> <p>Associated waiting restrictions may be required for the adjacent area to promote road safety and traffic movement associated with school traffic.</p>

Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

Location	Address location	Waiting restriction changes
Harpsfield	Adjacent to 39-43 Thirlby Road (on roundabout)	Car club bay to be installed upon highway without extant parking restriction.
Havelock Road	adjacent to side flank wall of 38 Earlham Road	Car club bay to replace extant double yellow lines
Helena Road	Adjacent to side flank wall of 2 Helena Road	Car club bay to be installed upon highway without extant parking restriction.
Highland Avenue	Adjacent to side flank wall of 59A Christchurch Road.	Car club bay to be installed upon highway without extant parking restriction. Associated double yellow lines to be proposed for the junction of Highland Avenue and Christchurch Road; up to 10 metres on both sides of all arms of this junction.
Hotblack Road	Adjacent to side flank wall, rear of 1 Hotblack Road.	Car club bay to be installed upon highway without extant parking restriction.
Ivy Road	Adjacent to western flank wall of 23 Ivy Road (Henderson Business Centre)	Car club bay to be installed upon highway without extant parking restriction.
Jessop Road	Adjacent to St Francis of Assisi school	Car club bay to replace extant bus stand Associated change of remainder of bay to double yellow line and 15 minute limited waiting bay (Mon to Sat 8am to 6.30pm)
Livingstone Street	Adjacent to side flank wall of 1 Livingstone Street	Car club bay to be installed upon highway without extant parking restriction.

Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

Location	Address location	Waiting restriction changes
Maud Street	Adjacent to side flank wall of 71 Saint Phillips Road	Car club bay to be installed upon highway without extant parking restriction.
Nelson Street	Adjacent to 188 Nelson Street (at junction with Horatio Court)	Car club bay to be installed upon highway without extant parking restriction. Associated double yellow line is proposed to the south of the proposed car club bay to a point opposite 189/191 Nelson Street. This is intended to resolve a bottleneck problem caused by parked vehicles on opposing sides of Nelson Street.
Northumberland Street	Adjacent to 181 to 185 Blazer Court	Car club bay to be installed upon highway without extant parking restriction.
Ipswich Road	Adjacent to eastern flank garden boundary of 2 Lyhart Road.	Car club bay to replace single space of extant limited waiting bay.
Parmenter Road	Adjacent to 5 Parmenter Road	Car club bay to be installed upon highway without extant parking restriction.
Pettus Road	Adjacent to western flank boundary of 65 South	Car club bay to be installed upon highway without extant parking restriction.
Recreation Road (2)	Adjacent to side flank of Parkside School	Car club bay to replace extant unrestricted parking
Rugge Drive (Chalfont Walk)	Opposite the southern flank boundary of 85 Leng Crescent.	Car club bay to be installed upon highway without extant parking restriction.

Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

Location	Address location	Waiting restriction changes
St Philips Road (2)	Adjacent to side flank boundary of 2 St Phillips Road Adjacent to Belle Vue public house	Car club bay to be installed upon highway without extant parking restriction. Car club bay to replace single space of single yellow line (nearest junction)Car club bay to be installed upon highway without extant parking restriction.
The Avenues	Adjacent to southern flank boundary of Earlham Library (within former bus stop bay)	Car club bay to replace former bus stop clearway.
Turner Road	Adjacent to eastern flank wall of 1 Turner Road	Car club bay to replace single space of extant double yellow lines
Yaxley Way	Adjacent to 26 Yaxley Way	Car club bay to be installed upon highway without extant parking restriction.

Report to Norwich highways agency committee

21 January 2016

Report of Head of city development services

Subject Leonards Street car park to rear of St Augustines Street

Item

10

Purpose

To consider the results of the consultation on proposals to manage parking in the Leonards Street car park and to agree that those proposals should be implemented with the suggested modification highlighted at the consultation.

Recommendations

To:

- (1) note the results of the consultation on the proposals on the proposed changes to Leonards Street car park
- (2) agree to extend the surrounding on-street STA permit zone into the car park with provision for short stay parking for a maximum of 2 hours to allow for parking for visitors to the local shops Monday-Saturday between 8.00am and 6.30pm. With parking unrestricted at other times
- (3) ask the head of city development services to complete the statutory process to enable the changes to be brought into effect

Financial consequences

There are no budgetary implications to this report. No charges are made for parking beyond on street permit fees.

Corporate objective / Service plan priority

The scheme helps to meet the corporate priority for a safe, clean and low carbon city, and the service plan priority to implement the Local Transport Plan.

Wards: Mancroft

Cabinet member: Cllr Bremner –Environment and sustainable development

Contact Officers

Gemma Mitchell, home ownership manager

01603 213139

Bruce Bentley, principal transportation planner

01603 212445

Background documents

None

Background

1. The car park on Leonard Street is situated on land owned by Norwich City Council and managed by the council's housing service. It consists of 23 spaces (20 spaces are owned by the council. 3 spaces are privately owned but only accessible through the car park.). (See appendix 2) The land was originally acquired under the general improvement scheme in the 1970s but is not currently being considered for development and has been used for parking since acquisition. The car park hard surface has recently been refurbished and does not currently have any parking restrictions in place. The car park backs onto the St Augustine's parade of shops.
2. Local residents have complained for some time that the car park is being used by commuters and have asked that we investigate potential options for stopping this. Having assessed the various options available it was decided to propose the introduction of a Traffic Regulation Order (TRO). Rather than creating a new permit zone, we proposed to extend the surrounding on-street St Augustine's permit zone (STA) into the car park. But allow any vehicle to park for a period of 1 hour.
3. Housing Services have liaised with the local residents association and they support the proposal.

Consultation

4. The proposed TRO was advertised in the press on 25 September 2015 with appropriate notices displayed on site at the same time, allowing the opportunity for comment or objection.

Issues raised

5. Three responses were received to the consultation
 - An objection was received from a business at 21 St Augustine's. They are not eligible for an STA permit, because businesses in the City Centre are not eligible for parking permits. Therefore the business owners and staff member will be unable to park in the car park if the proposal is implemented, unless within the limited 2 hour bays or overnight when restrictions cease.
 - An objection was received from a resident regarding parking a second household vehicle. They have a second car and will be unable to use the car park if the proposals are implemented because they will have only have entitlement to one residents permit. During the correspondence the objector did note that the car park is used by commuters
 - An amendment was requested from a resident for a longer free period of at least 2 hours (no return within 4 hours) during the day for residential visitors and that the car park remained free of

charge overnight between 6pm and 8am (with 2hrs taking you to 10am) and on Sundays for the benefit of residential visitors.

6. When the proposal was originally advertised a restricted parking period of one hour (no return within 2 hours) was suggested.
7. The suggestion to extend the limited waiting period to two hours, and not restrict parking in the evenings is reasonable and consistent with other waiting restrictions in the area and the recommendation is therefore to revise the waiting time to 2 hours with parking unrestricted on Sundays and in the evenings.
8. On this basis, that objection has been withdrawn. During the correspondence the objector did note that the car park is used by commuters.
9. The car park is situated within the City Centre, which is a location where commuting by car is discouraged. Consequently, parking facilities are offered on the basis that they favour short and medium stay use, and providing free commuter parking is contrary to the NATS strategy. It is also the case that within the City Centre, residents are expected to make their own arrangements if they wish to keep more than one car in a permit parking area.
10. Access to the private yard will not be affected by this proposal however the proposal will result in any staff unable to use the private area needing to find alternative parking outside of the car park during the restricted periods.

Implementation

11. The new parking arrangements will be implemented following the sealing of the TRO and installation of the necessary signage.

Conclusions

12. The above proposals will resolve the issue of commuter parking and have the support of the majority of residents eligible to use the car park.

Appendix 1

Reponses in detail

Business owner, St Augustine's Street

“As a business owner in St Augustine's Street we do park in the private yard through Leonard's Street Car Park but there are times when myself & staff have to use the car park due to the yard being full. As a business owner I do feel as more and more parking availability is taken into residents permit only, local businesses will suffer. I have a member of staff who also requires space to park, public transport or walking are not viable options for her as she has childcare & school to attend pre-work, paying for local car park is too financially steep also.

I am not happy that we are not able to apply for a parking permit, as we do own our building freehold and for the last 21 years have been parking in our private yard and Leonard's street car park we feel this is just another way of making it harder for business on St Augustine's Street. If this proposal does go ahead then we must have access at all times to our private yard”

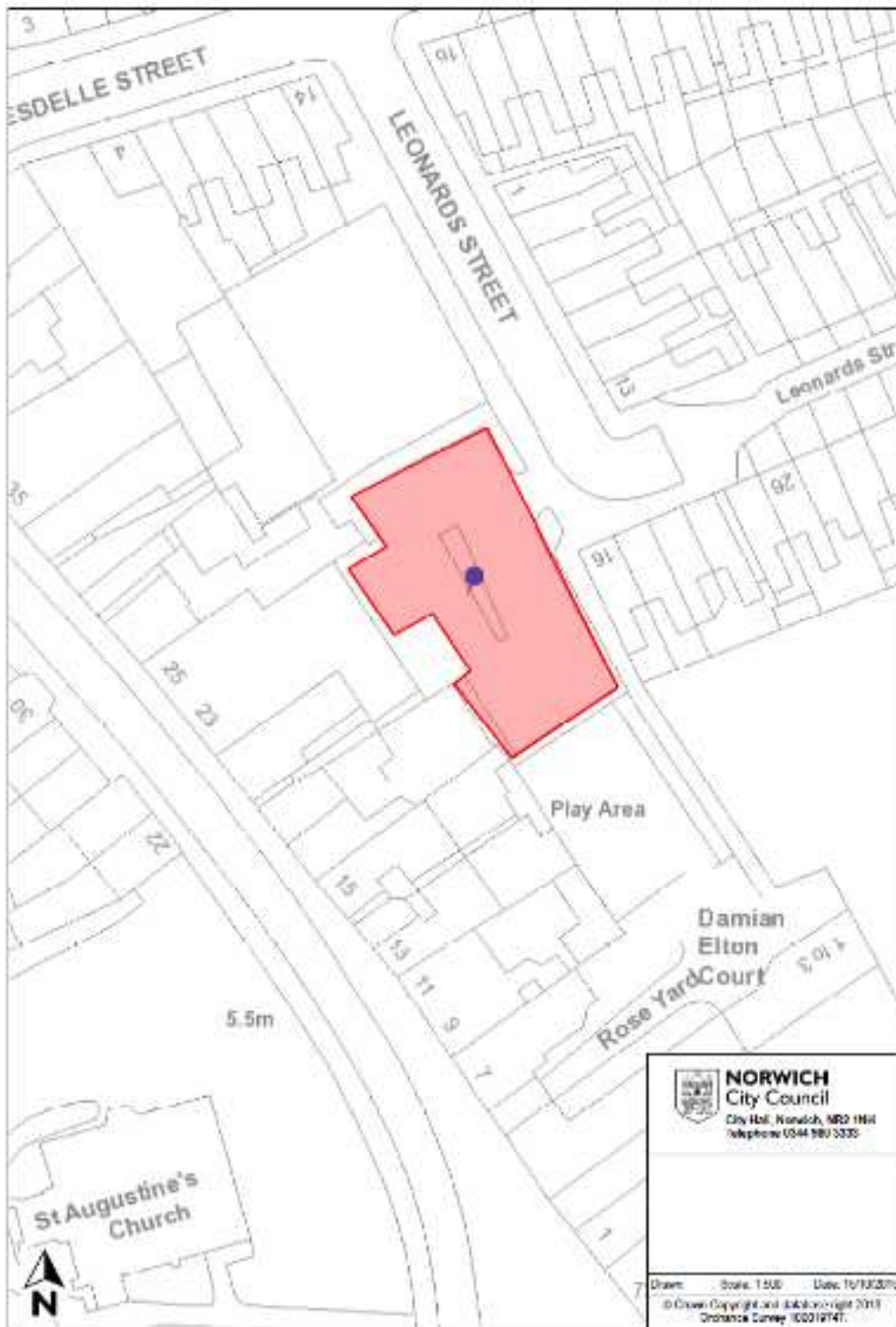
During the correspondence the objector did note that the car park is used by commuters. Officers emailed them a map and asked them for confirmation that the 'private yard' is where we think it is. To date officers have had no reply

Resident of Leonard Street

They have a second car and will be unable to use the car park if the proposals are implemented, as I am unable to use a visitors permit on my residential vehicle.

During the correspondence the objector did note that the car park is used by commuters.

Appendix 2 – Location map – Car park in pink/dark shaded



Report to Norwich highways agency committee

Item

21 January 2016

Report of Head of city development services

11

Subject Night time economy- Prince of Wales Road (side road)
access and waiting restrictions

Purpose

To note the results of the recent public consultation for permanent traffic regulation orders that relate to proposed access and waiting restriction changes to residential side roads adjacent to the Prince of Wales Road as part of the Night time economy initiative, and to receive an oral update at the meeting.

Recommendations

To:

- (1) authorise the head of city development services to carry out the necessary statutory procedures to implement a permanent traffic regulation order that will have the following provisions:
 - (a) to prohibit motor vehicle access: 11.00pm – 12.00 midnight and 12.00am – 06.00am on any day except Christmas Day, from the junction of Prince of Wales Road with the following streets:
 - (i) Cathedral Street
 - (ii) St Faiths Lane
 - (iii) Recorder Road;with the exemptions detailed in paragraph 14 of the report;
 - (b) to amend waiting restrictions relating to on street charging for pay and display times on bays on Cathedral Street, Recorder Road and St Faiths Lane as shown on the plan in Appendix 2, and detailed in the report
- (2) continue the discretionary measure that private hire vehicles or taxis may wait at Castle Meadow and Bank Plain during the time of the Prince of Wales Road side road access restrictions only. This measure will be subject to review by the head of city development in consultation with the chair and vice chair of the Norwich Highways Agency committee, if necessary.

Corporate and service priorities

The report helps to meet the corporate priority for a safe, clean and low carbon city and the service plan priority to implement the Local Transport Plan

Financial implications

The cost of the Traffic Regulation Order and associated signage will be met from the highways budgets this will not exceed £4,500

Ward/s: Thorpe Hamlet

Cabinet members:

Councillor Bremner – Environment and sustainable development
Councillor Keith Driver - Neighbourhoods and community safety

Contact officers

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Joanne Deverick - Transportation & network manager
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Background documents

None

Background

1. A report concerning the experimental late night road closure of Cathedral Street, St Faiths Lane and Recorder Road between 11.00pm and 6am on Fridays and Saturdays was considered by the June 2014 meeting of the Norwich Highways Agency Committee. In September 2015 it was agreed that that these access restrictions be made permanent extended to include bank holidays and the evenings prior to them with additional complimentary waiting restriction amendments
2. The provisions of the proposed permanent traffic regulation orders form part of a package of measures developed by the City Council in conjunction with the Norfolk Constabulary, to reduce the negative impacts of the night time economy on local residents caused by waiting vehicles and traffic on residential side roads directly adjacent to the Prince of Wales Road.
3. The experimental traffic regulation order has been regarded as success by the majority of local residents, local police officers and city council parking services without causing detriment to the function of the highway network or local businesses including private hire companies and their drivers.
4. Notably at least five residents contacted the city council following the Sept 2015 NHAC meeting to express their satisfaction with the positive effects of the experimental access restrictions and to express their support for making these provisions on a permanent basis having been canvassed by their local ward members.

Progress

5. As agreed at the committee's meeting in September 2015, transportation officers contacted the Department for Transport (DfT) traffic signs division with regard to gaining agreement for a bespoke design for regulatory traffic signs for the part time access restrictions. Officers have been unable to negotiate a sign that covered the proposed access restrictions that was acceptable to the DfT
6. Consequently Norfolk Constabulary, the committee's chair and vice chair and ward members were consulted and the permanent traffic regulation order provisions were amended so that the access restrictions from 11pm to 6.00am would be in force on any day. This makes the signage straightforward and clear. Physical barriers and enforcement of the access restrictions will continue to be conducted primarily on Friday and Saturdays and as police resources allow. Although the restriction will effectively be in force legally every day, this approach ensures that the restriction can be properly signed, and enforced at any time as necessary. It also means that additional enforcement can be carried out for on other days; for example if there is a major sporting or public event on a weekday evening e.g. Halloween, World Cup etc.
7. The required statutory consultation commenced on 15 December 2015 with a closing date of 8 January 2016.
8. The consultation was publicised by a statutory notice in the local press (Norwich Evening News), on street notices on all the side roads included in the orders, reference documents were placed on deposit at Norwich City Hall main reception and online at www.norwich.gov.uk/nighttimeeconomy and local members notified by email.

Representations received

9. No written representations from the public or businesses were received.
10. Norfolk Constabulary advised that it is fully supportive of the proposals.

Moving forward

11. Based on the experience of the experimental traffic regulation order and statutory consultation responses, the view of transportation officers is that the provisions of the proposed permanent traffic regulation orders should be implemented as proposed without amendment.
12. It will be necessary to carry out the necessary statutory administration to enable the permanent order to come into effect before the experimental order expires in mid March 2016 and to install new traffic signage on street.
13. It is important to note that the new Mountergate/Rose lane car park will be opening in early 2016 which will offer 595 parking spaces at value for money tariffs. This new car park will be a very short walking distance to Prince of Wales Road and will offer sufficient parking spaces for the needs of any staff or customers for the evening economy. Therefore the removal of any pay and display or unrestricted parking spaces will be more than provided for nearby.

Conclusion

14. Transportation officers recommend that the traffic regulation orders are implemented as proposed.

a) to prohibit motor vehicle access:

11.00pm – midnight and 12.01am – 06.00am

On any such day except Christmas Day (i.e from 11pm on Christmas day through to 6am the following morning).

From the junction of Prince of Wales Road with:

- i) Cathedral Street
- ii) St Faiths Lane
- iii) Recorder Road

b) With the following exemptions:

- Emergency vehicles
- invalid carriages (mobility scooters) (Class, 1, 2 and 3 vehicles)
- pedal cycles
- motor vehicle displaying a valid disabled persons parking badge (blue badge)
- motor vehicle with a valid residents or visitor parking permit and such use meets the terms and conditions of such a permit
- motor vehicles visiting a resident whose properties entitles visitor parking permit entitlement
- motor vehicle for the access/egress of a private parking spaces

- in the service of local authority or water authority in the pursuance of statutory powers or duties
- in connection with the maintenance, improvement or reconstruction of that length of road or the laying, erection, alteration or repair in or adjacent to that length of road of any sewer, water, gas or electricity apparatus of any telecommunications apparatus as defined in the Telecommunications Act 1984
- any other vehicle that requires access as deemed by a police officer in uniform

Any vehicle leaving the affected streets may do so without restriction at any time.

d) to amend pay and display times on bays on Cathedral Street, Recorder Road and St Faiths Lane as follows:

- Cathedral Street
(west side/two bays near its junction with Prince of Wales Road)

*Mon-Sat 8am-10pm: Short Stay Parking Places for 120 Minutes, (pay and display parking) Return Prohibited Within 180 Minutes
Permit Holders Parking Places At All Other Times Mon-Sat,
No Restriction At Any Time Sunday and Christmas Day*

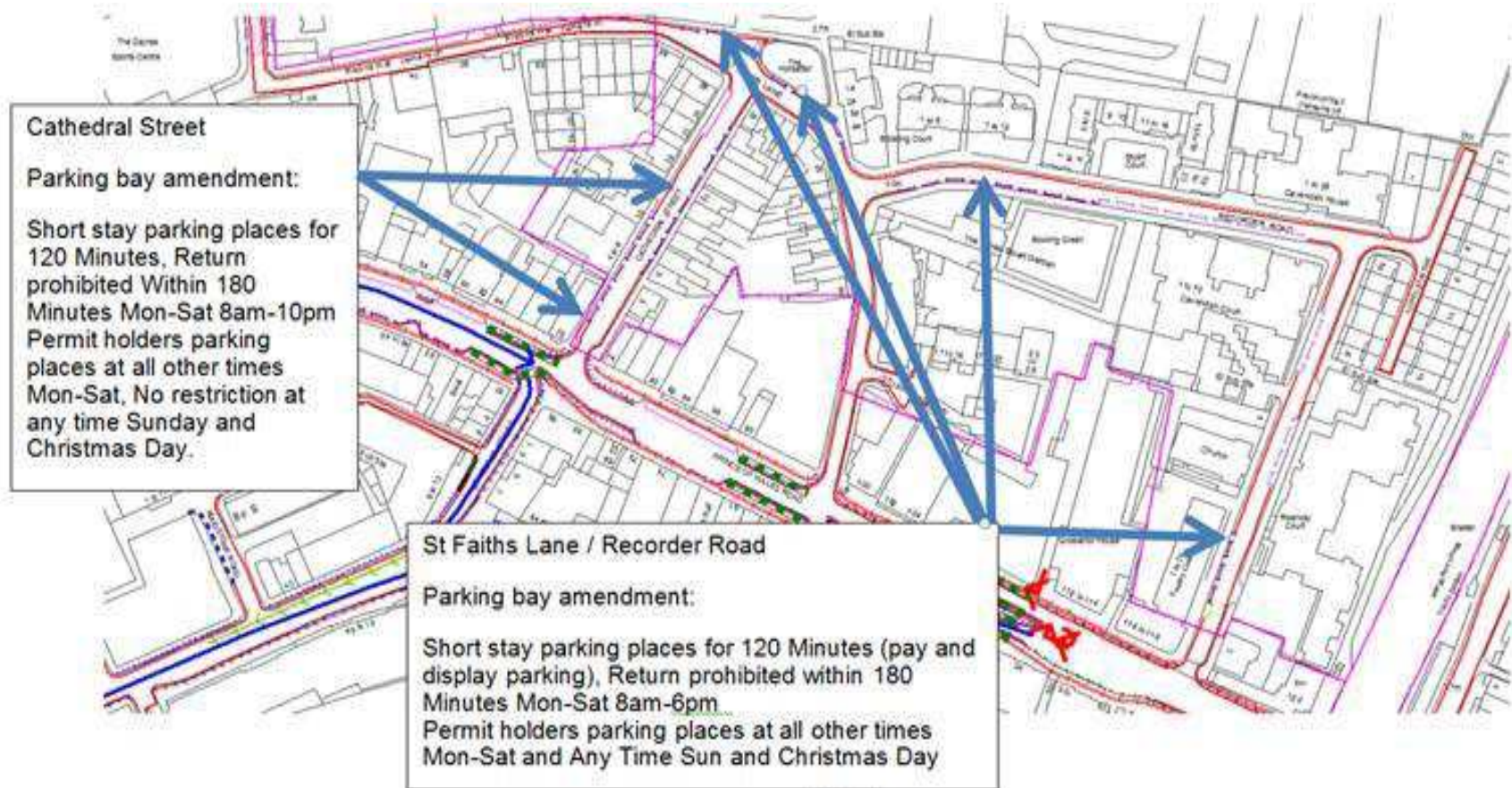
- Recorder Road
(bay on the south side, adjacent to the James Stuart Gardens),
(bay on the west side adjacent to Foundry Court)
- St Faiths Lane
(two bays on the north side opp. junction with Recorder Road)

*Mon-Sat 8am-6pm Short stay parking places for 120 Minutes (pay and display parking), Return prohibited within 180 Minutes
Permit holders parking places at all other times Mon-Sat and Any Time Sunday and Christmas Day*

e) to continue with the discretionary arrangement to allow private hire vehicles or taxis to wait in Castle Meadow and Bank Plain only when the access restrictions are in operation.

Appendix 2

Figure 3: Proposed waiting restriction amendments for Cathedral Street, Recorder Road and St Faiths Lane



Report to Norwich highways agency committee
21 January 2016

Item

Joint report of Head of city development services (city) and executive director of community and environmental services (county)

12

Subject Transport For Norwich – Colegate/St Georges Street junction improvement

Purpose

To consider the results of the consultation linked to the wider Transport for Norwich proposals for the Colegate/St Georges Street junction project and to agree to implement the scheme.

Recommendations

To:

- (1) approve the changes required to implement the scheme, including:
 - (a) Extending the shared space environment from the southern part of St Georges Street through its junction with Colegate
 - (b) Install a raised table on Colegate through its junction with St Georges Street
- (2) ask the Transportation & network manager at Norwich City Council to carry out the necessary statutory processes to confirm the Road Hump notice necessary for the scheme.

Corporate objective and service priorities

The scheme helps to meet the corporate priority for a safe, clean and low carbon city and the service plan priority to implement the Transport for Norwich strategy.

Ward Thorpe Hamlet

Cabinet member Bert Bremner – Environment and sustainable development

Financial implications

The scheme will be funded by £155,000 from the Department for Transport.

Contact Officers

Bruce Bentley, Principal transportation planner – Norwich City Council 01603 212445
Jon Barnard, NATS Manager – Norfolk County Council 01603 224414

Background papers

None

Report

Background

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/CyclingMapFront.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>.
9. This scheme is a key part of the Yellow Pedalway.

Scheme Objectives and Benefit

10. The cycle map submitted as part of the Cycle City Ambition grant application (<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Documents/MapOfProgramme.pdf>) shows how the yellow pedalway will be re-routed so that it runs the full length of St Georges Street passing directly through the cross-roads; the blue pedalway turns 90 degrees between St George's Street and Colegate (east) and the red pedalway turns 90 degrees between St George's Street and Colegate (west). As such all four arms of the junction will carry a pedalway and all 12 options for routing through the junction will involve a continuation on a pedalway or an interchange between them. Along with St Andrews Plain and Tombland it is the most connected junction on the entire cycle network. The map in Appendix A shows the route of the blue, red and yellow pedalways through the junction
11. The brief for the project has five principal objectives that seek to:
 - Enhance the streetscape quality of the Colegate/St Georges Street junction
 - Make the experience of cycling and walking across all arms of the junction feel safer
 - Reduce traffic speeds on Colegate approaching the junction.
 - Provide addition cycle parking at the junction
 - Improve the appearance of the gable wall of 29 St George's Street.
12. All works proposed are within the boundary of the adopted highway, and no significant adverse impacts have been identified.

Design Proposals

13. The scheme proposes to enhance the streetscape quality of this junction and make the experience of cycling and walking across all arms junctions easier and feel safer by reducing traffic speeds on Colegate Street approaching the junction. The proposed method of achieving this is to extend the existing shared space environment from the southern part of St Georges Street and create a raised table through the junction as shown in the plan included in Appendix 2.

14. To improve the visibility on the St Georges Street approaches to the junction, the scheme proposes to bring the effective give-way points forward by reducing the carriageway width on Colegate through the junction to 3.8m.
15. To further improve the visibility on the south side of Colegate Street west of the junction with St Georges Street, the proposals include the removal of the end car parking space from the pay and display parking outside Merchants Court. It is proposed to install additional cycle parking in that space to maintain the increased visibility but retain the traffic calming pinch point.
16. To implement the scheme, a Road Hump Notice for the raised table on Colegate through the junction is required to implement the scheme.

Traffic impacts

17. It is anticipated that there will be no negative impacts on traffic in this area as a result of the works.

Accident reduction

18. One of the objectives of the project is to improve conditions for pedestrian cyclists using the junction by reducing traffic speeds on Colegate Street approaching the junction and improving the visibility on the approaches from the St Georges Streets arms of the junction.

Public Consultation

19. The consultation started on 6th November and ran for 3 weeks until 30 November. 92 letters were sent to all local residents and businesses in the area informing them of the proposals and inviting them to comment. Plans were on available to view on request at City Hall. The required Road Hump notice was advertised in the local press on the 6th November, and street notices were placed at the junction. The public were invited to email or write in with their comments, suggestions or objections.

Stakeholder views

20. During the consultation, a total of 17 responses were received. From the responses received, 8 expressed support of the proposals, 3 expressed support but raised concerns about aspects of the proposals and 6 were against the proposals.
21. A number of issues were raised by respondents, either disagreeing with the scheme or requesting clarification of the proposals. These issues along with the officer comments have been included in Appendix 2.
22. The majority of respondents who disagreed with the proposals expressed concern about the proposed layout introducing a pinch-point onto Colegate, which due to an increase in peak traffic flows and on-street parking since the opening of the Jane Austin College will cause congestion at the junction with cars unable to pass each other.
23. To improve the visibility when exiting St Georges Street south and north, the effective give way lines have been brought forward reducing the width of the carriageway along Colegate to 3.8m. This width should discourage vehicles

travelling in the opposite direction trying to pass each other where there is not enough space to do so. This is not dissimilar to the rest of Colegate which due to the presence of on-street parking is not wide enough for two cars to pass each other and encourages a give-take arrangement to maintain two-way flow.

24. As part of the consultation a response was also received from the Norfolk and Norwich Association of the Blind who raised a number of concerns regarding the proposals. These included the size of the proposed kerb upstands being inadequate for visually impaired users, concerns over the location of the cycle parking, the request for an additional tactile crossing point and the location of the proposed bollards offering no navigational cue to the visually impaired. These comments have been noted and a meeting is being arranged to discuss through the concerns raised by the NNAB in their response.

Timescales

25. If approval to proceed on the scheme is given, it is proposed to start construction in March 2016 for a period of 6 weeks.

Conclusions

26. The proposals have received support and will provide a useful improvement to all users of the junction. It is therefore proposed that the changes required to implement the scheme are approved as presented.

Resource Implications

27. 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 government grants by way of the City Cycle ambition funding.
28. Staff: The project will be delivered through joint team working involving both County Council and City Council officers.
29. Property: The proposals can be provided within the existing highway boundary.
30. IT: None.

Other implications

31. Legal Implications: None.
32. Human Rights: None.
33. Communications: None.

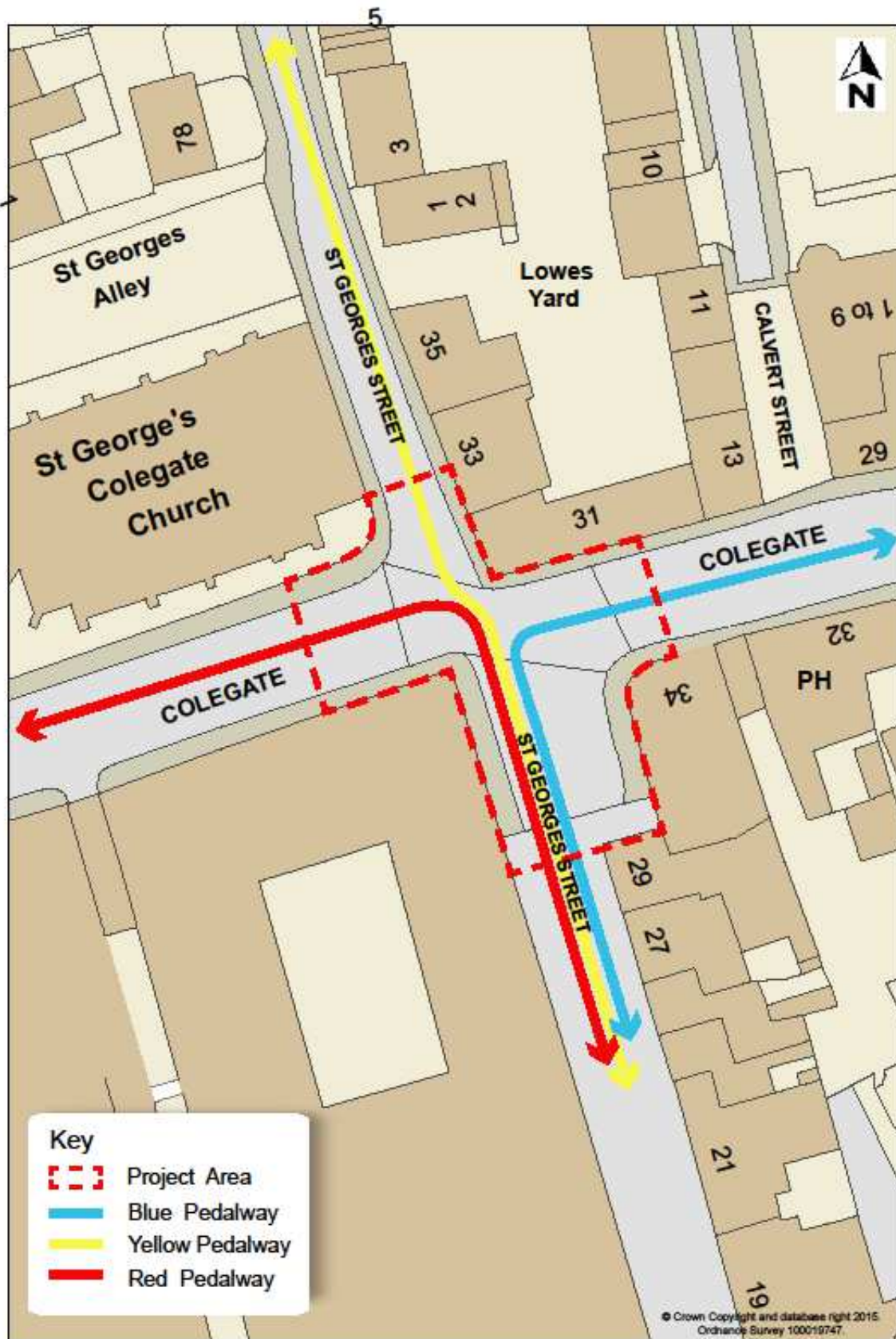
Section 17 - Crime and Disorder Act

34. 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

35. 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.

Figure 1: Existing route of the yellow, blue and red pedalways passing through the Colegate/St Georges Street area.



Appendix 3 – NHAC Report January 2016

Ref.	Times raised	Issue raised	Officer response
1	9	In support of proposals	Support welcomed.
2	5	Disagrees with proposals which will make existing congestion problem worse by introducing a pinch point through the junction.	Refer to report section 'Stakeholder views'.
3	4	Concerns over the location/number of the proposed bollards and need to locate them so they do not cause accidents or obstruction	The location and number of proposed bollards will be investigated as part of the detailed design.
4	3	Supports the introduction of cycle parking , including one request for more	The cycle parking and any opportunities to install any additional cycle parking will be investigated as part of the detailed design.
5	3	What is the justification for the scheme/ Money better spent elsewhere in area.	<p>We are looking to provide this scheme at this location as:</p> <ul style="list-style-type: none"> • St Georges Street forms an important part of the Yellow pedalway from the Airport to the city centre • Colegate forms part of the Sustrans national route 1 via the city centre. • The opening of the Jane Austen School has meant there are many young pupils who are walking and cycling to school, and the current rumble strip at the St Georges Street junction is not working as well as wanted.
6	2	Better methods to reduce speed and help priority	<p>The proposed layout has been developed to best meet the objectives of the scheme to:</p> <ul style="list-style-type: none"> • Make it feel safer for everyone; drivers, pedestrians and cyclists • Reduce excessive driver speed • Improving the appearance of the historic street.
7	2	Why are we proposing work at the junction so soon after it has recently tampered with	Additional money has been made available as part of the funding from Department for Transport to improve the area for cyclists. The previous works were undertaken with a small amount of money available from developers and maintenance and it is regrettable that these works will follow so shortly after the previous works have been completed.

Ref.	Times raised	Issue raised	Officer response
8	2	The whole proposed saxon paving area needs to be no parking	The extended paving area to the south of Colegate will become part of the existing no waiting restriction in place on St Georges Street (south). The existing double yellow lines will be reinstated through the junction and St Georges Street (North).
9	2	St Georges Street (north) is an important route for residents and asphalt should be used on the carriageway rather than saxon paving	This will be investigated as part of the detail design.
10	1	Signing introduce to indicate priority to pedestrians and cyclists	The existing pedestrian zone/20mph sign is being moved to tie into proposals to extend the existing paving from St Georges Street (south) to the junction with Colegate.
11	1	Proposed design emphasises east-west route which is more heavily used by vehicles, should be changed to reflect yellow pedalway route	The dominant vehicular flow at the junction is the east-west route however the flows are relatively low so should not present a barrier to cyclists travelling on the yellow pedalway. The proposed design extends the shared spaced environment from St Georges Street (south), which should reduce vehicular speeds and improve the visibility when exiting St Georges Street (north and south).
12	1	Why is pedestrian zone/20mph sign needed? The sign would be more beneficial on Duke Street.	The existing pedestrian zone/20mph sign is being moved to tie into proposals to extend the existing paving from St Georges Street (south) to the junction with Colegate. Norwich City Council are currently progressing a traffic calming scheme on Duke Street as part of the phase 1 Cycle City Ambition grant funding which should be delivered this year.
13	1	Could St Georges Street (North) be made one- way as the road is not wide enough for two cars to pass each other	This is not intended as part of the proposals for this scheme.
14	1	Route used by a number of vulnerable users and should consider installing a zebra crossing as per the crossing outside Cinema City	The proposed scheme has been designed to improve cycling and walking across all arms of the junction and is based on a shared space design. A zebra crossing is not considered to be justified in this location.
15	1	Consultation has not been wide enough and too short	Refer to report section 'Stakeholder views'. The consultation undertaken is in line with similar schemes and fulfils the statutory requirements.
16	1	Could motorcycle parking be included with the cycle parking	Noted, however it is intended to limit the proposed parking for cyclists.

Ref.	Times raised	Issue raised	Officer response
17	1	Layout needs to be design so that it can cater for delivery lorries and coaches that need access to St Georges Street (south) from Colegate (east)	The proposed layout has been amended so that a coach and deliveries lorries will be able access St Georges Street (south) from Colegate (east).

Report to Norwich highways agency committee
21 January 2016
Report of Head of city development services
Subject Miscellaneous waiting restrictions

Item

13

Purpose

To approve for consultation a number of minor traffic management measures at various points throughout the city.

Recommendations

To:

- (1) ask the head of city development services to advertise the necessary statutory procedures to introduce traffic regulation orders in the following locations;

Location	Plan number
Bowthorpe employment area	PL/TR/3329/753
Carrow Hill	PL/TR/3329/754
Golden Dog Lane	PL/TR/3329/755
Heartsease Lane	PL/TR/3329/756
Partridge Way	PL/TR/3329/757
Sprowston Road/ Gilman Road	PL/TR/3329/758
Sprowston Road/ Shipfield	PL/TR/3329/759
Sprowston Road/ Wall Road	PL/TR/3329/760
White House Court	PL/TR/3329/761

- (2) note that any objections received will be considered at future committee meetings.

Corporate objective and service priorities

The scheme helps to meet the corporate priority 'a safe and clean city' and the service plan priority to implement the Local Transport Plan.

Financial consequences:

The cost of implementing these changes will be met from the Civil Enforcement budget

Wards: Bowthorpe, Catton Grove, Crome, Mancroft, Sewell

Cabinet member: Cllr Bremner – Environment & sustainable development

Contact Officers

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Principal Transportation Planner

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Jonathan Hughes

Transportation Planner

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Background documents

None

Report

Background

1. Throughout the year the council receives numerous requests for traffic management measures from councillors, residents and organisations individuals; including new double yellow lines, traffic lights and waiting restrictions.
2. Each request is assessed in relation to safety, network management and value for money; the locations listed in appendix 1 are the locations considered appropriate for action.

Proposals

Bowthorpe Employment Area

3. Following requests from the fire service, Brandbank and Kettle Foods we have assessed the Bowthorpe employment area for traffic management purposes and this has led to the proposal to install double yellow lines at the following junctions (appendix 2). This is to ensure that their vehicles can easily egress for Barnard Road.
 - a) Barnard Road/ Francis Way
 - b) Barnard Road/ Morgan Way
 - c) Barnard Road/ Robberds Way
 - d) Barnard Road/ Charles Watling Way
 - e) Barnard Road/ Jarrold Way
4. Whilst this work is being done, it also makes sense to protect the entrances to the Mayfly Way cycle path and, therefore, it is proposed to install double yellow lines where the path crosses Barnard Road (appendix 2)

Carrow Hill and Golden Dog Lane

5. The fire service has also asked for the removal of parking bays on Carrow Hill (appendix 3) and Golden Dog Lane (appendix 4) to enable access to their fire hydrants. The bays currently sit on top of in-road fire hydrants and therefore these areas need to be protected with double yellow lines.

Heartsease Lane

6. Residents have requested an extension of the existing double yellow lines on both sides of the road along Heartsease Lane from the junction with Plumstead Road (appendix 5) because of concerns with parked vehicles and safety on the outer ring road.

Partridge Way

7. At the Partridge Way junction with the outer ring road we have been requested by Councillor Morphew, on behalf of local residents, to install double yellow lines (appendix 6). There have been issues with vehicles parking very close to the junction causing obstruction to other vehicles and in particular causing vehicles to wait on the ring road whilst other vehicles are trying to leave the close

Sprowston Road

8. At the Gilman Road junction with Sprowston Road residents have identified visibility problems and have requested double yellow lines (appendix 7)
9. At the Shipfield junction with Sprowston Road Norfolk Constabulary and local residents have requested the extension of double yellow lines to improve visibility when turning into Sprowston Road (appendix 8).
10. At the Wall Road junction with Sprowston Road local residents and a City Council Planning officer have requested double yellow lines are extended on the west side of Sprowston Road and installed between the bus stop and the pedestrian crossing zig zags on the east side of Sprowston Road (appendix 9).
11. These changes will benefit road safety in these locations.

White House Court

12. The city council's refuse and recycling collection service have informed us that their refuse collection vehicles are having difficulties in White House Court due to limited space, they have requested the installation of double yellow lines to allow for more manoeuvring room (appendix 10).

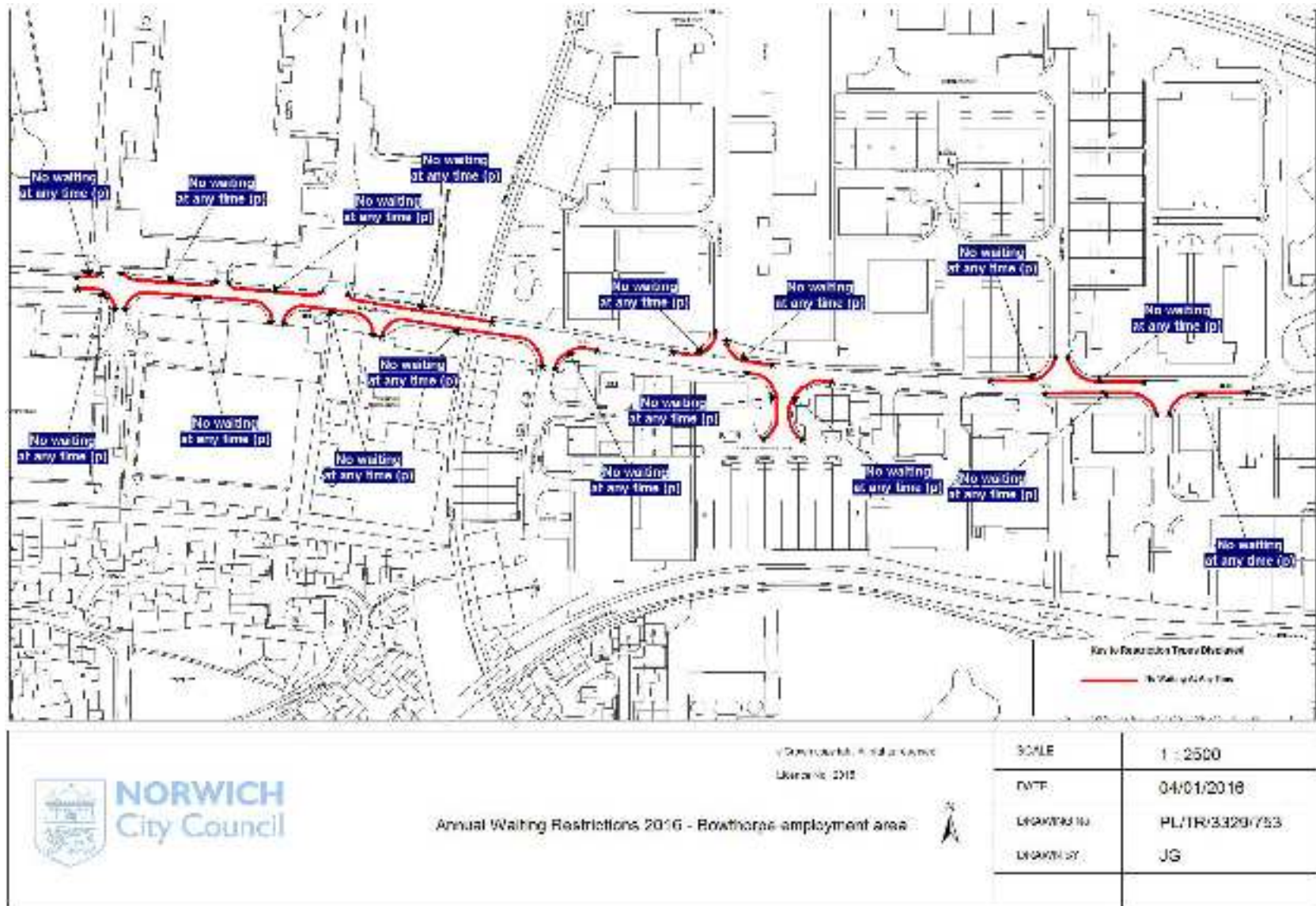
Appendix 1

Table of all the proposals

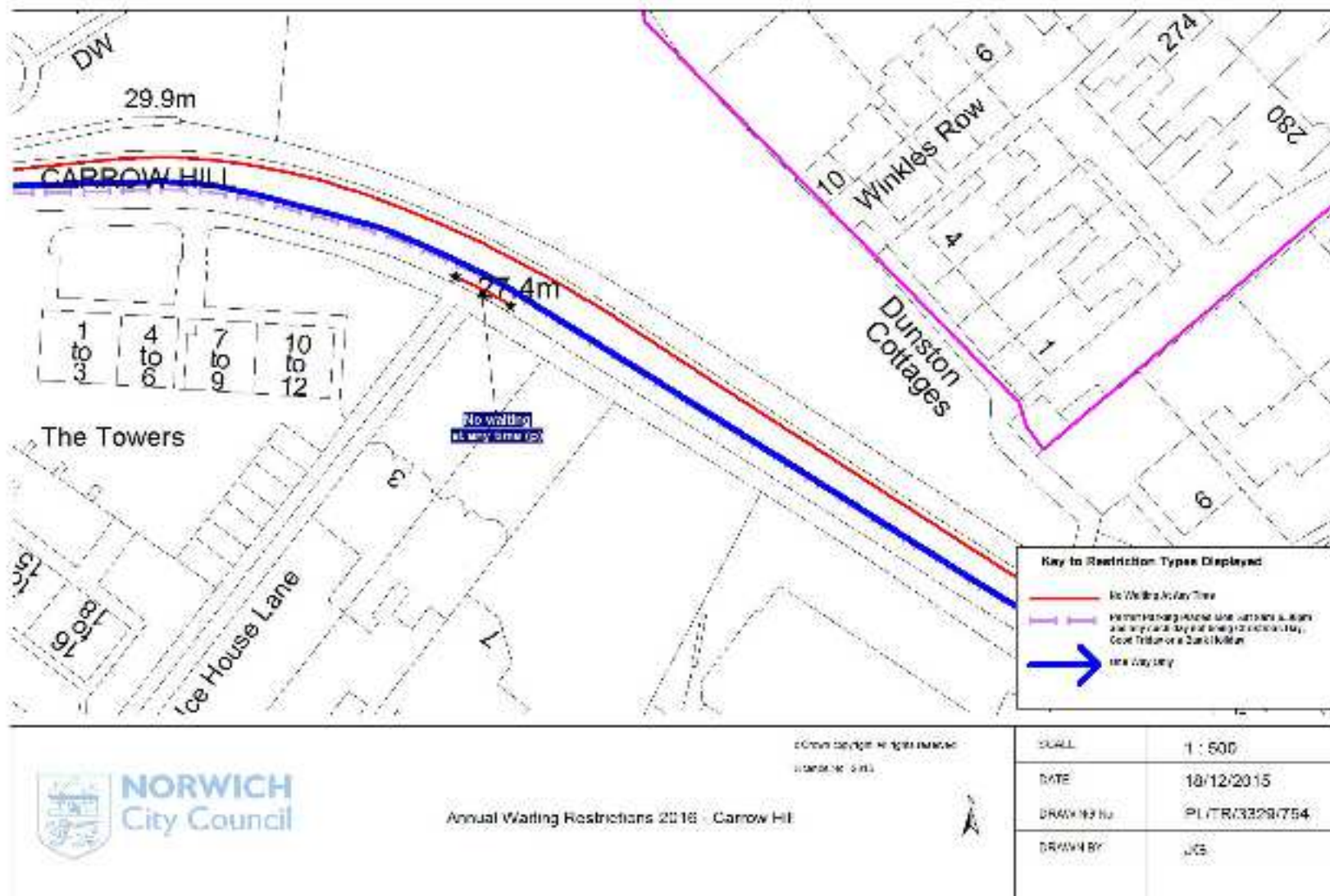
Location	Details	Request made by
Bowthorpe Employment Area	<p>Installation of double yellow lines at junctions with;</p> <ul style="list-style-type: none"> i) Francis Way ii) Morgan Way iii) Robberds Way iv) Cycle path entrances to Mayfly Way v) Charles Watling Way vi) Western entrance to Jarrold Way <p>Installation of double yellow lines along Barnard Road from the entrance to Kettle Foods to Mayfly Way on both sides and to the junction with Charles Watling Way on the southern side of the road and for the whole of Charles Watling Way (on both sides)</p> <ul style="list-style-type: none"> vii) Installation of double yellow lines along Barnard Road near Jarrold Way (southern side) 	<p>Fire Service</p> <p>Kettle Foods</p> <p>Brandbank</p> <p>Local businesses</p>
Carrow Hill	Remove a permit bay outside on Carrow Hill and replace with double yellow lines.	Fire Service
Golden Dog Lane	Remove a permit bay and replace with double yellow lines.	Fire service
Heartsease Lane	Extension of the existing double yellow lines at the junction with Plumstead Road by 30 metres on both sides.	Local residents
Partridge Way	Install 10 metres of double yellow lines on both sides of the junction of Partridge Way with the outer ring road	Local residents and ward councillor
Spowston Road/ Gilman Road	Extend double yellow lines on east side of Spowston Road; between the double yellow lines and the bus stop just south of the junction with Gilman Road and the sets of existing double yellow lines just north of the junction.	Residents,

Location	Details	Request made by
Sprowston Road/ Shipfield junction	Installation of double yellow lines along west side of Sprowston Road for 20 metres at the junction with Shipfield	Residents Norfolk Constabulary
Sprowston Road/ Wall Road junction	Extend double yellow lines on west side of Sprowston Road by 25 metres. Install double yellow lines between the bus stop and the pedestrian crossing zig zags on the east side of Sprowston Road.	Residents and Local Planning Authority
White House Court	Install double yellow lines on both sides at junction with Woodcock Road	City wide services (refuse and recycling collection by Biffa)

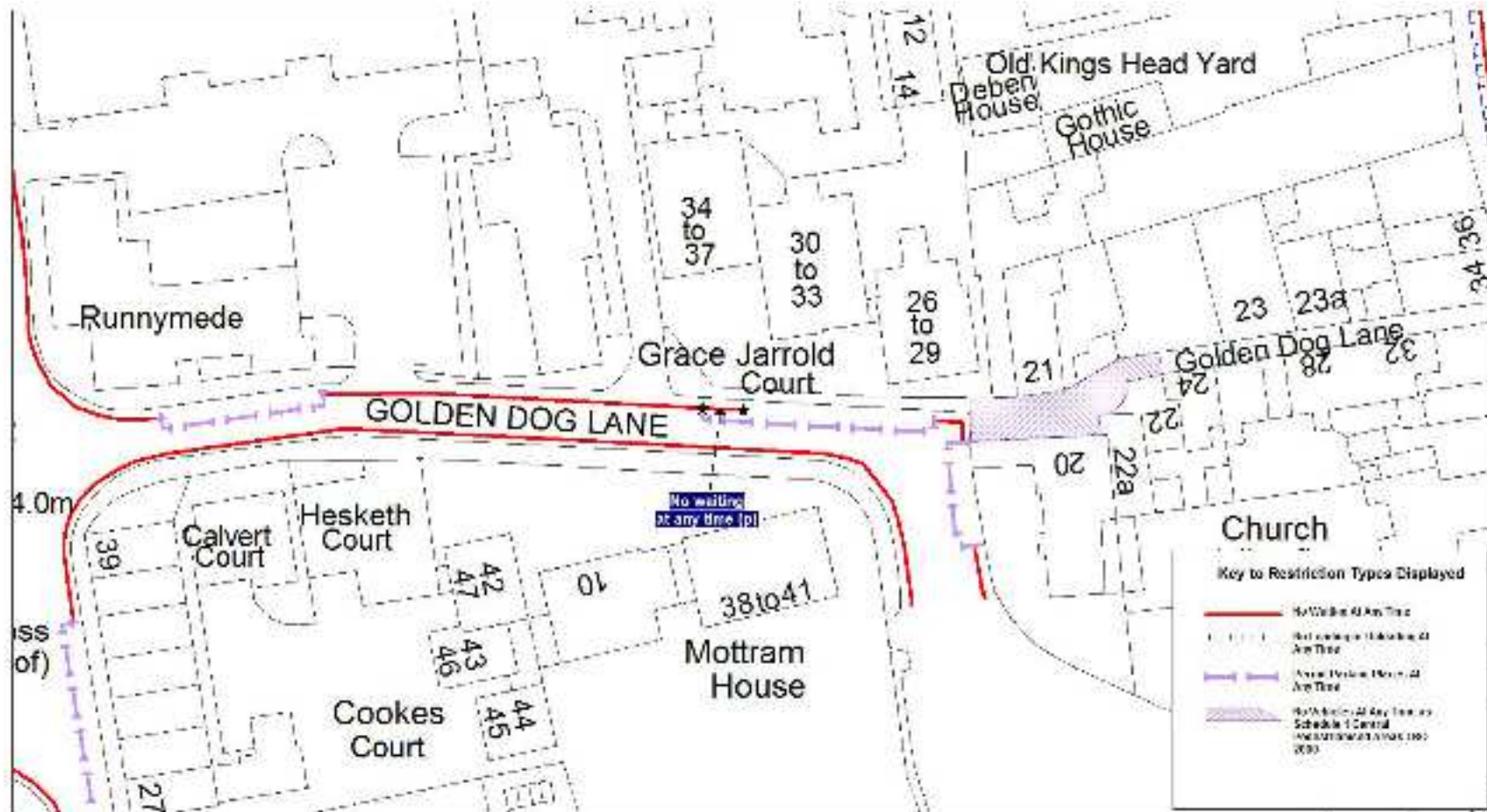
Appendix 2- Map of proposed changes to Barnard Road



Appendix 3 - Map of proposed changes to Carrow Hill

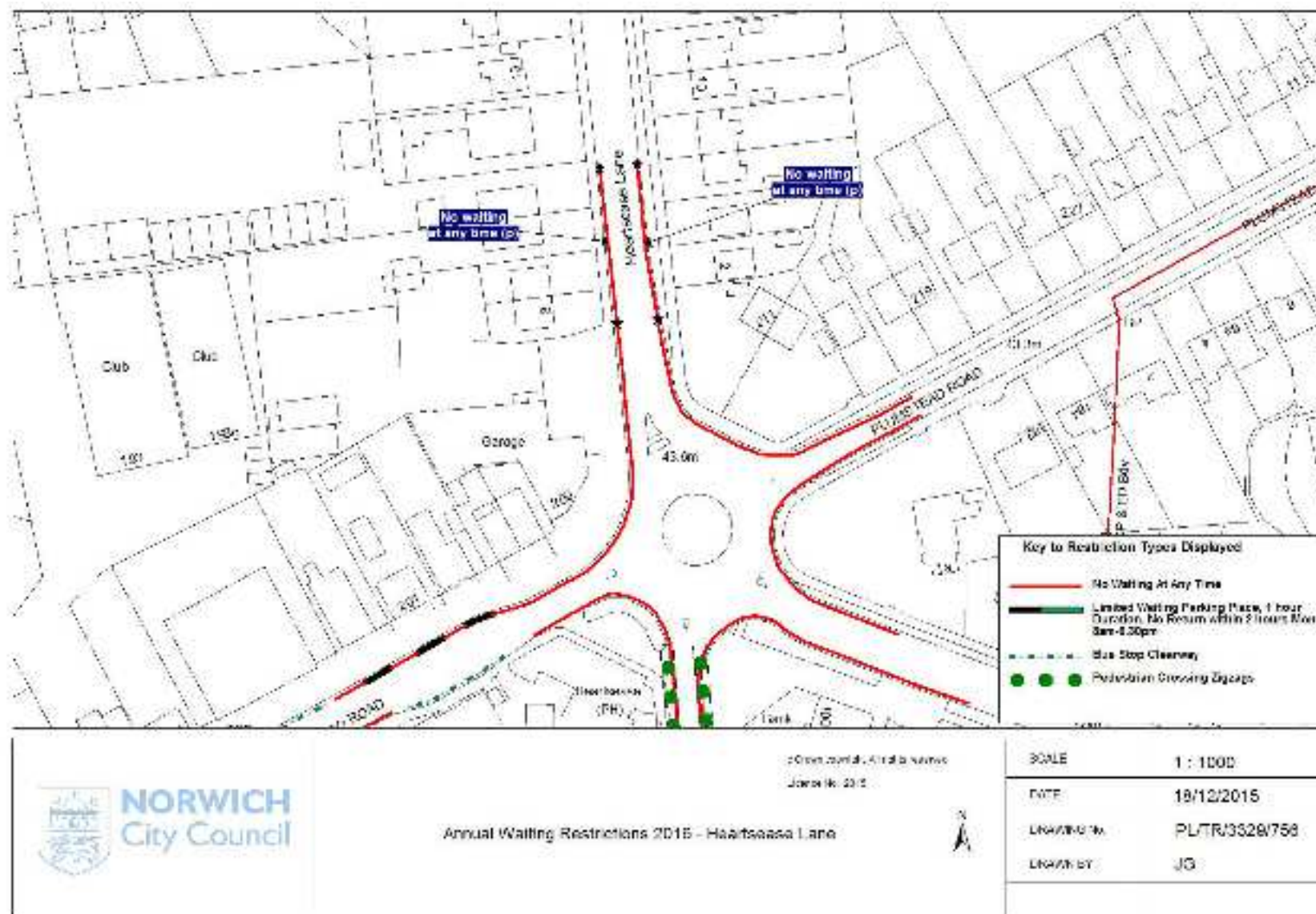


Appendix 4 - Map of proposed changes to Golden Dog Lane

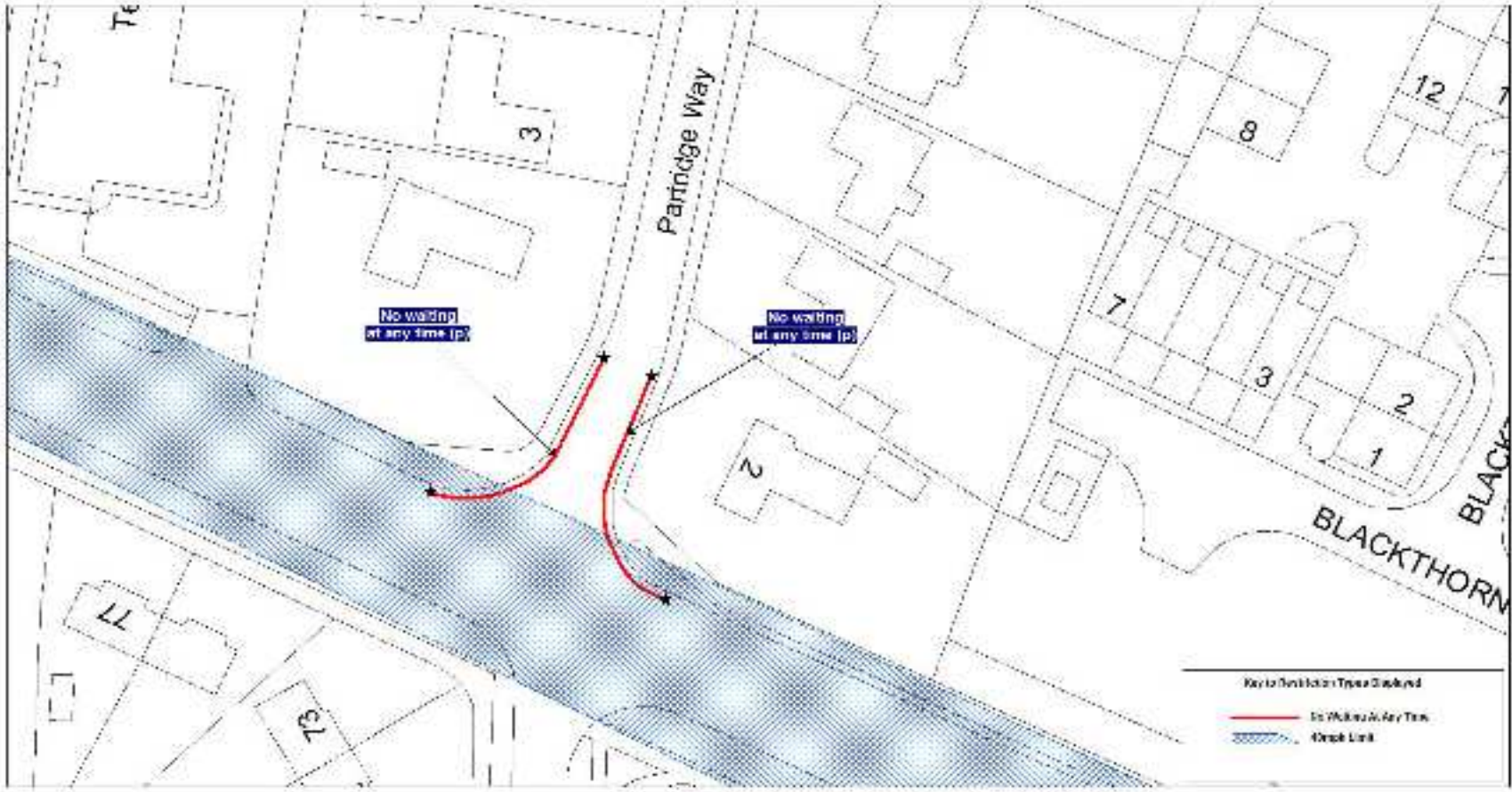


 NORWICH City Council	11/10/2015 18/12/2015	SCALE: DATE: DRAWN BY: DRAWN BY:	1 : 500 18/12/2015 PL/TR/3529/756 JG
	Annual Waiting Restrictions 2016 - Golden Dog Lane		

Appendix 5 - Map of proposed changes to Heartsease Lane

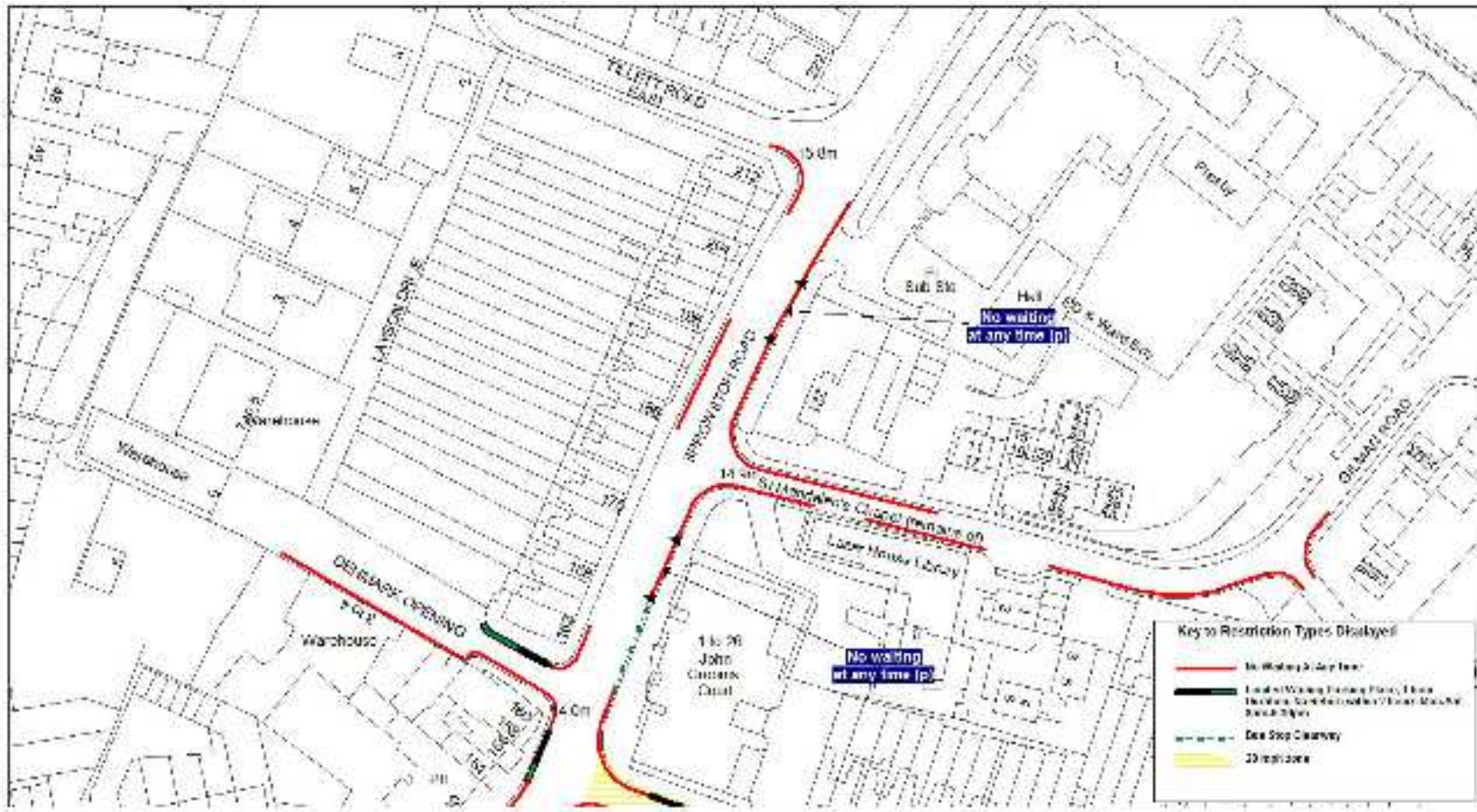


Appendix 6 - Map of proposed changes to Partridge Way



	<p>© COUNCIL OF NORWICH 2015</p> <p>Annual Waiting Restrictions 2018 - Partridge Way</p>	<p>SCALE</p>	<p>1 : 500</p>
		<p>DATE</p>	<p>18/12/2015</p>
		<p>DRAWING No.</p>	<p>PL/TR/3329/757</p>
		<p>DRAWN BY</p>	<p>JG</p>

Appendix 7 - Map of proposed changes at Sprowston Road/ Gilman Road junction

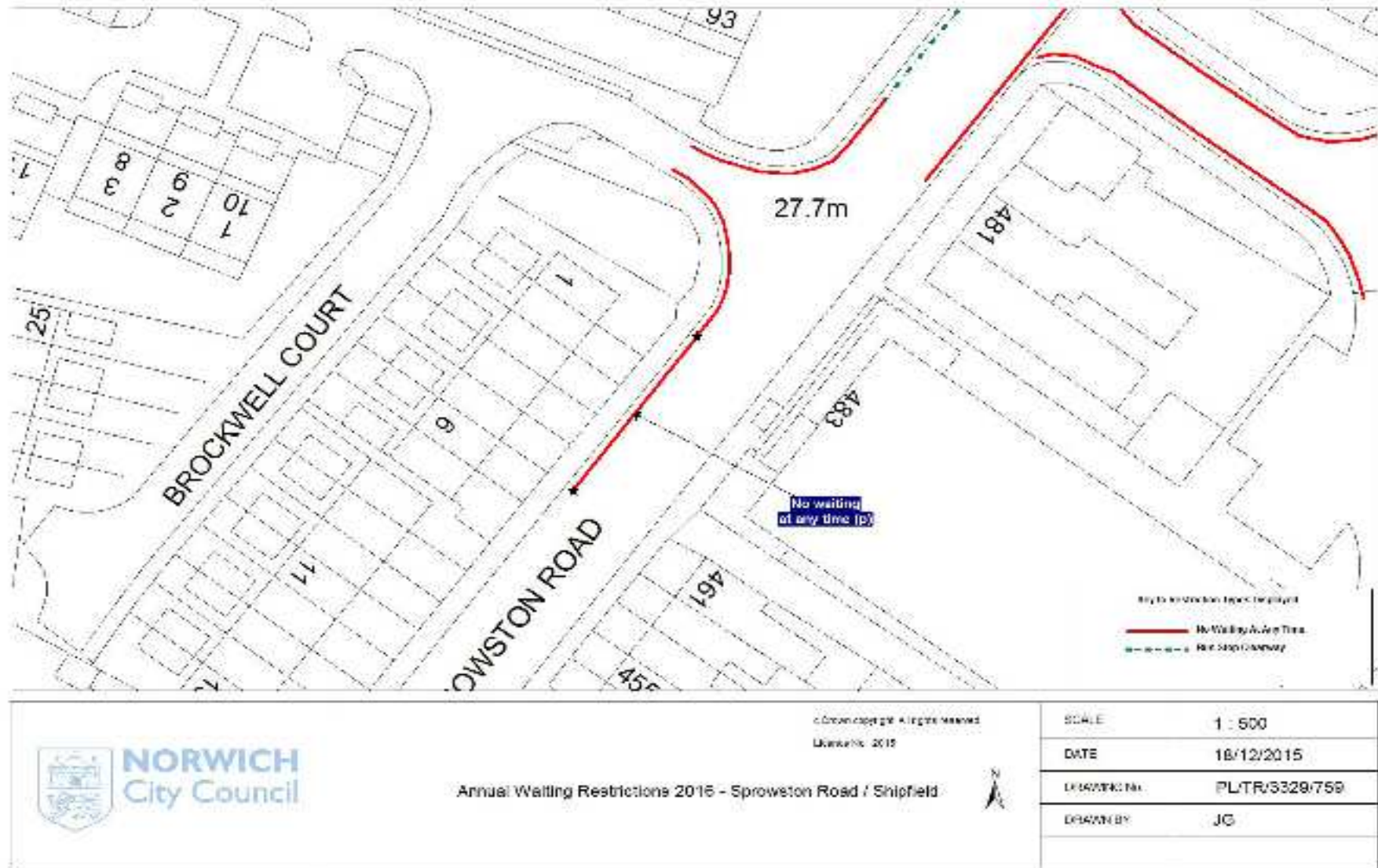


Annual Waiting Restrictions 2016 - Sprowston Road / Gilman Road

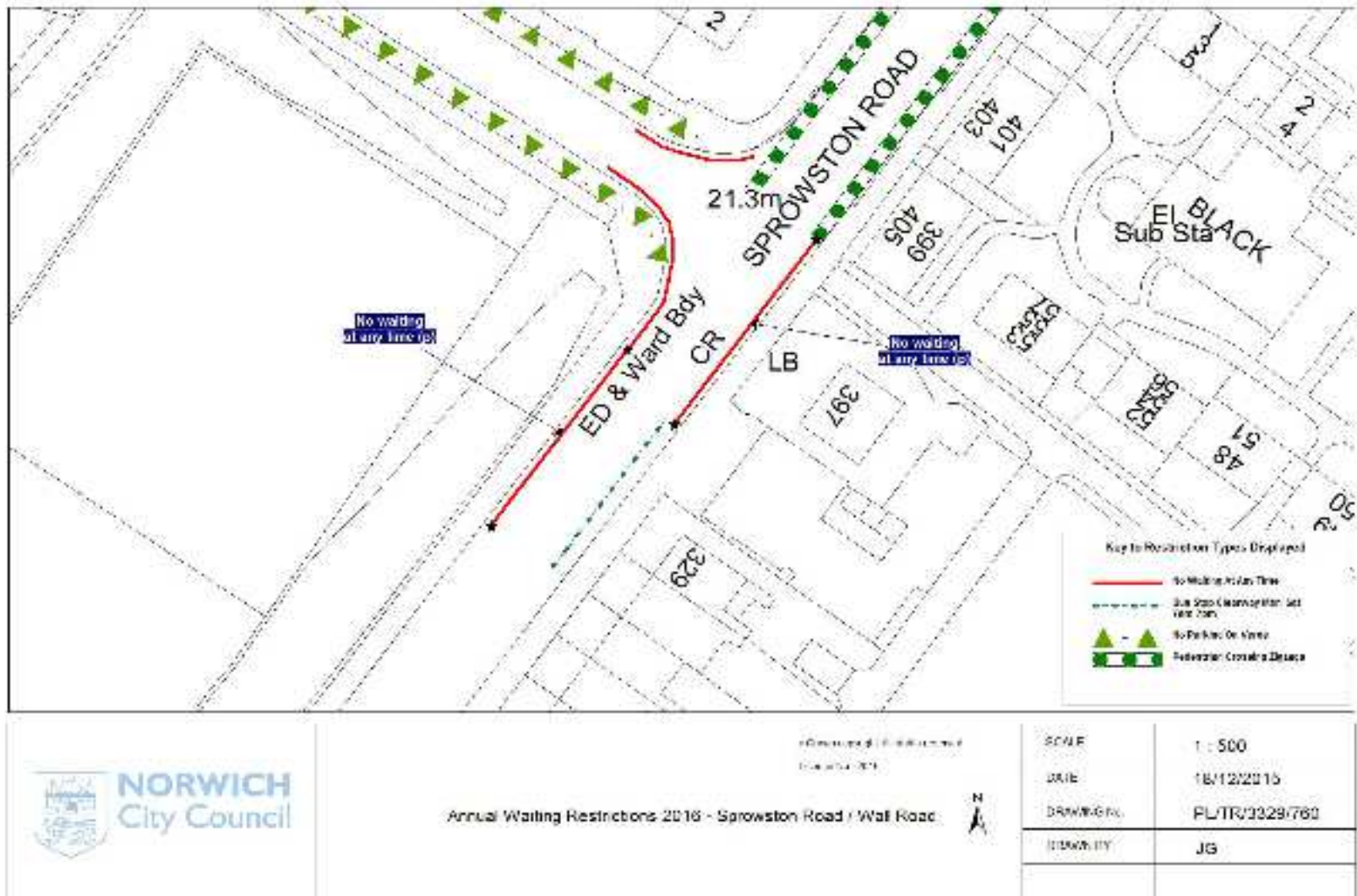


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EXAMINED BY	JG

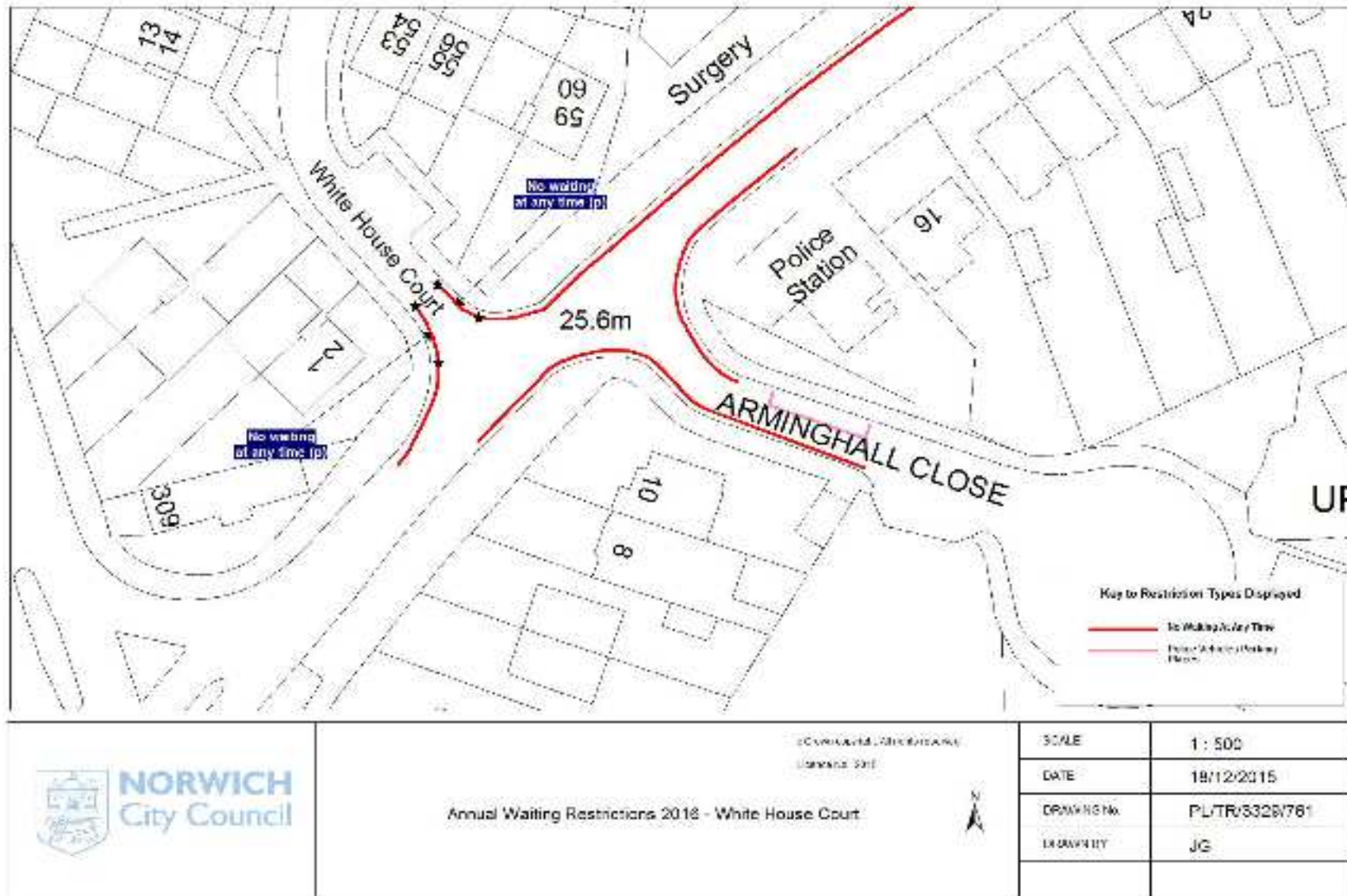
Appendix 8 - Map of proposed changes at Sprowston Road/ Shipfield junction



Appendix 9 - Map of proposed changes at Sprowston Road/ Wall Road junction



Appendix 10 - Map of proposed changes at White House Court



Report to Norwich highways agency committee
21 January 2016

Report of Head of city development services

Subject Transport for Norwich CCAG 1 - Project 19 – traffic calming for 20mph in the city centre

Item

14

Purpose

To consider the responses to the proposed city centre traffic calming statutory consultation and approve the proposals for implementation.

Recommendation

To:

- (1) acknowledge the response to the consultation;
- (2) ask the head of city development services to complete the necessary statutory processes associated with the installation of the traffic calming as below
 - (a) Ber Street – Plan No. CCAG-CON-202a;
 - (b) Duke Street – Plan No. CCAG-CON-502;
 - (c) Rouen Road / King Street – Plan Nos. CCAG19-CON-402a and 403;
 - (d) Westwick Street – Plan No. CCAG-CON-302a.

Corporate and service priorities

The report helps to meet the corporate priority of a safe and clean and low carbon city and the service plan priority to implement the Local Transport Plan and Norwich Area Transportation Strategy.

Financial implications

The city centre traffic calming measures are estimated to cost £300k. This will be funded by the Cycle Ambition Grant awarded by the Department for Transport.

Ward/s: Crome, Mancroft and Thorpe Hamlet

Cabinet member: Cllr Bert Bremner, Environment and sustainable development

Contact officers

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Background documents

None

Policy background

1. Norwich and its surrounding area is becoming an increasingly popular area to live, work and visit. It is the number one shopping destination in the Eastern Region and becoming one of the nation's premier cultural centres. To ensure the Greater Norwich Area continues to be popular and grow, the transport systems need to be able to cope with the increased demand.
2. Norwich is a medieval city with a narrow road system; incorporating a 21st century transport system to cope with the increased demand without sacrificing highway space for a particular transport mode or at the expense of green space and historic buildings is challenging.
3. The Norwich Area Transportation Strategy (NATS) now more widely known as Transport for Norwich (TfN), is the adopted strategy which will deliver the transport improvements needed over the next 15 plus years. The strategy recognises everybody's journeys are different and does not look to force people to use one particular mode. It does look to give people viable options on how they choose to travel and actively promote sustainable transport. To do this in some areas of the network there needs to be a re-balance of the highway space available.
4. The strategy details the plan for future delivery of improvements in order to develop sustainable transport, reduce congestion and improve air quality within the Greater Norwich area. The strategy has already delivered key improvements such as the award winning Norwich Bus Station, St Augustines Gyrotory, 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. The plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery, given progress with implementation, and now that the growth plans for the area are more clear ([see joint core strategy document: http://www.greaternorwichgrowth.org.uk/dmsdocument/1953](http://www.greaternorwichgrowth.org.uk/dmsdocument/1953)).
6. Cycling is on the increase for both recreation and commuting nationally and the area has a thriving cycling community. The implementation of a citywide cycling network (see link to cycle map <http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Documents/CyclingMapFront.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.
7. The Greater Norwich area is one of 8 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>. The introduction of 20mph restrictions is a cycle element in delivering the overall cycle network. .

Background

8. Members will be aware that the city council has received £3.7M of Cycle City Ambition grant funding from the Department for Transport to fund the Push the Pedalways programme of cycling infrastructure improvements. These are concentrated on the pink pedalway between the Norfolk and Norwich Hospital / University of East Anglia and Heartsease / Salhouse Road. This funding is supplemented by £2M of local funding contributions.
9. The programme consists of a range of individual projects and this report is about project 19, 20mph areas. This project seeks to improve cycling provision by ensuring that all residential streets within a 400m corridor surrounding the pink pedalway are covered by a 20mph speed restriction
10. In July 2015, this committee agreed to the introduction of a 20mph zone in the historic city centre of Norwich and to carry out further statutory consultation on amended proposals for the necessary traffic calming in Ber Street, Duke Street, King Street, Rouen Road and Westwick Street.

City Centre Consultation

11. The statutory consultation for the proposed traffic calming was advertised in the local press on 18 November 2015. Street notices were placed on site, transportation consultation groups were contacted and all responders to the first consultation were written to. Consultation plans were available for inspection at the main reception and also on the city council web site.
12. Eleven responses were received from the consultation, mostly in agreement with the schemes but some requesting further amendments. One general response from a resident explained that they did not agree with speed humps in Norwich. Another resident from Aspland Road explained they consider slow traffic queues make it difficult for pedestrians to cross roads, 20mphs do not reduce traffic casualties and road humps damage vehicles, cause pain to drivers and are a hazard to emergency vehicles.

Ber Street

13. The Norfolk and Norwich Association for the Blind (NNAB) supports the reduction in traffic speeds as this makes it safer for visually impaired persons. They acknowledge replacement of the signalised crossing with a zebra on Ber Street would be acceptable but requested the crossing is monitored. They also commented on the proposed crossing on Rouen Road, but this is now part of the Golden Ball Scheme and they are under discussions with that design team.
14. One other comment was received from a business in Ber Street. They were concerned with parking for disabled customers outside their property but were informed that the scope of this scheme did not affect the highway directly outside their premises.

Duke Street

15. Three comments were received about the proposals for Duke Street. All generally supported the scheme, but one requested the access road between Duke Street and Colegate is severed and another requested a contraflow cycle lane for the full length of Duke Street with widening of the pavement between Colegate and Muspole Street. The other was concerned with the safety effects of queuing traffic from St Andrews car park and confusion for drivers choosing which lane to use at the north junction with St Crispins Roundabout.
16. The access road between Duke Street and Colegate was referred to in the last report. This is a private access road so it is not possible to make changes at the moment. However it is hoped this will be addressed in the future when the area is redeveloped.
17. The capacity of Duke Street to hold traffic for the signals at the Duke Street / St Crispins Road roundabout is essential. If the capacity was reduced to allow a cycle contraflow it would greatly extend traffic queues to as far as the St Andrews Street and add significantly to congestion at peak periods. The widening of the footpath on the east side of Duke Street between Colegate and Muspole Street has been considered. This would have a benefit to pedestrians, local residents and help reduce traffic speeds. However, there is insufficient budget to progress on this scheme, but it will be considered in the future when resources allow.
18. The queuing of traffic for St Andrews car park is a concern, but is outside the scope of this scheme. The suggestion of changing the southern junction arrangements to accommodate stacking is not possible due to effects of capacity at this signal junction. At the north junction the proposed layout and road markings have been designed to give forward information to the driver on which lane to take.

Rouen Road / King Street

19. Three comments were received from the consultation on Rouen Road and King Street. One from the King Street Neighbours which supported the council's proposals in general but requested more speed tables on King Street and Rouen Road to slow traffic and also widening of the east side footpath between Rouen House (NHS walk-in centre) and the junction with King Street to be used as a shared footway/cycleway. One response from a resident of Normandie Towers, requested residents parking areas are not reduced and one from a resident of Morgan house who opposed traffic calming as he considers it will disrupt traffic causing congestion whilst not helping pedestrians. He also considers that the area of bus parking will reduce visibility at the junctions with St Julian's Alley and Kilderkin Way; speed cushions are not needed and will distract drivers attention and the raised table outside the NHS walk-in centre could make the road slippery. It was also suggested this crossing point should be a zebra crossing.
20. The areas where traffic calming has been proposed are in accordance with DfT recommendations for introduction of a 20mph speed restriction area. Further physical installations are not considered necessary. The cost of widening the footpath for almost the entire length of Rouen Road would not be feasible on our budget. It is also not thought necessary to encourage cyclists to ride off the highway in a traffic calmed area. Many vulnerable pedestrians do not like cyclists sharing

footways and so this approach is only used in areas where the benefits outweigh the disadvantages, in this case it will be appropriate for cyclists to stay on the road.

21. The comment from a resident of Normandie Towers reflects comments received from the previous consultation. For this consultation, amendments were made and only one residents parking space in the St Peter zone will be lost. This is on King Street.
22. Department for Transport has shown traffic moving at a slower speed does not cause congestion, it has been shown that traffic moving at a more even speed without bursts of acceleration and braking can help congestion problems. The visibility at the junctions with St Julian's Alley and Kilderkin Way will be improved by the footpath buildouts and moving the giveway markings forward. Traffic cushions do require the drivers to be more aware of the road, but by reducing their speed gives time for drivers to react to situations. The proposed pedestrian crossing outside the NHS walk-in centre is under consideration with the Golden Ball Street scheme. Discussions with the designers have led to this section of Rouen Road being incorporated into the Golden Ball Street scheme to ensure the design is compatible.

Westwick Street

23. One comment was received from a cycling instructor concerning the location of one of the speed reduction cushions on Westwick Street west of its junction with Coslany Street. He considered the cushion was positioned too close to the Coslany Street junction which would prevent a cyclist from taking the appropriate position whilst turning left into Coslany Street. It was also commented that the plans for Rouen Road should take into account the existing cycle link between the Novi Sad Bridge and Rouen Road. One other comment from a resident of Coslany Square supported the traffic calming but was concerned with the lack of cycle contraflow on the south section of Westwick Street and motorbikes using Coslany Bridge as a cut through.
24. It is necessary for the speed cushion to be placed close to the existing pedestrian refuge just west of the junction with Coslany Street, to ensure motorists do not try to drive round the cushion. However, the traffic cushion could be moved further west by 1.5m. This will allow cyclists slightly more room for manoeuvre but will not reduce the effect of the speed cushion. The Rouen Road / King Street plans were considered with the direct link to Novi Sad Bridge and found no disadvantage to the cyclist accessing the link path.
25. It is acknowledged that it would be beneficial to have a cycle contraflow from the junction with Charing Cross. Future housing development near the junction of Westwick Street with Charing Cross will involve changes to the road layout in this area and it is hoped an extension of the contraflow can be incorporated into that design. The issue of motorbikes cutting through pedestrian areas is very difficult to stop without blocking the areas to cyclists. Officers will ensure the correct road signs are present on Coslany Bridge and request suitable enforcement from the police.

Conclusion

26. The consultation has had only 11 responses, most of which do not object to the traffic calming proposed but have expressed concerns with details. Above, each concern has been considered and a small amendment to the position of the traffic

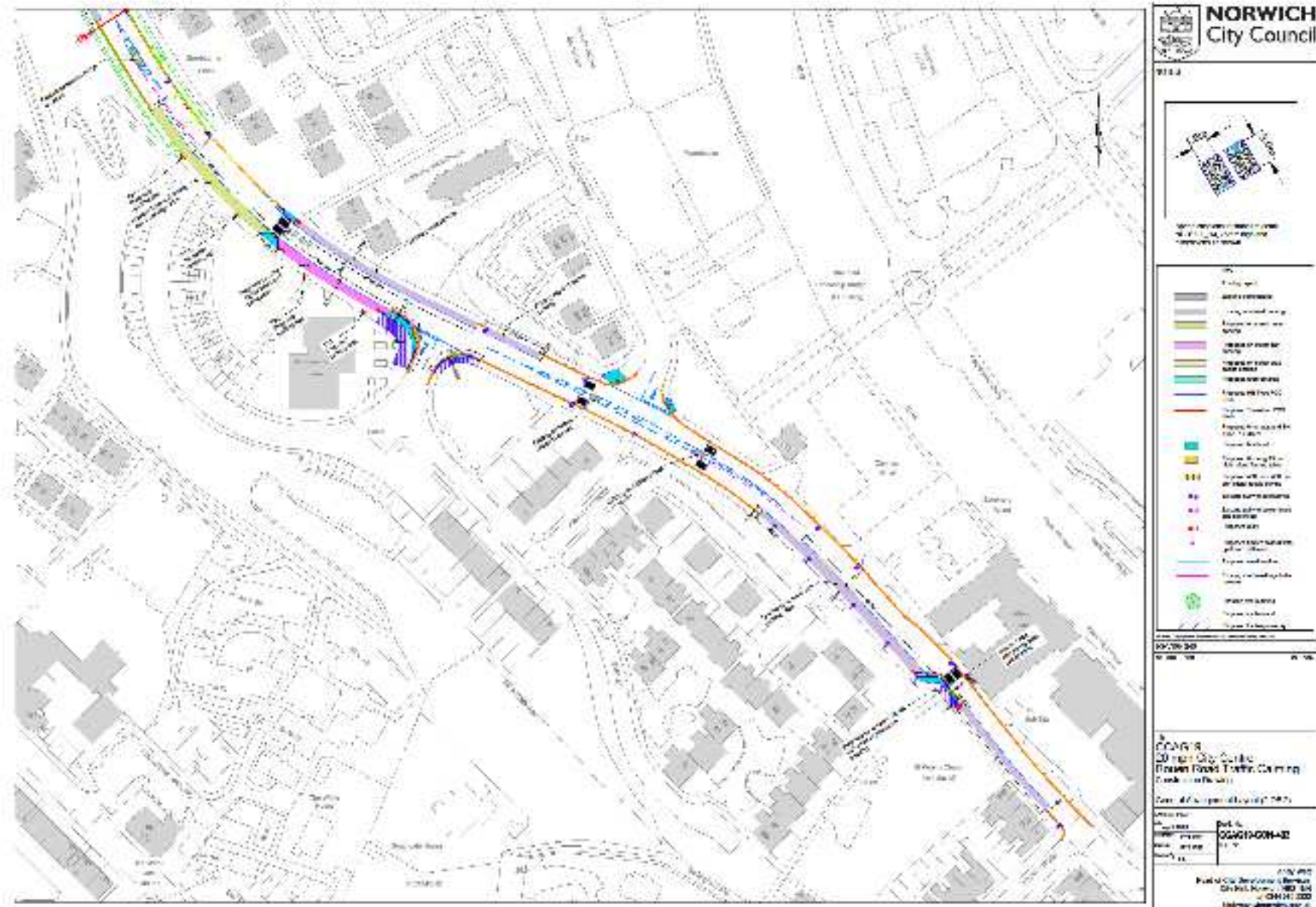
cushion on Westwick Street is proposed. It is considered appropriate to install the traffic calming as advertised with the small amendment to the position of one speed cushion on Westwick Street as detailed on plan No. CCAG19-CON-302a.

27. Members are recommended to agree the introduction of the advertised traffic calming for the city centre as shown on plans CCAG19-CON-202a, 302a, 402a, 403 and 502. These plans are appended to the report.
28. The city centre 20mph scheme is programmed for implementation during the 2015-16 and 2016-17 financial years. Works in Ber Street and Rouen Road / King Street will be co-ordinated with the Golden Ball Street scheme to minimise disruption to the travelling public.

References

Norwich Highways Agency Committee reports 24/07/2014 and 23/07/2015

Consultation responses



Report to Norwich highways agency committee
21 January 2016
Report of Head of city development services
Subject Major road works – regular monitoring

Item

15

Purpose

This report advises and updates members of current and planned future roadworks in Norwich

Recommendation

To note the report.

Corporate and service priorities

The report helps to achieve the corporate priorities for a prosperous and vibrant city and the service plan priority to coordinate programmes to achieve best value.

Financial implications

There are no direct financial consequences from this report

Ward/s: All wards

Cabinet member: Cllr Bert Bremner – Environment development and transport

Contact officers

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Glen Cracknell, City network co-ordinator 01603 212203
glencracknell@norwich.gov.uk

Background documents

None

Report

Background

1. Roadworks are a source of frustration and inconvenience to road users but they are an essential operation and need to be managed carefully to minimise their impact on the travelling public.
2. There are two main originators of roadworks: The Highway Authority and public utility companies. Norfolk County Council has a responsibility to improve and maintain the highway, while the public utility companies have a responsibility to provide and maintain their infrastructure, the vast majority of which is located under the highway. From time to time developers are also required to work in the highway, carrying out improvements to facilitate access to their developments.
3. The table attached as appendix 1 sets out the current works that have been completed since your last meeting, are currently in progress or are planned for the future on the A, B and C class roads within the city. More detailed roadworks information is provided online via the electronic local government information network at <http://norfolk.elgin.gov.uk>
4. The more significant works are highlighted below.

Push the Pedalways programme

5. The major project for works on Tombland and Palace Street was completed in November.
6. The major project for works on The Avenues and its junctions with Bluebell Road and Colman Road is ongoing and expected to be completed in mid-February 2016
7. The projects at Heathgate, Salhouse Road and Woodside Road are all due for completion before Christmas, and are all running on schedule at the time of this report

CCAG2 Golden Ball Street Project

8. The major project involving changes to Golden Ball Street and the surrounding area will commence with phase 1, works to Rouen Road and Farmers Avenue, due to commence on 18 January 2016. Further works phases will follow on from this, and these will be clarified in future reports

National Grid upgrades

9. National Grid Gas main upgrades within the city centre have largely been completed. Future works include a program of mains updates in the Eaton area, and a major project on Unthank Road/Colman Road with dates to be confirmed

Works in progress

Location	Lead Authority	Type of scheme	Traffic management	Due for completion	Remarks
Salhouse Road	City	Push the Pedalway	Closure of Lishman Road and other positive TM	December 2015	Although the city council is the lead authority on these works, this project is largely taking place on Norfolk County highway
The Avenues	Norwich City Council (PtP)	Cycling Scheme	Closure of The Avenues between Colman Road and Bluebell with access maintained for residents and allotment users	Mid February 2016	Works have been largely completed, works to provide verge parking areas are ongoing
Heathgate	City	Push the Pedalway	Off highway	December 2015	

Works completed since last report

Location	Lead Authority	Type of scheme	Traffic management	Completed	Remarks
Tombland & Palace Street	Norwich City Council (PtP)	Cycling Scheme	Closure of Palace Street and traffic management via signals in Tombland. Access to all businesses will be maintained	Early November 2015	Due to defects in resurfacing, a further two nights of road closures were necessary to complete a further phase of resurfacing

Planned future works

Location	Lead Authority	Type of scheme	Traffic management	Anticipated dates	Remarks
Golden Ball Street	County	Transport for Norwich	For phase 1 a closure of Rouen Rad at its' junction with Cattlemarket Street will be required for approx. 12 weeks	January – November 2016	Phasing of works beyond phase 1 To be confirmed.
Rouen Road/Ber Street	County	City Centre 20mph scheme	To be determined	Spring 2016	