



Norwich Highways Agency committee

Date: **Thursday 24 July 2014**
Time: **10am**
Venue: **Mancroft room, City Hall**

Committee members::

County Councillors:

Bremner (V)
Shaw (V)
Adams
Hebborn
Sands (M)

(V) – voting
member

City Councillors:

Stonard (V)(vice chair)
Harris (V)
Carlo
Gayton
Grahame

For further information please contact:-

Committee officer: Jackie Rodger

Tel. No: 01603 212033

E-mail: jackierodger@norwich.gov.uk

Democratic services
City Hall
Norwich
NR2 1NH

AGENDA

Page No.

1. Apologies

2. Petitions

To receive petitions from the public (notice to be given to the committee officer by 10am on the day before the meeting).

3. Public questions

To receive questions from the public (notice to be given to the committee officer by 10am on Monday 21 July 2014).

4. Declarations of interest

(Please note that it is the responsibility of individual members to declare interest prior to an item if they arrive late for the meeting).

- | | | |
|------------|--|-----------|
| 5. | Minutes | 5 |
| | To agree the accuracy of the minutes of the meeting held on 12 June 2014. | |
| 6. | Permit Parking Review
(Report of the head of city development services, Norwich City Council) | 11 |
| | Purpose - To propose changes to the current on-street Visitor permit parking scheme, following the review requested in November 2012 and agree to consult on the proposal in autumn 2014. | |
| 7. | Push the Pedalways - The Avenues
(Report of the head of city development services, Norwich City Council) | 23 |
| | Purpose - To approve for statutory consultation the pedalway proposals for The Avenues between Bluebell Road and Elizabeth Fry Road. | |
| 8. | Push the Pedalways - The Avenues Park Lane to Vauxhall Street
(Report of the head of city development services, Norwich City Council) | 47 |
| | Purpose - To approve for statutory consultation the Push the pedalway Pedalways proposals for the section of the pink pedalway running between Park Lane and Vauxhall Street. | |
| 9. | Push the Pedalways - 20mph areas
(Report of the head of city development services, Norwich City Council) | 71 |
| | Purpose – To approve the statutory consultation for 20mph areas extending the length of the pink pedalway and the city centre. | |
| 10. | Push the Pedalways - Magdalen Street and Cowgate cycle contra-flow
(Report of the head of city development services, Norwich City Council) | 81 |
| | Purpose – This report details the performance during 2013/14 of the Highways Agency Agreement between Norwich City Council and Norfolk County Council. | |
| 11. | Sprowston Road ALDI Traffic Regulation Order representations received
(Report of the head of city development services, Norwich City Council) | 97 |
| | Purpose – To consider representations received to the proposals to install double yellow lines around the junction, and along the service road to the new ALDI store on Sprowston Road | |

- 12. Annual report of the Norwich City Highways Agency 2013/14 101**
(Report of the head of city development services, Norwich City Council and Director of environment, transport & development, Norfolk County Council)

Purpose - To approve the highways agency annual report for 2013/14.

- 13. Major road works – regular monitoring 121**
(Report of the head of city development services, Norwich City Council)

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

16 July 2014

If you would like this agenda in large print, audio, Braille, alternative format or in a different language, please call Jackie Rodger, Senior committee officer on 01603 212033 or email jackierodger@norwich.gov.uk

Access



Ramps and automatic entrance doors are provided for wheelchairs and mobility scooters at the Bethel Street entrance for access to the main reception and lifts to other floors.

There are two lifts available in City Hall giving access to the first floor committee rooms and the council chamber where public meetings are held. The lifts accommodate standard sized wheelchairs and smaller mobility scooters, but some electric wheelchairs and mobility scooters may be too large. There is a wheelchair available if required.



A hearing loop system is available.

Please call Jackie Rodger, Senior committee officer on 01603 212033 or email jackierodger@norwich.gov.uk in advance of the meeting if you have any queries regarding access requirements.

MINUTES**Norwich Highways Agency committee****10am to 11.10am****12 June 2014**

Present:	County Councillors:	City Councillors:
	Adams (V)	Stonard (vice chair) (V) (in the chair)
	Bremner (V)	Gayton (acting V for Councillor Harris)
	Sands (M)	Button (substitute for Councillor Harris)
	Shaw	Carlo
		Grahame

*(V) voting member

Apologies: County Councillor Hebborn (other council business) and City Councillor Harris

1. Governance arrangements

The senior committee officer advised the committee that Norfolk County Council would be electing the chair of the committee at its meeting of full council in July 2014. She also pointed out that she had also received confirmation that morning that the county council's voting members on the committee would be Councillors Adams and Bremner, and not Councillor Shaw as previously advised.

Norwich City Council's annual council had elected Councillor Stonard as vice chair of the committee. The committee agreed that in the absence of a chair being elected, the vice chair would therefore act as chair for the purpose of the meeting. Members were advised that Councillor Gayton would be acting as the city council's second voting member in the absence of Councillor Harris.

2. Petition

Mr Frederick Agombar, a local tour guide, presented the following petition:

"Has the transportation management of Norwich City Council properly thought through the consequences of closing the Chapelfield North and the resulting chaos/deadlock of traffic that will effectively block three through routes from Rose Lane through to Grapes Hill? All the already heavily congested traffic going through Westlegate, Rampant Horse Street, Theatre Street and Chapelfield North: all the heavily congested traffic going through Castle Meadow, Red Lion Street and St Stephens Street; and all the heavily

congested traffic using Cattle Market Hill, All Saints Green and Queens Road will be forced to use Chapel Field Road and my prediction is it will queue right back to Rose Lane. I am asking the transportation management to postpone the start of this work at the busiest time of the year in the tourist industry and look to find ways to keep the road open and carry out the work in stages, off-peak working and doing one side at a time leaving one lane open during the day, and perhaps working at weekends. The railways don't shut their main lines down for five months but they do close lines at weekends and work 24 hours."

The principal planner (transport), Norwich City Council, responded on behalf of the committee:

"The Chapelfield North scheme is programmed to commence on 7 July 2014 for a period of twelve to fourteen weeks because it has been significantly delayed as a consequence of a legal challenge to the project, which the High Court dismissed. The scheme has been extensively tested and will provide significant benefits, particularly for public transport users, walkers and cyclists who are trying to access the city centre. There are wider and longer term plans to continue to deliver significant improvements to the city centre as part of the Norwich Area Transportation Strategy Implementation Plan, which has already been agreed and endorsed by the committee.

Looking to the construction of the scheme, from a transport perspective the summer months are the best time to undertake work such as this, because traffic levels are at their lowest level at this time of year and work should be complete well before the Christmas period, when the city is at its busiest. Temporary traffic management whilst the work is in progress will provide appropriate diversions and signing for traffic. The full closure of Chapel Field North temporarily to enable the construction work will substantially reduce the duration of the works and significantly reduce costs. For safety reasons it is also very difficult to maintain a lane open for traffic at all times. There are also a number of residents on Chapel Field North and it would not be reasonable to expect them to experience disruption for an extended period, or 24 hour working."

By way of a supplementary question, Mr Agombar said that he expected that in a month's time his prediction would have been realised.

3. Declarations of interest

There were no declarations of interest.

4. Minutes

RESOLVED to approve the accuracy of the minutes of the meeting held on 20 March 2014.

5. Push the pedalways – Tombland and Palace Street

The transportation and network manager, Norwich City Council, introduced the report and said that that appendix 2 showed the signalled crossing on Tombland being relocated to a position immediately north of the junction with Princes Street. Following the publication of the report however, the plans have been revised and the crossing would now be placed immediately south of that junction to provide more space for both pedestrians and cyclists to wait.

Discussion ensued in which the transportation and network manager and the principal planner (transport) referred to the report and answered members' questions. It was noted that parents dropping off children at the Norwich School could use other locations around the school. Members also sought clarification on accident statistics for the area and it was noted that the current crossing, opposite the Erpingham Gate, was not on a natural desire line. Members welcomed the proposal which sought to improve the safety of all road users, including drivers, cyclists and pedestrians; increase access to local businesses and improve the appearance of the street scene in a historically and aesthetically important part of the city. Members also noted that there would be further work on the landscaping and the details of the materials to be used. The scheme would be funded from external funding.

RESOLVED, unanimously, with all 4 voting members voting in favour, to:

- (1) approve in principle the proposals for the enhancement of facilities for cycling and walking in Tombland and Palace Street which include:
 - (a) Replacing the roundabout in front of the Maids Head Hotel with a priority junction;
 - (b) Removing the central island on Tombland in front of the Erpingham Gate;
 - (c) Removing the signalled crossing on Tombland by the Edith Cavell Statue and replacing it with a toucan crossing to the south of the Princes Street junction;
 - (d) Providing a two-way cycle track on the eastern side of Tombland and the southern side of Palace Street from just south of the new toucan crossing at the junction of Princes Street and Tombland to the junction of Palace Street with St Martin at Palace Plain;
 - (e) Widening the footpaths in the northern part of Tombland;
 - (f) Amending the waiting, loading and parking restrictions in the area;
 - (g) Introduce contra flow cycling in the area known as the Tombland Triangle;
 - (h) Removing unnecessary street clutter such as guard railing and signage;
- (2) ask the head of city development services to progress statutory procedures associated with advertising legal orders and notices that are necessary for implementation of the scheme as shown on Drawings 301739CA-13-PE4082-PRE-004B and PRE-005A and which include:

- (a) Providing a two-way cycle track on the eastern side of Tombland and the southern side of Palace Street from the new toucan crossing at the junction of Princes Street and Tombland to the junction of Palace Street with St Martin at Palace Plain;
- (b) Introduce a no waiting no loading restriction on Tombland and Palace Street between Princes Street and St Martin at Palace Plain;
- (c) Introduce a loading bay on Tombland outside the Samson and Hercules House;
- (d) Amend the loading bay outside the Maids Head Hotel;
- (e) Shorten the coach bay on Palace Street by St Martin at Palace Plain;
- (f) Amend the position of the bus stops on the western side of Tombland;
- (g) Allow contra flow cycling on the one way sections of the Tombland Triangle.

6. End of life signalled crossings – options for 3 sites

The transportation and network manager referred to the report and answered members' questions.

Councillor Adams moved, seconded by the chair, that there should be a separate vote for each of the three sites, and with all voting members voting in favour the motion was carried.

During discussion a member expressed concern about the speed of vehicles using Bowthorpe Road and that the replacement of the pelican crossing with a zebra crossing might not be practical solution. Another member pointed out that the average speed in Bowthorpe Road was around 30mph and that a zebra crossing provided a good solution. It was also noted that the cost of a zebra crossing was around £20k less than a signalled crossing.

Members considered that the number of people using the pelican crossing on Ber Street, as stated in the report, was low. Members noted that the survey had been carried out in January on a school day. In response to a member's concern about the associated kerb build out, members were advised that road safety engineers had proposed the scheme. Councillor Adams moved, seconded by Councillor Shaw, that consideration of the crossing should be deferred to a future meeting to enable a further survey and consultation with Notre Dame High School. However, Councillor Adams withdrew this motion following advice that the recommendation was for consultation on the proposals and that this would allow a further survey to be carried out, and not jeopardise the opportunity to implement the scheme this year.

RESOLVED to:

- (1) approves in principle the proposals:
 - (a) with all 4 voting members voting in favour, to upgrade the Earlham Green Lane pelican crossing to a toucan crossing;
 - (b) with all 4 voting members voting in favour, to remove the pelican crossing on Bowthorpe Road and replace it with a zebra crossing;

- (c) with all 4 voting members voting in favour, to remove the pelican crossing on Ber Street and replace it with a pedestrian refuge and associated kerb build out.
- (2) ask the head of city development services to carry out public consultation on the proposals and to progress the statutory procedures associated with advertising legal orders and notices that are necessary for implementation of the proposals.

7. Experimental late night road closure of Cathedral Street, St Faiths Lane and Recorder Road between 11pm and 6am on Fridays and Saturdays

The head of city development services, Norwich City Council, introduced the report and explained that the proposal for the experimental late night road closure was one of the actions identified in a report approved by the city council's cabinet in March 2014.

Councillor Stonard said that the twelve measures identified to mitigate the negative impact of the night time economy were mutually supportive. He explained that although he lived in one of the streets affected by the road closures he was not affected by the noise disturbance from people waiting for private hire vehicles but it was a problem for residents who lived a further 100m up the road.

Discussion ensued in which the head of city development services explained that the success of the experimental late night road closure was dependent on the police enforcing the traffic restrictions. There was a high police presence in the Prince of Wales Road area on Fridays and Saturdays and it was unlikely that additional resources would be required. The police would probably use a vehicle to block the roads at the junction with Prince of Wales Road.

Councillor Grahame, Thorpe Hamlet Ward, said that local residents were delighted with the proposed road closures and asked whether it could be extended to include Thursday nights as well. The head of city development services pointed out that it was an experimental closure for the two nights in question and that at a future meeting the committee would consider whether the experiment had realised its targets and was adequately resourced. Therefore the committee would have greater clarity on the issues and could consider whether the road closures should be extended to other times.

RESOLVED, unanimously, with all 4 voting members voting in favour, to:

- (1) approve the introduction of an experimental traffic regulation order that will operate between 11pm. and 6am. on Fridays and Saturdays and will have the effect of:
 - (a) preventing access to Cathedral Street, St Faiths Lane and Recorder Road from Prince of Wales Road by motor vehicles except those accessing residential or business properties on these roads;
 - (b) allowing private hire vehicles to wait in identified bus stop clearways on Castle Meadow and Bank Plain;

- (2) delegate powers to the head of city development services to vary the order in consultation with the chair and vice-chair of the committee;
- (3) note that a report to review the experimental order will be brought to a future meeting.

8. Camera enforcement of bus lanes – Chapel Feld and St Stephens Street scheme

The principal planner (transport) introduced the report and explained that the bus lanes needed to operate successfully for the implementation of the scheme.

Councillor Adams said that although he had reservations about the overall scheme he would support the recommendations in the report.

RESOLVED unanimously, with all 4 voting members voting in favour, to:

- (1) agree to progress use of camera enforcement for the bus priority measures associated with the forthcoming St Stephens Street/ Chapel Field scheme for the bus gates at Rampant Horse Street and the 'bus only' measures in St Stephen's Street
- (2) ask the head of city development services to undertake consultation and publicity the introduction of camera enforcement in the City, and St Stephens Street and Rampant Horse Street in particular
- (3) delegate the implementation of a camera enforcement scheme for these sites to the head of city development services in consultation with the chair and vice-chair of the committee.

9. Major road works – regular monitoring

RESOLVED to note the report.

CHAIR

Report to Norwich Highways Agency committee
24 July 2014

Item

Report of Head of city development services

Subject Permit Parking review

6

Purpose

To propose changes to the current on-street visitor permit parking scheme, following the review requested in November 2012 and agree to consult on the proposal in autumn 2014.

Recommendations

The committee is recommended to:

- 1) Agree the recommendations and changes to the visitor permit parking scheme to replace the current Visitor permit scheme with
 - a) a new short stay visitor permit offering two hours of parking for visitors (operated by a 'clock'). This would be offered free to households on certain means tested benefits
 - b) up to 60 'pay as you go' day permit scratchcards per household per year
 - c) consider the appropriate level of charges for the new permits
- 2) Ask the head of city development services to consult on the proposals in Autumn 2014

Financial Consequences

The financial consequences of this report result in administrative changes within the Customer Contact Team that will be absorbed within day to day operations, and recharged to the permit parking scheme.

Strategic Priority and Outcome/Service Priorities

The report helps to meet the strategic priority "Strong and prosperous city – working to improve quality of life for residents, visitors and those who work in the city now and in the future" and the service plan priority to implement the Local Transport Plan and Norwich Area Transportation Strategy.

Ward/s: All

Cabinet member: Cllr Stonard, cabinet member for environment, development and transport.

Contact Officers

Bruce Bentley

01603 212445

Background Documents

None

Report

Introduction

1. The permit parking scheme has been subject to a substantial review, with changes to both residents' permits, and all non-residential permits having been agreed at previous meetings. Implementation of many of these changes has now taken place, with the implementation of the changes to the non-residential scheme to be implemented later this year. Consultations on the agreed changes have highlighted the concerns that many users of the permit parking areas have with misuse of the visitor permit scheme by a minority of residents, and members will recall that this has been a recurring issue. This review of the visitor permit scheme is therefore the last substantive change to the permit parking scheme recommended as part of the major review that has taken place.

Background

2. Area –wide controlled parking Zones were first introduced into the City in the early 1990s and most of them have now been in operation for almost twenty years. When the schemes were first introduced, these were primarily aimed at ensuring that residents and local businesses had first call on the available parking spaces, and that commuter parking was deterred in order to support the emerging 'Park and Ride' system. At the time it was not anticipated that there was any need to consider the level of demand from residents themselves, and it was only with the introduction of the City Centre CPZ in 1999-2000, that any restriction was placed on permit issuing.
3. In the intervening period, the enforcement of parking controls has been decriminalised, meaning that the City Council now enforces parking controls, and car ownership levels have risen, both with households having increasing numbers of vehicles and more households owning cars in the first place. This has led to an increasing pressure for the limited on-street parking available.
4. Except in those zones which have a significantly suburban character (C,D,G,L,UW,BB and WE), the number of permits for residents cars is already close to or exceeds the number of spaces available (and, of course, visitor, and other permit types are also valid in the spaces). There are still many households in the City which do not have a car, but would be eligible for permits if they did.
5. Concerns about abuse of various types of permit are relatively commonplace across the Permit Parking areas, and these complaints have almost always relate to those permits which are not vehicle specific. In particular, across the zones, issues have been raised about abuse of visitor parking permits and the various 'Q' permits that are on offer, and in specific locations, business permits. The non-residential permit types have been reviewed and the new scheme will only allow for 'long stay' permits to be used on specific vehicles, with the non-specific permits having a limited waiting period of two hours. During the consultation on these new arrangements, abuse of visitor permits was one of the most frequently raised concerns and we did promise that we would be reviewing the visitor permit scheme as well as the other permit types. The Residents Visitor permit scheme remains as the only permit type yet to be reviewed.

6. Members will recall that it is almost impossible for enforcement staff to prove that these permits are being used in an unreasonable way and beyond the terms and conditions without excessive staff time being spent. The Civil Enforcement Officers have confirmed, however, that they are well aware of widespread abuse of visitor but do not have the resources to deal with any but the most flagrant misuse.

The Current Permit Scheme

7. Currently each household located within a CPZ is entitled to one visitor parking permit which is valid for the length of the stay. There are 8750 visitor permits issued in the outer areas of the City, and 1300 in the City Centre
8. These permits were introduced to ensure that residents had the opportunity to receive visitors once the permit schemes were introduced, and the permits are valid for any vehicle. Whilst the conditions of use are that residents can only use the permits for their guests, in practice a significant minority of residents allow their permits to be used for other purposes including commuter parking. Residents and the Civil Enforcement staff are well aware of these issues, which are very difficult to quantify, because the permits are so flexible because sustained surveillance is needed to be certain that abuse is taking place. However, 'snapshot' surveys have shown that typically one in five permits displayed in the Zones are visitor permits, rising to one in three in more central areas. Officers believe that illegitimate use of visitor permits is placing significant additional strain on an already limited parking resource

What do Other Councils do?

9. As part of the review, officers investigated the approach that other similar Councils have taken when implementing their permit parking schemes, and a resume of other Councils Visitor parking scheme is included in Appendix 1. The Norwich scheme is significantly more generous in providing a very flexible visitor permit (which partially explains the difficulties that we have enforcing the scheme).
10. No other Council operates a Visitor permit scheme as flexible and permissive as ours. In some areas, visitors are expected to use existing limited waiting, pay and display or off-street public parking, whilst in others, visitor parking is allowed for a limited period on a pay as you go basis. Day permits, often based on Scratchcards, similar to our dispensation scheme are the most common option. Residents are typically restricted to between 20 and 100 day permits per year (although York City Council offers 200). In some locations, residents are expected to rely on short stay parking provision in their area.

Proposed new visitor permit scheme

11. It is not possible to rely on existing limited waiting facilities in most of the controlled zones because they were not introduced with the expectation of providing parking in this way for residents vehicles, and the cost of installing parking bays that allowed this would be excessive. Instead, it is suggested that the visitor permit parking scheme be amended to include two types of permit to cater for both short and long stay visits
12. The short stay element can be achieved by introducing a time limit of 2 hours on the use of the existing visitor permit. This would be managed requiring the permit user to display a clock, in a similar manner to the 'Blue Badge' scheme for disabled drivers.

13. The long stay element can be achieved by introducing a day long permit. This would be in the form a scratch-card that the user has to mark off the date of use.
14. It is suggested that each household within a CPZ that is entitled to permits be allowed to purchase 2 hour visitor permit with clock with households in receipt of qualifying means tested benefits receiving it for free. In addition households will have the option of purchasing up to 60 day permit scratch-cards.
15. Limiting the number of long stay permits available on an annual basis would reduce the current level of misuse. It would not prevent residents from having people to stay, but could disadvantage those residents who need regular all day care. Consequently, there will need to be some relaxation of the restriction on the number of day permits available to people who do need regular long-term care. Currently such residents can, at the discretion of the Head of city development services, have an additional visitor permit. The number of additional visitor permits is low and it is suggested that the Head of city development services be given the discretion to approve additional all day permits (or a permit similar to the current visitor permit) to those with long term care needs. This will also act as a counterpoint to the proposed 'short-stay' non-residential permits which will be offered to organisations offering services in people's homes. This will mean that organisations making several short visits during the day can have the benefit of the 'short stay' permits, whilst those residents in need of longer periods of care will be able to offer a permit to those providing it.
16. The proposed changes will not eradicate abuse, but should help to reduce it. The day vouchers offered will provide parking (particularly in the City Centre) at rates much lower than that available elsewhere. Consequently, a balance needs to be struck between the availability in terms of entitlement, and cost, to ensure that the scheme meets residents' needs, whilst minimising the potential for abuse.
17. Increasingly, the use of mobile phone and internet technologies are allowing 'pay as you go' facilities to be offered over a wide area, and officers are investigating this as an option as the introduction of new technology might make it possible to offer visitor parking for any pre-arranged period. However initially the visitor permits will be paper based.
18. The suggested terms and conditions for these permits are contained in Appendix 2

Impact of proposals

19. Based upon 'spot' surveys, we estimate that a typical customer would use the short stay permit and between 10 and 20 'day permits per year. Some people, of course, might choose not to buy visitor permits (as happens now) or just buy a few one day permits. It is anticipated that whilst the levels of abuse of the scheme that are currently experienced will reduce, they will not, and cannot be eradicated completely.

Pricing Issues

20. The current Visitor permit costs £31 pa, and can be used on any car for up to two weeks (longer with our agreement), but has been subject to significant levels of abuse, which is very resource intensive to enforce. The limited permit parking available means that this abuse significantly impacts on the availability of residents'

parking for genuine users.

21. It costs almost £10 to issue a permit to residents, so it is important (to ensure that the scheme actually covers its operating costs) that permits are priced to cover both the cost of issuing them, and at least something towards the enforcement of the scheme. Currently, our 'short' resident permit is made up of a £10 administration charge, and a 75p per month 'parking and enforcement' charge. We are hoping to introduce new permit issuing software that will allow residents to purchase any length of permit that they wish (up to a maximum of 18 months) so it is important to set the charge for the 'short stay' permit along these lines. The £10 administration charge is fixed, and so members need to consider how much the monthly charge for the two-hour permit should be.
22. We estimate that it will cost us around £10 to issue scratchcards, and so the minimum quantity available, multiplied by the price needs to be at least this amount, as the scheme would be subsidised from other revenue sources if it does not cover at least the administrative costs. Typically, other Councils charge £1 each for a day permit (although some are less expensive, and some much more expensive). Our current 'day' permit (issued for special occasions only) currently costs £1.

Equality Impact Assessment

23. During the review of the permit parking scheme, potential negative impacts on elderly and disabled residents were identified and have been built into the permit review. The 'Short Stay' Visitor permit is to be offered free of charge to all those on qualifying means tested benefits, whilst additional visitor arrangements for those with extended care needs will overcome any issues for those people which may include some elderly and disabled residents.

Local Authority	Type of scheme	Cost
Norwich (Current scheme)	'Any vehicle' permit - One per Household 'Special Occasion day permits – max 15 per year	Visitor permit - £31 'Special Occasion' Day permits - £1 each
Brighton and Hove	Single day scheme only	25-50 per year (dependent on location £1.60 or £2.60
Cambridge	Vehicle specific 5 day permit. All other visitors have to use short stay provision	£8 for a five day permit – vehicle must be stated. Max 12 per year
Winchester	Single day scheme only	Books of ten (max 2 books per year) £1 per permit
Bath	Single day scheme only	Max 100 per year £1 per permit – also hourly charged e-system
Chester	Day permits and 2 hour vouchers	Day permits book 10 for £9 2 hour permits book 20 for £6 Max one book per month
York	Day permit scheme	£5 per book of 5 day permits. Max 200 permits a year
St Albans	Day permits and 4-hour vouchers	35p each - Up to 4hrs 70p -All day books of 10 vouchers -max 11 per year
Canterbury	Day scheme only	£4 per day – max 65 per year
Edinburgh	None – off street and on street P&D only	
Oxford	Day scheme only	First 25 free, second 25 - £16 max 50 per year
Bristol	Day scheme only (P&D only in some areas)	50 free, then £1 each. Max 100 pa
Ipswich	1-hour 'clock' permit with day vouchers	£1 per day voucher – max 50 per year 1- hour clock permit – included with initial own vehicle permit application (£35)
Kensington and Chelsea	None – off street and on street P&D only	
Manchester	None – off street and on street P&D only	

Residents Visitor Parking Permit Scheme

Who Can get this?	Any resident of an eligible property, but please be aware that the entitlement is per household. Please also be aware that many more recently constructed properties are not eligible for permits. These include most properties built since 2000 within the City Centre (and all those in the central 'Castle' area), and all properties within any permit parking area built since July 2004, unless they have been built with their own permit scheme. If your permit scheme was introduced after July 2004, only properties that were occupied at implementation are entitled to permits. Conversions and subdivisions of older properties are considered to be 'recently constructed'. The date of occupation is taken to be the day on which the property was registered for Council Tax purposes. A household is a single property that is registered in its own right for Council Tax purposes
Is the permit specific to a particular vehicle?	No
What proof is required to enable the issue of permits	<p>1.Residency – Resident must provide proof of residency (dated within three months)</p> <ul style="list-style-type: none"> • Bank statement. • Household bill. • Mortgage agreement. • Tenancy agreement. • Norwich City Council rent card. <p>The Council will accept scanned or photographed copies of original document that can be submitted electronically, as well as hard copies of the original documents. The Council might be able to determine household occupancy if you are not able to provide documentation. There will be an additional fee for this service, whether we are able to confirm the details or not</p>

<p>What the nature of the permit is and how many can I have</p>	<p>The Resident's Visitor permit Scheme includes</p> <p>A 'Short Stay' permit, with a clock allowing visits for up to two hours.</p> <p>Scratchcards, each valid for one day only for longer visits.</p> <p>Eligible households can apply for one 'Short Stay permit and/or up to 60 'day' scratchcards per year.</p>
<p>What type of vehicle they can be used on</p>	<p>Permits are not valid for use on vehicles with an unladen weight of more than 3.5 tonnes or which exceed six metres in length</p>

How each permit can be used	<ul style="list-style-type: none"> • The 'short stay' permit must be displayed, with the clock, set to the time of arrival, and allows up to two hours parking • The Scratchcard must be completed with the date of use fully exposed and the vehicle registration number and address of the property being visited • The permit or Scratchcard must be displayed on the near side of the windscreen, so that it can be read from the outside of the vehicle. • A permit or Scratchcard does not guarantee a parking space. If no parking spaces are available, this does not justify a parking contravention elsewhere. • Permits are only valid for use on the dates shown on the permit. • Scratchcards are only valid for use on the date exposed, and up to 10.00 am on the following day. Scratchcards beyond their expiry date are no longer valid. You may use more than one Scratchcard at once if you have more than one visitor. A Scratchcard will be invalid if more than one day, month or date is exposed. • A permit or Scratchcard is only valid in on-street permit parking spaces of the parking zone it is issued for. Signs near each permit parking bay will identify the parking zone. <p>The use of permits is monitored. Where evidence is found that the permit is being used wrongly the permit holder will be given the opportunity to provide a satisfactory explanation of the circumstances or agree actions to rectify the situation. Action will be taken by the council if no satisfactory response is received.</p>
Refunds and exchanges	Permits and Scratchcards are non- refundable, so please ensure you only purchase sufficient to meet your reasonably immediate needs. Scratchcards are subject to an expiry date

Use of the Clock

Conditions of use of the Clock

- The clock is for use by and on behalf of a permit holder only
- It must be displayed with a valid parking permit, issued for use with the clock in the windscreen, or side window, and must be visible, together with the permit at all times
- When in use, must be set to the time of arrival (the nearest next 15 minutes).

The use of a permit will be invalid if:

- A false time of arrival is displayed on the clock
- The clock is not displayed with the associated permit
- The time on the clock is reset after parking
- The vehicle is returned to the same parking bay within two hours of departure
- The time limit of the permit is exceeded (*this is two hours*)

Report to Norwich highways agency committee
24 July 2014
Report of Head of city development services
Subject Push the Pedalways - The Avenues

Item
7

Purpose

To approve for statutory consultation the pedalway proposals for The Avenues between Bluebell Road and Elizabeth Fry Road

Recommendation

Members are recommended to;

- 1) Note the results of the consultation on the options for The Avenues
- 2) Ask the Head of city development services to carry out public consultation and the necessary statutory procedures in relation to introducing the proposals shown on plan numbers PE4073-MMD-301739CA04-fea-0090 &0091 and listed below;
 - a) Continuous one way cycle tracks 2m-2.2m in width on both sides of The Avenues between Bluebell Road and Colman Road built over the verge with a low kerb separating them from the carriageway
 - b) Speed reducing crossing tables for cyclists and pedestrians travelling along The Avenues at the following side roads: George Borrow Road, Lovelace Road, Stannard Road and the entrances to Bluebell allotments; at the junction of Bluebell Road and Cow Drive; and across Bluebell Road north of The Avenues
 - c) The provision of cycle tracks partly separated from the footway on the north side of The Avenues linking to the toucan crossing over Colman Road
 - d) Extending the existing 20mph restrictions so that all streets within the area bounded by Earlham Road, Bluebell Road, Jessop Road and Christchurch Road are covered by a 20mph restriction. Bluebell Road between Earlham Road and North Park Avenue and North Park Avenue will also be subject to the 20mph restriction. The area is shown on the plan attached as appendix 8
 - e) The reinforcement of sufficient verge space with a porous material on The Avenues between Stannard Road and Bluebell Road to allow residents' to park cars off the carriageway, without obstructing the cycle tracks, and access parking within the curtilage of their properties while minimising damage to verges and trees and with vehicles physically prevented from accessing other areas of verge

- f) Alterations to the traffic signals at the junction of Colman Road and The Avenues to:
- i. give cyclists dedicated signals that release them to cross Colman Road several seconds ahead of vehicles;
 - ii. provide a signalised pedestrian crossing over Colman Road immediately to the south of The Avenues with raised table courtesy crossings at the entrances to the service lanes;
 - iii. convert the crossing over Colman Road immediately to the north of The Avenues into a toucan crossing that cyclists can ride across alongside pedestrians;
 - iv. advanced stop boxes enlarged to 7.5m.

Corporate and service priorities

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

Financial implications

£850,000 is available from the Push the Pedalways programme budget to implement this project including the extension of the 20mph speed limit in the surrounding area.

Ward/s: University

Cabinet member: Cllr Stonard, cabinet member for environment, development and transport.

Contact officers

Joanne Deverick Transportation & network manager
t: 01603 212461 e: joannedeverick@norwich.gov.uk

Background documents

Consultation material available online at

<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/TheAvenuesConsultation.aspx>

Consultation responses

Report

Background

1. 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 / UEA and Heartsease / Salhouse Road, along with some important, strategic links to that route such as Magdalen Street. This funding is supplemented by £2M of local funding contributions.
2. The programme consists of a range of individual projects and this report is about project 4 – The Avenues, which seeks to improve the cycling provision along The Avenues between Bluebell Road and Elizabeth Fry Road.

Issues to be addressed

3. The section of The Avenues between Bluebell Road and Colman Road is the most heavily used street by cyclists in the city. On one weekday in November 2013 1,642 cyclists were observed using it between 7am and 7pm. Levels are even higher during warmer months.
4. There is a segregated footpath / cycle track on the northern side of The Avenues between the verge and property boundaries. However it is too narrow for comfortable two-way use and cyclists are forced to give way at the side road junctions, making it unattractive for cyclists. On that November day only a quarter of cyclists used the off carriageway facility and three quarters cycled on the carriageway.
5. The carriageway is 5.5m wide for most of its' length, widening out at the Colman Road end, subject to a 20mph speed restriction and has speed cushions placed at intervals along it. However on an average weekday 65% of vehicles exceed that 20mph restriction.
6. Surveys show that on an average weekday 3050 motor vehicles use The Avenues between 7am and 7pm and other these 57% are classed as through traffic, which is traffic that simply drives straight through the street from one end to the other without stopping. This volume and speed of traffic can be intimidating for cyclists on the carriageway.
7. The accident rate for the section of The Avenues between Bluebell Road and Elizabeth Fry Road is high, with 27 injury accidents recorded in the 5 years ending May 2014. Of these 18 involved cyclists and 3 pedestrians. The focus of the accidents are the Colman Road signalled junction where 5 of the 9 recorded accidents involved cyclists and George Borrow Road junction where 6 of the 8 involved cyclists. This high level of accidents partly reflects that large volumes of cyclists using the route compared to other roads in the city but also gives a clear indication that safety needs to be improved along the route.
8. Along the length of The Avenues there are wide verges, however over the years these have been eroded by vehicles parking on them or being driven across them to access parking within gardens, resulting in drainage problems and soil compaction which could ultimately compromise the lifespan of the trees. There are a number of

properly constructed authorised vehicle crossovers but many residents use the verge as an informal crossover.

9. The pink pedalway connects across Bluebell Road then along Cow Drive through to the UEA via a toucan crossing on Bluebell Road. Given the numbers of cyclists using the route the access to the toucan is restricted and not convenient for those cyclists who choose to use the shared footway / cycleway. There is also poor compliance of the 20mph limit in the vicinity of the toucan crossing.
10. The Colman Road / The Avenues signalled junction, also known as Bunnett Square, is negotiated by significant numbers of cyclists every day. The access roads into the parades of shops on both sides of Colman Road mean that the crossing distance for cyclists travelling along The Avenues is long and is likely to be a contributory factor into the lack of compliance with the signal control, particularly by cyclists. Additionally the southern arm of Colman Road has no pedestrian crossing even though many pedestrians cross there.

Possible solutions

11. A multidisciplinary team of officers considered all of the above issues and came up with a number of design options that address the problems. These were then tested against a set of criteria looking at what effect each option would have on a number of factors such as ease, comfort and safety for cyclists, impact on local residents, environmental concerns and effects on traffic.
12. For Bluebell Road and Bunnett Square just one design solution for each was considered suitable to take forward to public consultation, whereas along the length of The Avenues there were several options that had merit for accommodating cycling, dealing with through traffic and providing for parking . These are detailed below.

Bluebell Road

13. The solution for Bluebell Road involved retaining the existing toucan crossing and introducing a speed table on Bluebell Road to the north of The Avenues, along with a junction table at the Bluebell Road / Cow Drive junction. These will have the effect of reducing speeds on Bluebell Road and providing additional, informal crossing points for cyclists. It was also suggested that the existing 20mph zone be extended to the north of the junction with The Avenues. A diagram showing these proposals is attached as appendix 1.

The Avenues

14. Three options for The Avenues were presented;
 - Option 1 – A closure of The Avenues to the west of the allotment entrance near George Borrow Road with the verges protected around the trees, and a permeable surface provided to accommodate parking
 - Option 2 - A closure of The Avenues to the west of the allotment entrance near George Borrow Road with parking provided on the carriageway and maximum verge protection

- Option 3 – No closure, improved traffic calming features along The Avenues, advisory cycle lanes on the existing carriageway, verges protected around the trees and a permeable surface provided to accommodate parking
15. For options 1 and 2, the closure could either be a full closure to all vehicles, or buses could be allowed through. All three options featured speed tables at the junctions of The Avenues with Lovelace Road and George Borrow Road. These options are shown on the diagrams attached as appendix 2

Bunnett Square (junction of Colman Road and The Avenues)

16. To resolve the issues for cyclists and pedestrians at the signalled junction on the ring road the following solutions were considered to be the most effective.
- The provision of large advanced stop line boxes for cyclists along with low level traffic signals and an early release for cyclists, subject to obtaining special authorisation from the Department for Transport.
 - The conversion of the crossing on the northern arm of Colman Road to a toucan with associated cycle tracks to connect to it.
 - Improvements to the service lane entrances to the shopping parades, reducing the crossing distance for pedestrians and cyclists and the inclusion of the this arm of the junction in the formal crossing facilities
 - The removal of the bus stop layby on the north side of the eastern arm of The Avenues to enable a better transition for cyclist back onto the carriageway.
 - Priority for cycles crossing the entrance of Stannard Road
 - A review of all guard-railing with the potential for some to be removed
17. A diagram of the proposals is attached as appendix 3

Consultation

18. Consultation was carried out with local residents and stakeholders between 2 June and 23 June 2014. Letters were sent to 3144 residents and businesses in the area bounded by Colman Road, Bluebell Road, North Park Avenues, Jessop Road and Christchurch Road and 522 allotment holders informing them that details of the project options were available online alongside a survey about the options. It also invited them to an exhibition at the scout hut next to St Anne's Church on 18 June. Plans were deposited at Earlham Library and Millennium Library. Key stakeholders were also informed of the consultation.
19. 336 responses to the survey were received along with 45 letters and emails. Around 100 people attended the exhibition.
20. The responses received to the consultation have been analysed, breaking down the responses into the area people came from: The Avenues itself, the local area between Earlham Road, Bluebell Road, North Park Avenue and Colman Road, the rest of Norwich, and those from outside the city.

Bluebell Road

21. The table below shows the breakdown of responses to the questionnaire received on the proposals for Bluebell Road.

Address of respondent	Total No of responses	Agree	Partly agree	Disagree	No opinion stated
The Avenues	30	15	11	2	2
Local area	57	29	18	9	1
Norwich	193	105	67	19	3
Outside of Norwich	6	4	2	0	0
Address unknown	45	10	12	3	20
Total	331	163	110	32	26

22. It can be seen from the table above that the majority of respondents either fully support or partly support the proposals. The reason people gave for making the choice that they did are recorded in appendix 4, along with an officer response to any issues raised. Any comments made in the letters and emails received are also captured in appendix 4.

23. There was only one issue raised that has led to a change to the proposed scheme. A number of people queried why the 20mph restriction did not extend along Bluebell Road to the Earlham Road junction, especially given that the new City Academy has an entrance along this length. It is therefore proposed to extend the scope of the 20mph restriction to cover this section.

24. As the response was strongly in favour of the proposal for Bluebell Road it is proposed that this scheme is adopted and the necessary legal orders progressed for amending the speed restriction orders and introducing the speed tables.

The Avenues

25. The table below shows the breakdown of responses to the survey on the question of which option for The Avenues is preferred. In addition to the responses recorded in the table below, of the people who responded outside of the survey and expressed an opinion, 3 choose option one, 1 chose option 2, 2 chose option 3 and 2 said they opposed all options.

Address of respondent	Total No of responses	Option 1	Option 2	Option 3	None of the options	No opinion stated
The Avenues	30	14	2	7	6	1
Local area	57	4	4	28	21	0
Norwich	193	88	34	51	20	0
Outside of Norwich	6	2	2	1	1	0
Address unknown	45	3	1	3	6	32
Total	331	111	43	90	54	32

26. The local ward members carried out their own survey with people living in and around The Avenues which of the 3 options were preferred; 4 people selected option one, 2 option two and 44 option 3. They also asked whether people supported the introduction of a 20mph restriction across the whole area; 41 did support it, while 7 did not.

27. This table looks at the additional question that was asked as to whether any road closure introduced should include a bus access or not.

Address of respondent	Total No of responses	Complete closure	Bus Gate	No closure	No opinion stated
The Avenues	30	11	5	13	1
Local area	57	2	6	49	0
Norwich	193	71	50	71	1
Outside of Norwich	6	0	4	2	0
Address unknown	45	1	11	9	24
Total	331	85	76	144	26

28. It can be seen from the above that while Option 1 (closure with verge parking) received the most support it was still only preferred by about a third of respondents. While half of the residents of The Avenues who responded preferred option 1 only 7% (4 out of 57) of those living in the local area favoured option 1, presumably because some would experience increased traffic levels in their streets and inconvenience reaching their homes by vehicle.

29. Looking at the question of whether there should be a closure, 161 respondents supported some form of closure, either full closure or bus gate, with 144 saying that they wanted the road left open. Again the results from the local area are different to the overall picture with 62 respondents (71%) from The Avenues and the local area preferring the road to be left open, and only 24 respondents (29%) wanting any form of closure.

30. Both the First Group who operate bus services in the area and the University of East Anglia made strong representations against any form of traffic management that prevented buses from using the length of The Avenues between Bluebell Road and Colman Road. Both parties see the route as being key in improving buses services between the city centre and the University, as well as offering potential improvements to services to the hospital and the research park. First recently announced their intention of running a 10 minute frequency service along The Avenues starting in September 2014.
31. The table attached as appendix 5 summarises the comments received on the options for The Avenues both as part of the survey response and the letters and emails received. Officer responses are included with any issues raised.
32. It is clear from the results of the online survey and the letters and emails received that there is not a clear favourite among the options offered. Given the need to improve cycling infrastructure, a desire not to frustrate the improvement to bus services and the unpopularity of the full-time closure expressed through the consultation by local residents, officers investigated whether there were any alternative options that would improve cycling and satisfy the concerns raised.
33. The morning peak is the time when the traffic is at its highest and it is also the peak time for cycling. As a variation of option 1 the exclusion of general traffic (but not buses) between 7:30 am and 9:30 am on weekdays would see significant benefits for cyclists at the time when problems are at their worst without inconveniencing local residents for the majority of the day. However it does not offer any real improvements for cyclists outside of the morning peak period and the proposed introduction of frequent bus services by First would worsen conditions for cycling at those times compared to the present situation.
34. At the feasibility stage an option of providing stepped cycle lanes adjacent to the main carriageway was considered. These protected cycle tracks would offer a safer and more comfortable cycling experience than current conditions or the painted advisory lanes on the carriageway that featured in the consultation version of option 3. However this was significantly more expensive than the options that were consulted on and there were concerns about how it could be built without damaging the trees.
35. Following the consultation, further work has been undertaken to assess how the cyclepath can be implemented without damaging the trees. One method would be to build up the levels (rather than excavate down) thereby implementing a 'no dig' methodology, this has scenario has involved the arboricultural officers who are fully on board with this innovative solution. It solves the root protection issues but there are potentially some trees sited too close to the highway which would then not allow the 2 metre width of cyclepath to be constructed 500mm away from the tree bole. In these cases the arboricultural officer will look at any of the trees and assess the condition of the trees and if they have been compromised from the many years of car parking would accept removal and mitigation tree planting in line with accepted guidelines. This would also have the benefit of diversifying the age structure of the trees on the road. It must be stressed that this approach would only be taken where the tree is compromised and no healthy tree would be removed. One small tree will be moved but this would be replanted as it has only been in place a few years and perfectly capable of being transplanted further away from the highway. . New trees will be planted.

36. At all the side roads and the allotment entrances speed tables will be provided across the side roads to provide the cyclists with a continuous route along The Avenues and to highlight that cyclists have priority over the side road traffic. New traffic calming features will be introduced on the main carriageway on The Avenues to improve compliance with the 20mph speed restriction. In order for there to be room to accommodate parking on the verges as part of the recommended option and to improve conditions for pedestrians it will be necessary to remove the existing cycle track on the north side of the verge. Residents would be able to drive across the cycle tracks to reach their parking areas.
37. As the revised option involves lifting the level of the carriageway it provides a collateral benefit of providing the opportunity to resolve the long standing drainage problems on The Avenues.
38. This option is more expensive than the original budget but it is believed that this extra expense is necessary in order to provide a scheme that satisfies the broadest range of interests expressed through the consultation. It will be funded by reallocating money from other Push the Pedalways projects.

Bunnett Square

39. The table below shows the responses to the Bunnett Square proposals

Address of respondent	Total No of responses	Agree	Partly agree	Disagree	No opinion stated
The Avenues	30	18	7	2	3
Local area	57	31	20	4	2
Norwich	193	106	77	9	1
Outside of Norwich	6	3	3	0	0
Address unknown	45	4	2	1	38
Total	331	162	109	16	44

40. It can be seen from the table above that the majority of respondents either fully support or partly support the proposals. The reason people gave for making the choice that they did are recorded in appendix 6, along with an officer response to any issues raised. Any comments made in the letters and emails received are also captured in appendix 6. It is therefore proposed that the plans for Bunnett Square should be implemented.

20mph speed restrictions

41. As detailed in a separate report on this agenda, project 19 of the Push the Pedalways programme seeks to introduce 20 mph speed restrictions in the vicinity of the pink pedalway. For The Avenues area this will include extending the existing restrictions into the streets shown on the plan attached as appendix 8. This shows that physical

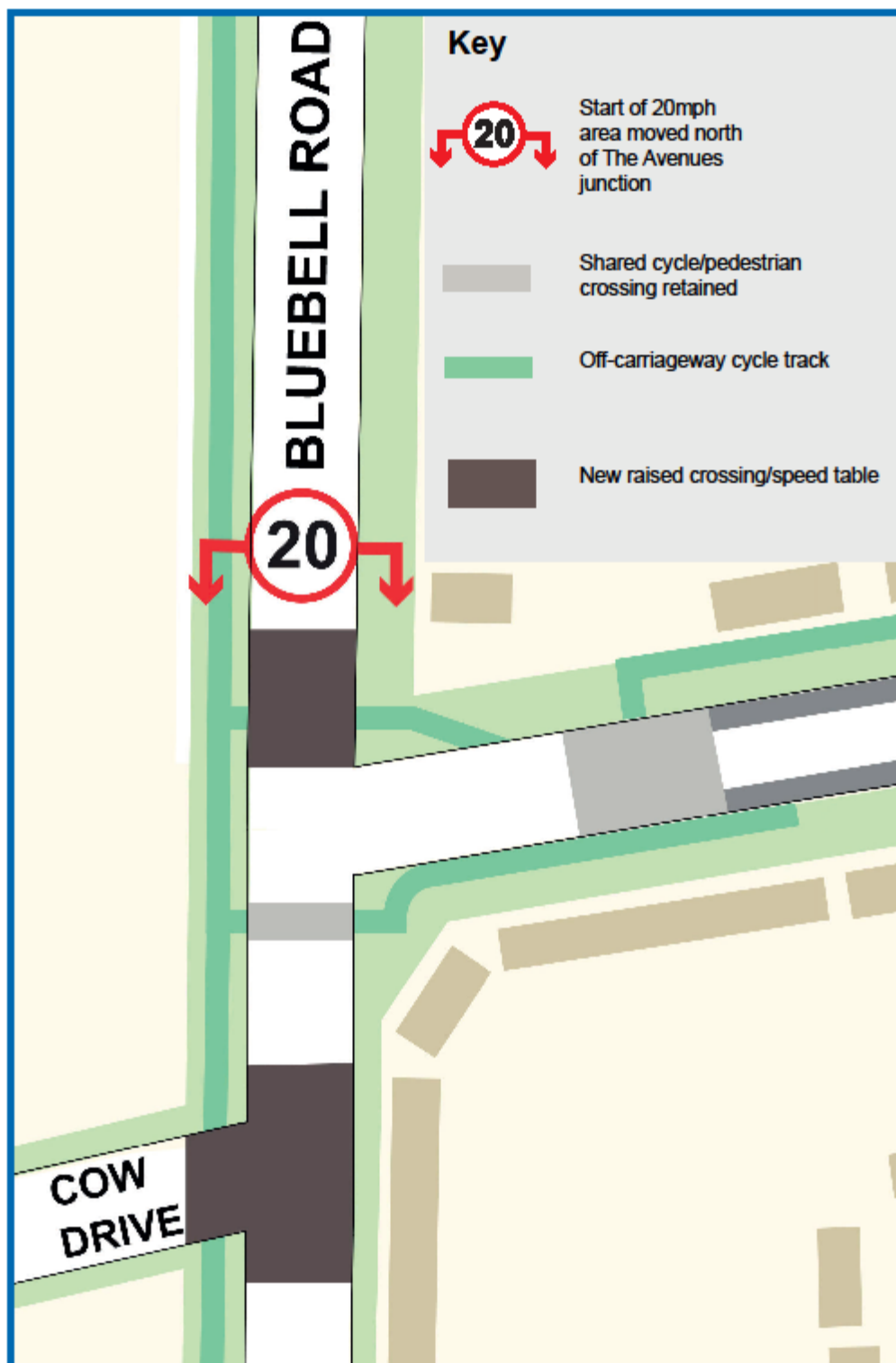
traffic calming will be required in Bluebell Road, and George Borrow Road, to achieve compliance with the new speed limit. The details of these measures will be confirmed in the coming weeks with ward members and the chair and vice chair and will be included in the next round of consultation for The Avenues.

The Avenues between Elizabeth Fry Road and Recreation Road

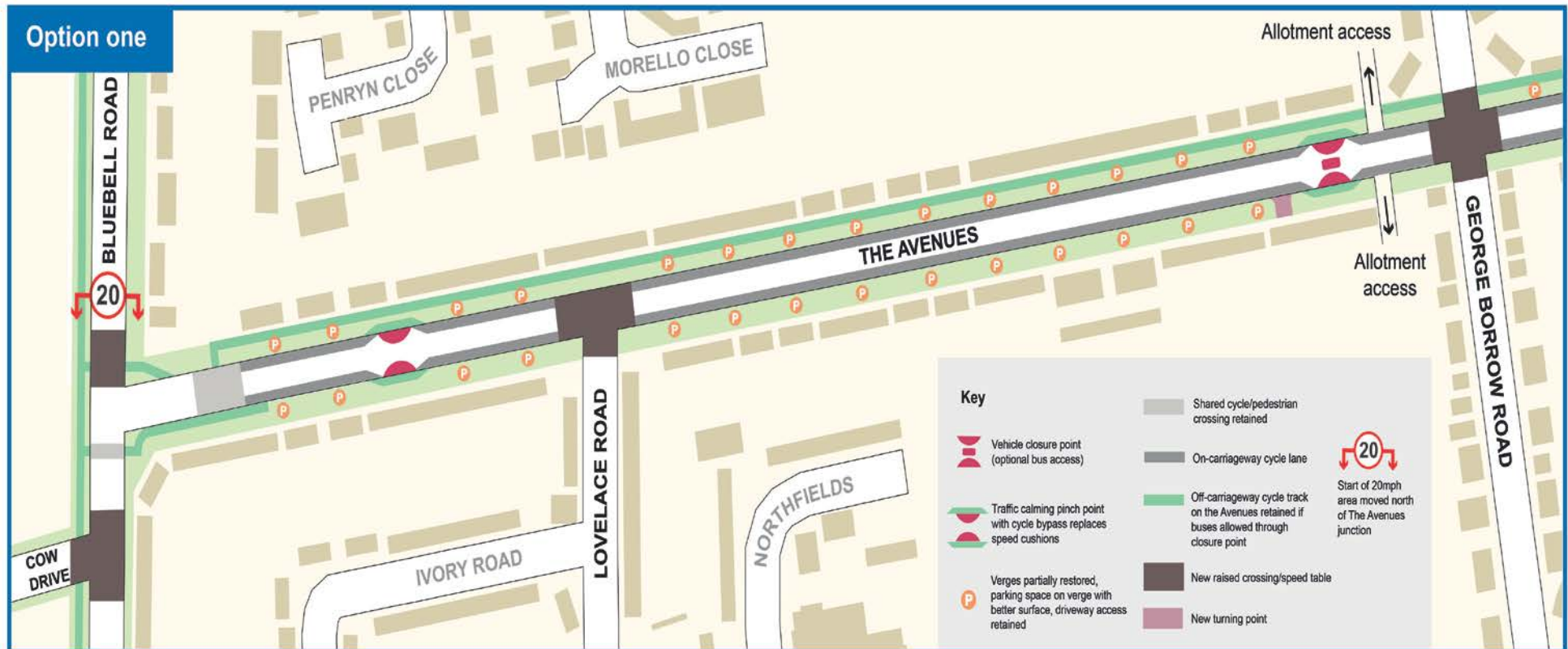
42. The original extent of project 4 included the section of The Avenues between Elizabeth Fry Road and Christchurch Road. However as further feasibility work was carried out and traffic data collated it became apparent that given the low volumes of traffic in that section and the very low accident rate (2 accidents in 5 years, 1 involving a cyclist) resources would be spent more effectively improving the western end of The Avenues and the junction with the ring road, which have a higher rate of accidents based on similar cycling numbers. A number of respondents and visitors to the exhibition asked for improvements on The Avenues in the vicinity of the Christchurch Road junction as there are problems at school drop off and collection times with vehicles parked on the verges. School parking related problems are a city wide problem and notoriously difficult to resolve. Tackling the problem at this location does not have the same benefits for cyclists as it does on the outer section of The Avenues and is not achievable within current budgets.

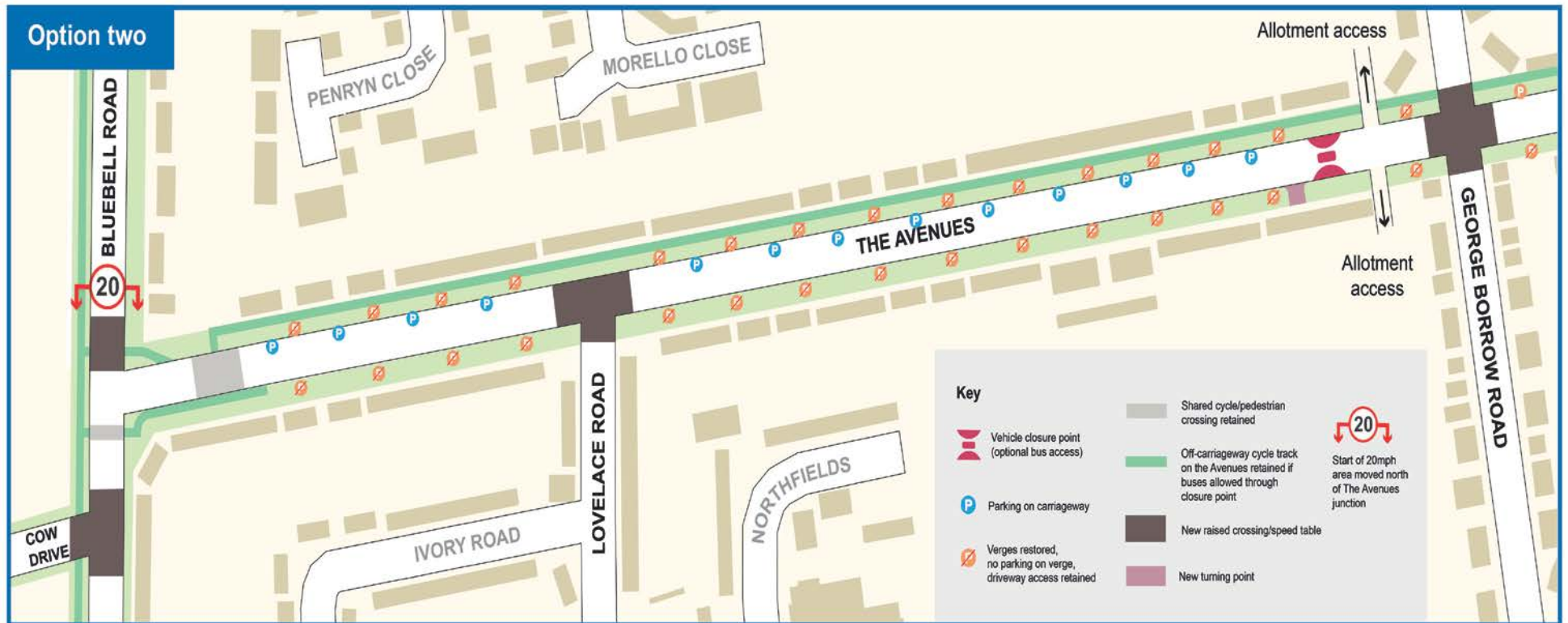
The way forward

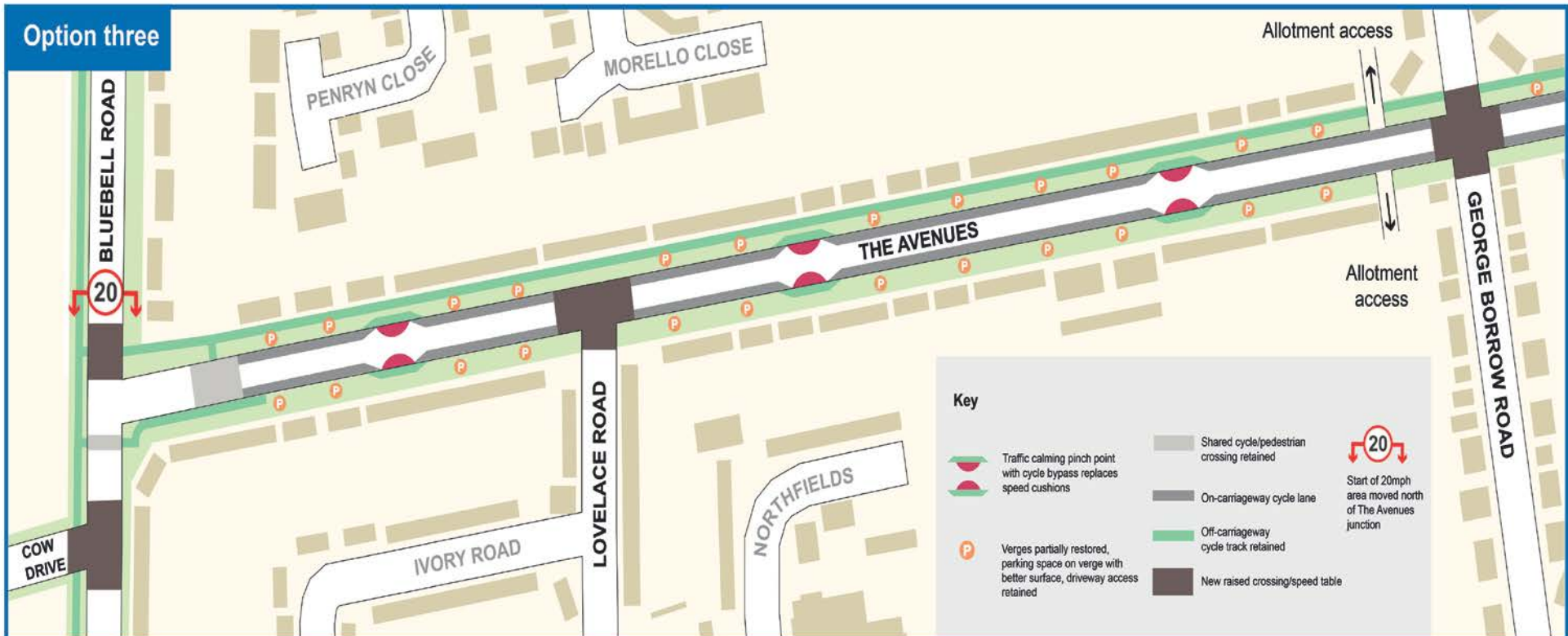
43. Statutory consultation is required on the changes identified to the 20mph speed restrictions in the area, the construction of the cycle tracks, the creation of the part shared footpath / cycleway on the approaches to the signalled junction at Colman Road and for the speed tables that are proposed. In addition to this it is proposed that a public consultation is carried out on the detailed design of the overall scheme. This will take place in September with the results brought before your November meeting for determination.
44. Work on implementing the scheme will start in spring 2015, with the works at the signalled junction taking place during the university summer recess.



© Crown Copyright and database right 2014. Ordnance Survey 100019747.







© Crown Copyright and database right 2013. Ordnance Survey 100019747.



BUNNETT SQUARE

- ❶ Cyclists and pedestrians cross entrance to Stannard Road on a raised table while vehicles give way to them.
- ❷ Cycle track connects to combined cyclist and pedestrian crossing.
- ❸ Traffic signals for cyclists allow them to start a few seconds before vehicles plus extended waiting box for cyclists.
- ❹ Review railings on both sides of Colman Road for possible removal.
- ❺ New signal controlled crossing for pedestrians (and possibly cyclists) over Colman Road to the south of The Avenues with raised table and unsignalised crossings on service lanes.
- ❻ Combined cyclist and pedestrian crossing.
- ❼ Bus stop lay-by removed.
- ❽ New cycle track connection to crossing of Colman Road (may need to dismount at crossing).

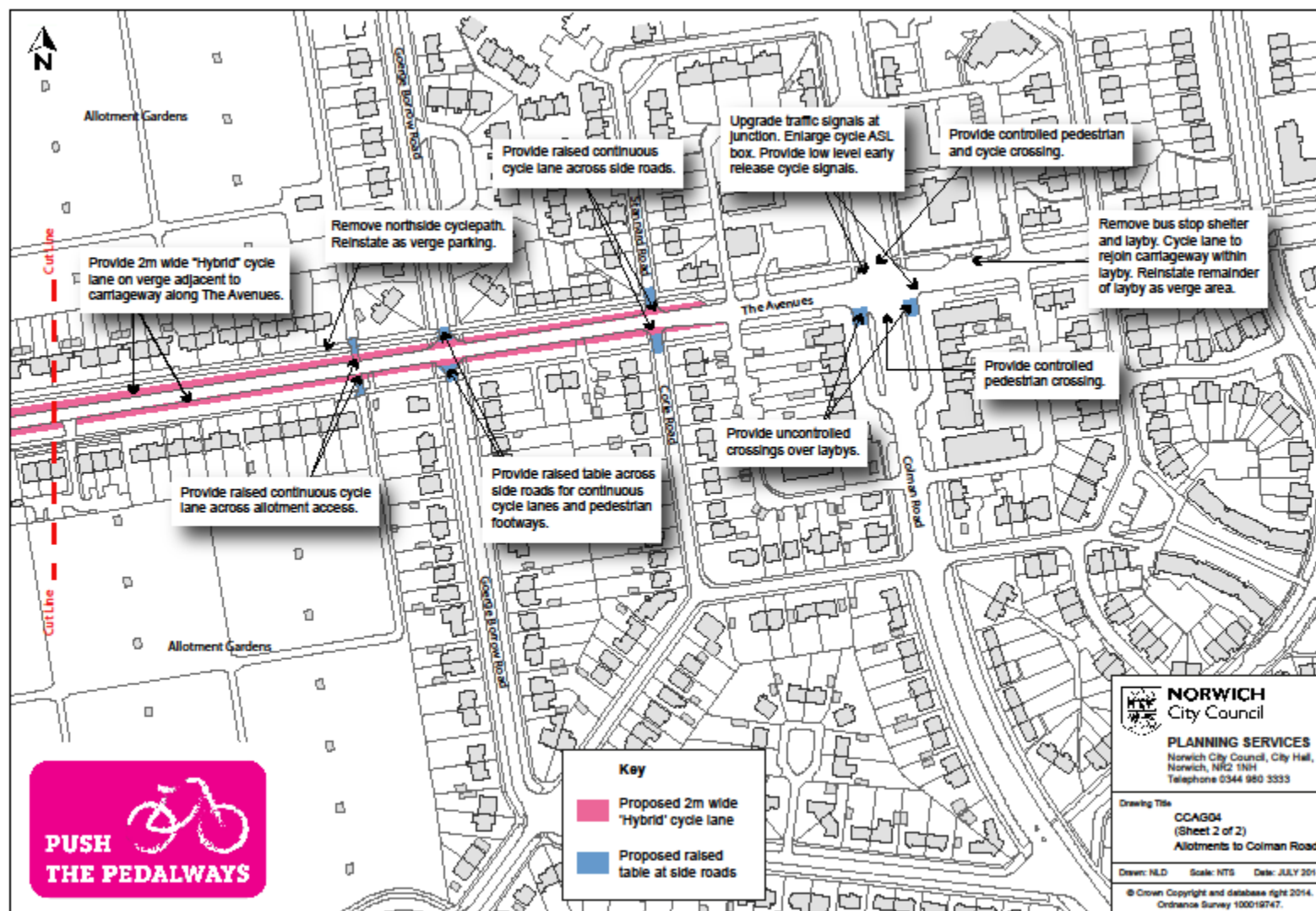
Ref	Issue raised	Officer response
BB1	Concerns about pedestrians and cyclists sharing the crossings and paths at the Bluebell Road / Avenues junction	There have been shared use arrangements in this area for a number of years. It is acknowledged that these are not ideal and the proposals seek to improve the current situation, by offering alternative crossing point on Bluebell Road via the raised table. Given the space constraints in the area it is not possible to provide fully segregated facilities
BB2	20mph restriction on Bluebell Road is unnecessary, the limit on Bluebell Road should be 30mph	There is an existing 20mph speed limit on Bluebell Road between The Avenues and North Park Avenue. Given the high volumes of pedestrians and cyclists crossing the road and homes front onto it a 20mph speed restriction is appropriate
BB3	Dislike of the proposed speed tables as they are inconvenient for cyclists and motorists and cause discomfort for bus passengers	The purpose of the speed tables is twofold; they slow vehicle speeds and provide places where pedestrians and cyclists can cross. The speed tables will be designed to accommodate bus turning movements.
BB4	The 20mph restriction should be extended to include the section of Bluebell Road between The Avenues and the Fiveways junction	This suggestion has merit as it there is an entrance to the City Academy in this section of Bluebell Road. The proposals have been amended to accommodate this.
BB5	The existing provision is adequate and there is no justification for changing it.	While there are facilities to help pedestrians and cyclists across Bluebell Road they are is room for improvement. This is reflected in the accident statistics for the junction that show there were 4 injury accidents at the junction, 2 involving pedestrians and 1 cyclist.
BB6	There is no need for a second crossing point on Bluebell Road, everyone should use the existing Toucan	For pedestrians and cyclists travelling between City Academy and The Avenues the Toucan crossing is away from the desire line. A second, uncontrolled crossing to the north of The Avenues will cater for this movement. As it is on a raised table it will act as an additional traffic calming feature to help enforce the 20mph restriction

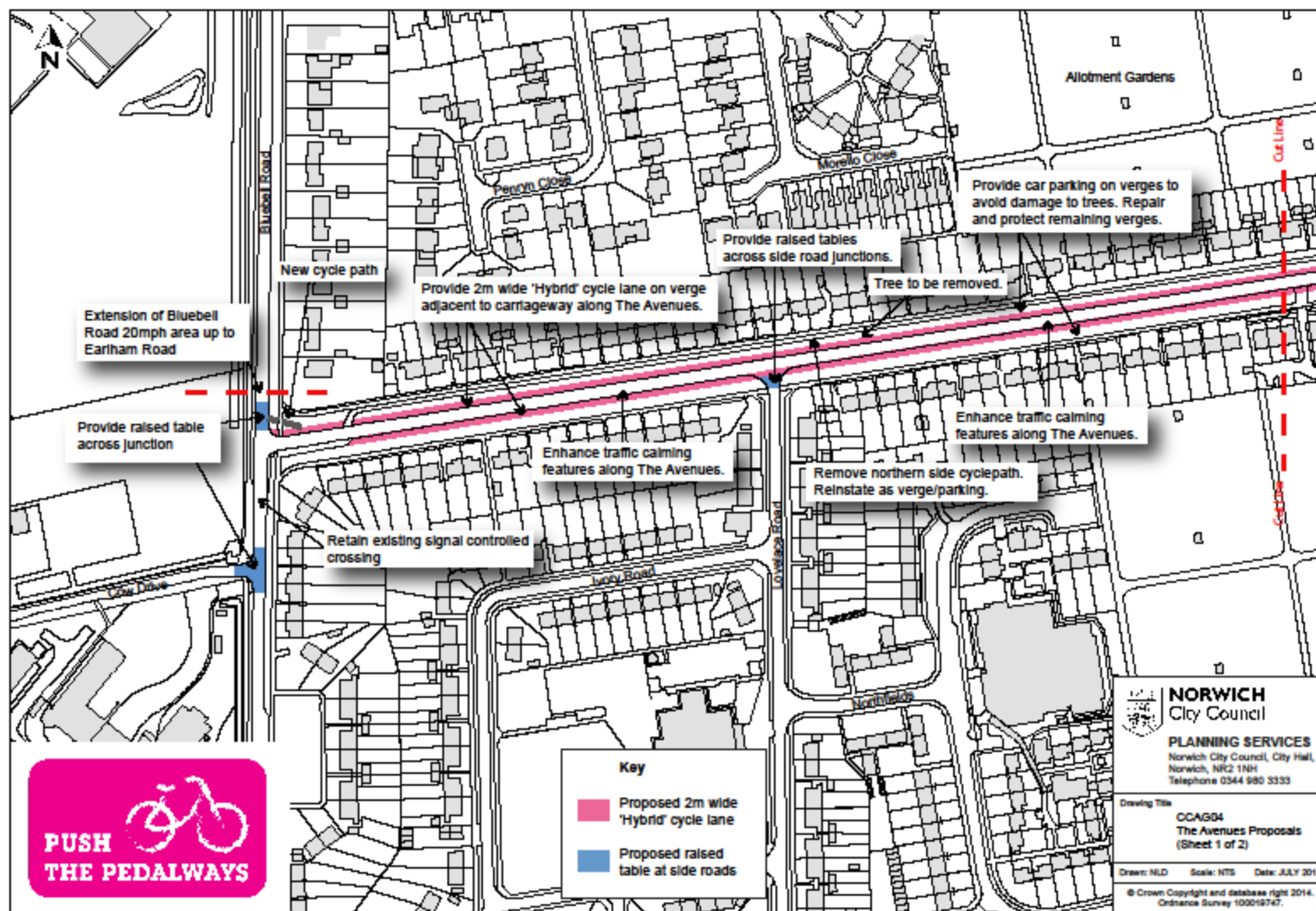
Ref	Issue raised	Officer response
BB7	The existing 20mph zone is not enforced	The latest guidance from the Department For Transport, backed up by the advice from the police says that 20mph restrictions should be self-enforcing. The additional measures proposed for Bluebell Road should achieve this.
BB8	The existing toucan crossing should be replaced with a zebra crossing	The Toucan crossing was introduced a number of years ago. National guidance today would suggest that a zebra crossing would be a more suitable form of crossing at this location. However it would be expensive to make the change. The time to review the nature of the crossing will be when the signal equipment in the Toucan reaches the end of its serviceable life.

Ref	Issue raised	Officer response
AV1	Any closure of The Avenues will displace traffic onto already congested roads such as Earlham Road	The Avenues is a residential road that is not designed to carry through traffic, that is the function of the main road network. The traffic model suggests that there are a number of different alternative routes that any traffic displaced from The Avenues may take.
AV2	Any closure of The Avenues will displace traffic onto unsuitable residential roads such as Northfields & George Borrow Road.	The traffic modelling suggests that there will be a negative impact on the surrounding residential roads should a closure of The Avenues be implemented. Had the decision been to close The Avenues then traffic calming would have been provided to mitigate the effects of the additional traffic in more of the surrounding roads.
AV3	<p>The proposal to protect the verges and insist that cars are parked on the road will cause problems because;</p> <ul style="list-style-type: none"> • Cars will be damaged • Residents dislike their cars not being close to the properties • Drivers will open car doors into the path of cyclists • It will look ugly; at the moment the trees hide the cars. 	<p>The proposal to force parking to take place on the carriageway is only compatible with a complete closure option, as the traffic volumes will be significantly less. Removing all vehicles from the verges would afford the opportunity to return the verges to their original state and would protect the health and the future of the distinctive avenue of trees that gives The Avenues its' name.</p> <p>It is clear from the consultation that this idea is very unpopular and it will not be progressed.</p>
AV4	Pinch points are unpopular with both cyclists and drivers	In the past pinch points have caused problems for cyclists as they either make them feel squeezed, or any cycle bypasses that are included are substandard and difficult to clean. The proposed design for The Avenues will overcome this issue. However as a stepped cycle lane is now proposed cyclists will not be affected, should pinch points be selected as the traffic calming method for the street.
AV5	Vehicle speeds on The Avenues are too high	This is acknowledged. Surveys show that over 65% of vehicles in an average week exceeded the 20mph speed restriction. As part of the revised proposals for The Avenues more effective traffic calming will be provided.

Ref	Issue raised	Officer response
AV6	Cyclists should be encouraged to use the existing cycle track on the north side of The Avenues.	Surveys show that less than a quarter of cyclists on The Avenues use the cycle track. There are a number of reasons for this; cyclists are forced to give way at side roads, the track is substandard width and cannot accommodate the number of cyclists using The Avenues and the connections at either end of the cycle track are inadequate.
AV7	Cycle tracks should be provided on the verge	This option was originally rejected on the grounds of costs and potential impact on trees. However that decision has been reviewed in light of the consultation responses and a scheme of stepped cycle lanes on the verge is now proposed,
AV8	There is no need to make improvements for cyclists along The Avenues, cycling is already well catered for.	While there are some facilities for cyclists along The Avenues they are inadequate for the large number of cyclists that use the road. The accident statistics detailed in paragraph 7 highlight the need for improvements
AV9	It is not a good idea to mix buses and cyclists	It is standard practice in the city for cyclists to share the bus priority measures. However it is accepted that high numbers of cyclists sharing a narrow carriageway with a high frequency bus service is not comfortable or conducive to a growth in cycling levels. This was one of the main considerations for revisiting the proposals and proposed a stepped cycle lane that gives cyclists their own space.
AV10	Buses must be allowed to use The Avenues	When the proposals were first formulated no buses ran along the central section of the Avenues where the closure point was proposed. In light of the consultation response, no closure is now proposed and The Avenues will be available for buses to use.
AV11	There are only problems for cyclists during the morning peak hour.	The morning peak hour is the time when the problems for cyclists are most acute; however cyclists can feel intimidated by vehicles at other times too.

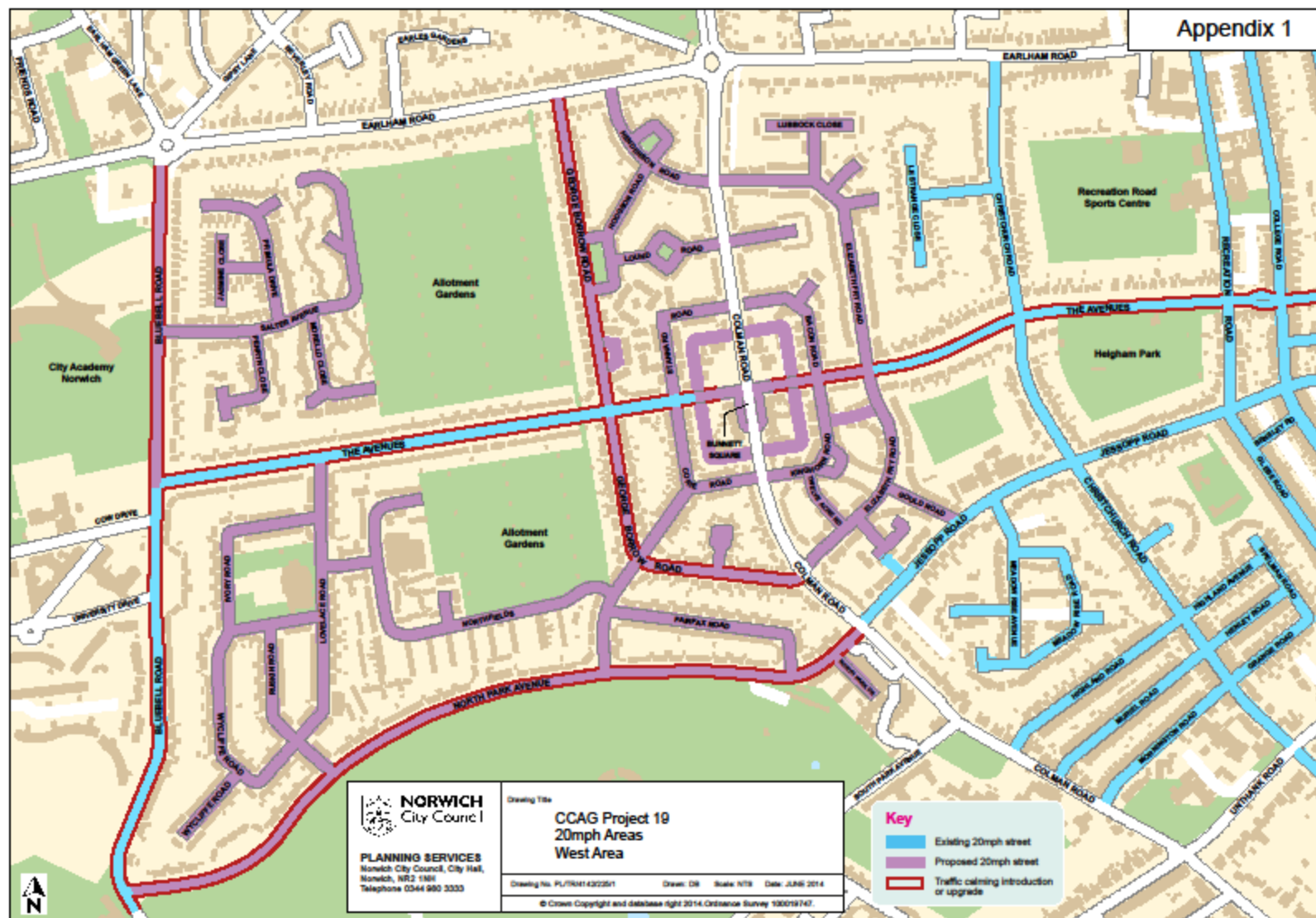
Ref	Issue raised	Officer response
AV12	No parking should be allowed on the verge	If parking was not allowed on the verge then the verges and trees could be protected. However it is clear from the consultation that parking on the road is not popular with the local residents, therefore the proposed scheme will allow parking on a specially designed porous surface on sections of the verge, while protecting the most vulnerable areas around trees.





Ref	Issue raised	Officer response
BS1	Cyclists should not be forced to dismount when crossing Colman Road	There are 3 ways cyclists can cross Earlham Road. They can stay on the carriageway and take advantage of the enlarged advanced stop line and early release for cyclists, they can use the Toucan crossing to the immediate north of the junction or they can use the pedestrian crossing to the immediate south of the junction. If they use the first two options there is no requirement to dismount, it is only on the last option that they must do this.
BS2	Pedestrians and cyclists should not be expected to share the crossings of the outer ring road.	The crossing on the north side of the junction is a Toucan crossing that has been enlarged specifically to be used by both pedestrians and cyclists. The crossing on the south side of the junction is for pedestrians only as it is not possible to provide sufficient widths to accommodate cyclists as well. It is not possible to provide a crossing of the ring road for cyclists that is fully segregated from both vehicles and pedestrians without adversely affecting the capacity of the junction.
BS3	The guard railing at the junction should not be removed	Key panels of guard-railing will remain where they are needed for safety reasons, however much of the existing guard railing is unnecessary and unsightly. This will be removed.
BS4	The side road speed tables at the junctions are unsafe and will be ignored by drivers.	The speed tables are there to ensure that drivers give way to pedestrians and cyclists on The Avenues. They will be clearly signed, and will highlight to drivers that they should expect to see cyclists on The Avenues and they are required to give way to them. This is a common design standard across the country.
BS5	The bus stop layby should be retained	Removing the layby allows cyclists to make a direct transition back onto the carriageway of The Avenues if they have chosen to use the Toucan crossing. The layby is used by a service that runs 3 times a day weekdays only, a layby is unnecessary when the usage is so low. Additionally it is known that the service that uses the stop is likely to be withdrawn in the near future

Appendix 1



Report to Norwich highways agency committee
24 July 2014
Report of Head of city development services
Subject Push the Pedalways - Park Lane to Vauxhall Street

Item
8

Purpose

To approve for statutory consultation the Push the Pedalways proposals for the section of the pink pedalway and orange pedalways running between Avenue Road, Park Lane and Vauxhall Street.

Recommendation

Members are recommended to;

- 1) Note the results of the consultation on the options for the Park Lane to Vauxhall Street area
- 2) Ask the Head of city development services to carry out public consultation and the necessary statutory procedures in relation to introducing the proposals shown on plan number 301739-ca08-500 and listed below;
 - a) The introduction of two road closures on Park Lane; one immediately to the north of the junction with Avenue Road and one immediately to the south of that junction. Cyclists and emergency vehicles will be exempt from those closures
 - b) The introduction of a no waiting at any time restriction on the entire length of the northern side of Avenue Road, including the removal of the bus stop cage, the replacement of the bus stop cage on the southern side of Avenue Road with a permit parking restriction and the transfer of Maida Vale from parking zone R to parking zone P
 - c) The introduction a mini-roundabout with cycle symbols at the junction of Unthank Road and Park Lane
 - d) The removal of the existing signalled crossing on Unthank Road by Essex Street and the provision of a zebra crossing on a raised table on Unthank Road between Park Lane and Essex Street
 - e) The introduction of contra flow cycling on the section of Rupert Street between Trinity Street and Cambridge Street
- 3) Consider the solution for the routing of the pink pedalway in a southwest direction between Vauxhall Street and Park Lane that will be presented at the meeting and ask the Head of city development services to undertake public consultation and any necessary statutory procedures required in relation to those proposals, including the extension to the 20mph zone on Unthank Road.

Corporate and service priorities

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

Financial implications

£180,000 is available from the Push the Pedalways programme budget to implement this project.

Ward/s: Nelson & Town Close

Cabinet member: Cllr Stonard, cabinet member for environment, development and transport.

Contact officers

Joanne Deverick Transportation & network manager
t: 01603 212461 e: joannedeverick@norwich.gov.uk

Background documents

Consultation material available online at

<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/ParkLaneVauxhallStreetConsultation.aspx>

Consultation responses

Report

Background

1. 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 / UEA and Heartsease / Salhouse Road, along with some important, strategic links to that route such as Magdalen Street. This funding is supplemented by £2M of local funding contributions.
2. The programme consists of a number of individual projects and this report is about project 8 – Park Lane to Vauxhall Street, which seeks to improve the cycling provision between The Avenues and Chapel Field Road. The route of the pink pedalway through this section runs along the whole length of Avenue Road, down Park Lane between Avenue Road and Unthank Road, it then crosses Unthank Road, runs up Essex Street and along Vauxhall Street to connect to the Toucan crossing across Chapel Field Road. The plan attached as appendix 1 shows area in question
3. It should be noted that the orange pedalway shares a section of the pink pedalway route between Avenue Road / Park Lane junction and the Essex Street / Vauxhall Street junction. The orange pedalway continues along the whole length of Park Lane to the north and across towards Fellowes Plain to the east.

Issues to be addressed

4. Within the Park Lane / Avenue Road area the main problem faced by cyclists is the volume of traffic that uses these relatively narrow, heavily parked streets. Traffic surveys undertaken in November 2013 show that on the section of Park Lane between Avenue Road and Unthank Road 45% of the 3450 vehicles using the section of road on an average weekday between 7am and 7pm was through traffic. Through traffic is defined as traffic that originated from outside the area bounded by Unthank Road, Earlham Road and the outer ring road, and travelled through the area without stopping anywhere. Traffic serving the schools in the area is not classed as through traffic. For the section of Park Lane north of Avenue Road 42% of the 2600 vehicles using it was through traffic, and Avenue Road and Mill Hill Road saw similar levels of through traffic.
5. On Avenue Road cyclists have to negotiate poorly positioned speed cushions, vehicles emerging from the side roads, vehicles parked along the entire length of the southern side of the road and sporadically along the northern side and oncoming vehicles.
6. The section of Park Lane between Avenue Road and Unthank Road is narrow and particularly in the morning peak is obstructed by vehicles queuing to get out onto Unthank Road blocking the progress for cyclists.
7. On Unthank Road the right turn in and out of Park Lane can be difficult for cyclists, as is moving between Park Lane and Essex Street along the route of the pink and orange pedalways. Also on Unthank Road the existing signalled crossing near Essex Street is in need of refurbishment as the signal equipment is obsolete, and consideration has been given to replacing it with a zebra crossing between Essex

Street and Park Lane. In July 2013 this committee agreed to defer a decision on the future of that crossing and consider it as part of the Push the Pedalway proposals.

8. The pink and orange pedalways currently follow a gyratory arrangement using Essex Street and Trinity Street to accommodate the one way restrictions on these streets. However Essex Street is the more direct route for both pedalways and therefore there is a need to look at accommodating contra-flow cycling in Essex Street. The residents of Essex Street have lobbied for traffic calming in their street in recent years.
9. On Vauxhall Street there is no dedicated cycling provision to link to the Toucan crossing across Chapel Field Road. On Rupert Street there is a section of one way between Trinity Street and Cambridge Street working that is ignored by some cyclists and results in a detour or an inconvenient dismount and walk for others.
10. The accident record for the area shows that in the last 5 years (ending 31 May 2014) there have been 3 injury accidents along Avenue Road, 2 involving cyclists and 1 a pedestrian. Both cycle accidents involved cyclists being struck by turning traffic. On Unthank Road between Trinity Street and Essex Street there have been 6 recorded injury accidents, 5 of these involved cyclists, 2 of which resulted in serious injury. Again turning traffic was the predominant cause of the accidents. On Vauxhall Street there have been 3 recorded injury accidents, all involving pedestrians, 2 of them children under 10 years old.

Possible solutions

11. A multidisciplinary team of officers considered all of the above issues and came up with a number of design options that address the problems. These were then tested against a set of criteria looking at what effect each option would have on a number of factors such as ease, comfort and safety for cyclists, impact on local residents, environmental concerns and effects on traffic.
12. For Vauxhall Street and Rupert Street just one design solution was considered suitable to take forward to public consultation, whereas in Park Lane / Avenue Road, Unthank Road and Essex Street there were several options that had merit for accommodating cycling, dealing with through traffic and providing for parking. These are detailed below.

Park Lane / Avenue Road

13. Three options for Park Lane were presented;
 - Option 1 – Two closures of Park Lane, one to the immediate north and one to the immediate south of Avenue Road.
 - Option 2 – A closure on Park Lane to the immediate north of Avenue Road and the introduction of one way working westbound on the section of Park Lane between Unthank Road and Avenue Road, with a contra flow cycle lane for cyclists.
 - Option 3 – The introduction of one way working westbound on the section of Park Lane between Unthank Road and Avenue Road, with a contra flow cycle lane for cyclists.

14. In all options access to and from Andersons Yard, which is at the eastern end of Park Lane, would be retained from Unthank Road. These options are shown on the plan attached as appendix 2

Unthank Road

15. To enable cyclists to turn make right turns safely in and out of Unthank Road a mini-roundabout for the junction was proposed. The mini-roundabout would act as a traffic calming device on Unthank Road and will give cyclists emerging from Park Lane equal right of way to Unthank Road. Two alternative solutions were proposed for the crossing of Unthank Road

- Option 1 – Remove the existing signalled crossing and replace it with a zebra crossing on Unthank Road between Park Lane and Essex Street
- Option 2 – Retain a signalled crossing in the current location, replacing the obsolete signals with modern equipment

16. For both options it is proposed to extend the extent of the 20mph zone on Unthank road to north east of the Essex Street junction.

17. A plan of the proposals is attached as appendix 3

Essex Street

18. Two options for Essex Street were presented.

- Option 1 – Introduce a signed only contra flow cycling in Essex Street
- Option 2 – Introduce a signed only contra flow cycling in Essex Street, with speed humps and passing places

19. A plan of the proposals is attached as appendix 4

Vauxhall Street and Rupert Street

20. For this area, a closure was proposed on Vauxhall Street between Walpole Street and Trory Street. Contra-flow cycling was proposed for the section of Rupert Street between Trinity Street and Cambridge Street.

21. A plan of the proposals is attached as appendix 5.

Consultation

22. Consultation was carried out with local residents and stakeholders between 2 June and 23 June 2014. A total of letters were sent to 4180 residents and businesses in affected areas informing them that details of the project options were available online alongside a survey about the consultation. It also invited them to an exhibition at the church hall on Cambridge Street on 12 June. Plans were deposited at Millennium Library. Key stakeholders were also informed of the consultation.

23. 245 responses to the survey were received along with 55 letters and emails, Local ward and divisional members also passed on comments they received in relation to the consultation. Over 100 people attended the exhibition.

24. The responses received to the consultation have been analysed, breaking down the responses into the area people came from: the Park Lane area, the Vauxhall Street area, the rest of Norwich, and those from outside the city. For the purposes of the analysis the Park Lane Area is that area bounded by Earlham Road, Christchurch Road, Unthank Road, the southern end of Park Lane and Mill Hill Road. The Vauxhall Street area is that area bounded by Unthank Road, Cambridge Street, Norfolk Street and Chapel Field Road.
25. A number of people queried the methodology of the online survey as it did not offer a do nothing option or the possibility of rejecting all options, particularly in relation to Park Lane and Essex Street. The Push the Pedalways executive board has agreed that if no change is made to the current design arrangements in the Park Lane and Avenue Road area the quality of cycle route will remain inadequate and the Push the Pedalways programme would not meet its' objectives. This consultation is therefore about how the council can best create direct, safe and enjoyable pedalways through the area and not whether it should. For this reason, where a number of options were provided people were asked to choose between them, i.e. to make a choice between the options which have been arrived at following detailed analysis of traffic survey data, knowledge of traffic management issues in the area and balancing the needs of all road users. To have had a "none of the above" option could give respondents the false impression that a no change option is available which would deliver the same outcomes.
26. It is acknowledged that by selecting one of the options, respondents are not necessarily saying that they like them, just that they prefer that option to the others. To capture the subtleties of their response the response form and the online survey included a free-form comments section beneath the option selection and also at the end of the survey to enable people if they wish to say that they do not like any of the options or suggest others. Members of the public could also elect not to complete the online survey at all, but instead send a letter, an email or complete a hard copy consultation form enabling them to say anything they want. During the manual analysis of the survey results if respondents selected an option and then wrote something in the comments box that clearly showed they were opposed to the scheme their vote for that option has been discounted and recorded in the category "none of the options".

Park Lane

27. The table below shows the breakdown of responses to the questionnaire received on the proposals for Park Lane.

Address of respondent	Total No of responses	Option One	Option Two	Option Three	None of the options	No opinion stated
-----------------------	-----------------------	------------	------------	--------------	---------------------	-------------------

Park Lane area	102	49	13	20	15	5
Vauxhall Street area	52	10	8	19	11	4
Norwich	51	27	5	4	10	5
Outside of Norwich	2	0	0	0	2	0
Address unknown	38	5	2	3	3	25
Total	245	91	28	46	41	39

28. Looking at the letters and emails received, in addition to the responses above, where a clear opinion for which option should be adopted in Park Lane was expressed 10 chose option one, 3 chose option two, no one chose option three and 8 disliked all 3 options.
29. The reasons people gave for making the choice that they did are recorded in appendix 6, along with an officer response to any issues raised. Any comments made in the letters and emails received are also captured in appendix 6.
30. It is clear from the results of the survey that option one (the two road closures) is the most popular among those respondents who expressed an opinion. This is true for both those people living in the Park Lane area who will be the most directly affected by the proposals and the wider population, with half of local people choosing it and 47% of all respondents. It can be seen from the comments made that the reasons people gave for liking option one was that it was the most pedestrian and cycle friendly and they welcomed the removal of through traffic from the area. The main reason for opposing option 1 was due to concerns about the effects of displaced traffic.
31. Some respondents queried the effect of any road closures on the bus service that uses Avenue Road and The Avenues. The current service runs 3 times a day, week days only. It is a service that is commercially unviable and Konnect have indicated that it will be re-routed along Unthank Road.
32. Option one has the most benefits for cyclists on both the pink and orange pedalways, it is also the option that has received most support from the public. It will remove inappropriate through traffic from using Park Lane and Mill Hill Road and the traffic modelling suggests that the around 80 % of this through traffic will divert away from the area. It is therefore proposed that this is the solution for Park Lane that is adopted.
33. One respondent pointed out these road closures would divorce Maida Vale from the rest of parking permit zone R. To overcome this problem it is suggested that Maida Vale be moved from zone R to zone P
34. With regard to Avenue Road, no proposals were offered at the feasibility consultation although the existing problems were explained on the issues and options board as part of the consultation with an indication that the parking and traffic calming needed to be reviewed. It is clear from the responses received that there many people riding bikes down Avenue Road agree that these problems should be addressed. It is therefore proposed that the existing speed cushions are redesigned or removed and that parking is prevented on the northern side of Avenue Road by the introduction of a

no waiting at any time restriction. As there will no longer be a bus service serving The Avenues the bus stop on the northern side can be removed and the one on the southern side of the road can be replaced with a permit parking restriction creating additional space on the south side for residents to park.

Unthank Road

The table below shows the breakdown of responses to the survey on the question of which option for a crossing on Unthank Road is preferred.

Address of respondent	Total No of responses	Zebra crossing	Signalled crossing	No opinion stated
Park Lane area	102	46	53	3
Vauxhall Street area	52	18	29	5
Norwich	51	35	15	1
Outside of Norwich	2	1	1	0
Address unknown	38	4	1	33
Total	245	104	99	42

35. Looking at the letters and emails received, in addition to the responses above, where a clear opinion for which crossing option should be adopted in Unthank Road was expressed, 5 chose the zebra crossing and 6 the signalled junction.
36. The table attached as appendix 7 summarises the comments received on the options for the crossing and also the provision of a mini roundabout on Unthank Road both as part of the questionnaire response and the letters and emails received. Officer responses are included with any issues raised.
37. Among those who preferred a zebra crossing the main reasons given were that they are more responsive to pedestrians, they reduce traffic speeds and the location is on the natural desire line for pedestrians. The respondents preferring signal crossing thought that drivers respected them more and they were safer for pedestrians, especially the more vulnerable ones such as the elderly and infirm.
38. The question of whether the crossing should be a signalled one has divided opinion evenly; overall more people prefer a zebra crossing to a signalled crossing, but of those living locally there is a small majority in favour of retaining the signalled crossings.
39. If there was no crossing provision in the area and the site was being assessed for a new facility then all the latest advice and guidance would point to a zebra crossing being the most appropriate form of crossing, given the volume of both pedestrians and vehicles and the fact that it is located in a 20mph zone. It is therefore proposed that the existing signalled crossing should be removed and a zebra crossing provided between Park Lane and Essex Street.

40. In light of the comments received it is proposed that the zebra crossing should be located on a speed table to increase its speed reducing effect and to highlight the start of the 20mph restriction on Unthank Road.

Essex Street

41. The table below shows the breakdown of responses to the survey on the options for Essex Street.

Address of respondent	Total No of responses	Contra flow only	Contra flow with humps	Neither Option	No opinion stated
Park Lane area	102	24	43	32	3
Vauxhall Street area	52	12	16	20	4
Norwich	51	19	21	11	0
Outside of Norwich	2	0	0	2	0
Address unknown	38	2	1	2	33
Total	245	57	81	67	40

42. Looking at the letters and emails received, in addition to the responses above, where a clear opinion for which option should be adopted in Park Lane was expressed 1 chose the signed only contra-flow and 5 the signed only contra flow with traffic calming, 4 said neither.
43. The table attached as appendix 9 summarises the comments received on the options Essex Street both as part of the questionnaire response and the letters and emails received. Officer responses are included with any issues raised.
44. Respondents were primarily concerned about the removal of any parking in the street and the suitability of the road for a contra-flow cycle lane. They were evenly divided between traffic speeds being too high and speed humps being unnecessary.
45. There is no clear picture emerging as to what the favoured option for Essex Street is. At the feasibility stage a number of other options were considered including a closure and the creation of a home zone arrangement. Traffic surveys show that just 22% of the 1100 vehicles that use Essex Street on an average weekday between 7am and 7pm are through traffic, which is significantly less than the proportion and volume of through traffic in the Park Lane area. Any closure would result in long detours for local residents who wish to use their cars and it was therefore decided to reject that option. The home zone idea would be very expensive, parked cars would potentially block access to front garden gates and even with the whole width of the footpaths and carriageways taken into account it proved impossible to design a scheme that would accommodate the existing levels of car parking at the same time as providing properly for cyclists.
46. A number of respondents both through the survey and ad-hoc responses said that the existing contra-flow using Essex Street for the north east movement and Trinity Street for the south west movement worked well and questioned the need to change it.

47. It is acknowledged that the available carriageway width on Essex Street to allow for contra-flow cycling is at the lower end of what is acceptable, and in the UK signed only contra-flows in these circumstances are uncommon. As their use becomes more acceptable nationally consideration could be given in the future to introducing one in Essex Street but at the current time it is proposed not to progress the idea.
48. The question of traffic calming divided opinion evenly with 27 out of all the respondents saying that speed humps were needed and 25 saying they were at best unnecessary and at worst a hindrance to cyclists, particularly on the steeper section at the west end of Essex Street. To enable speed humps to be introduced a handful of parking spaces would need to be removed and 28 people commented that it was unfair to the local residents to increase the pressure on parking in the area particularly during evenings and week ends. It is therefore proposed not to introduce traffic calming in Essex Street.
49. Further work is required to establish the most appropriate route for the pink pedalway in a southwest direction between Vauxhall Street and Park Lane; the current gyratory arrangement is one option as is an alternative using Trory Street, Kimberley Street, Oxford Street and Unthank Road. Officers will continue to work on these and a supplementary report will be tabled at the meeting advising on the outcome of those investigations. The choice of the route will determine how far along Unthank Road the 20mph zone needs to be extended and may also impact on the proposal for a mini roundabout at the junction of Unthank Road and Park Lane

Vauxhall Street

50. The table below shows the responses to the question as to whether people agreed with the proposals for Vauxhall Street and Rupert Street.

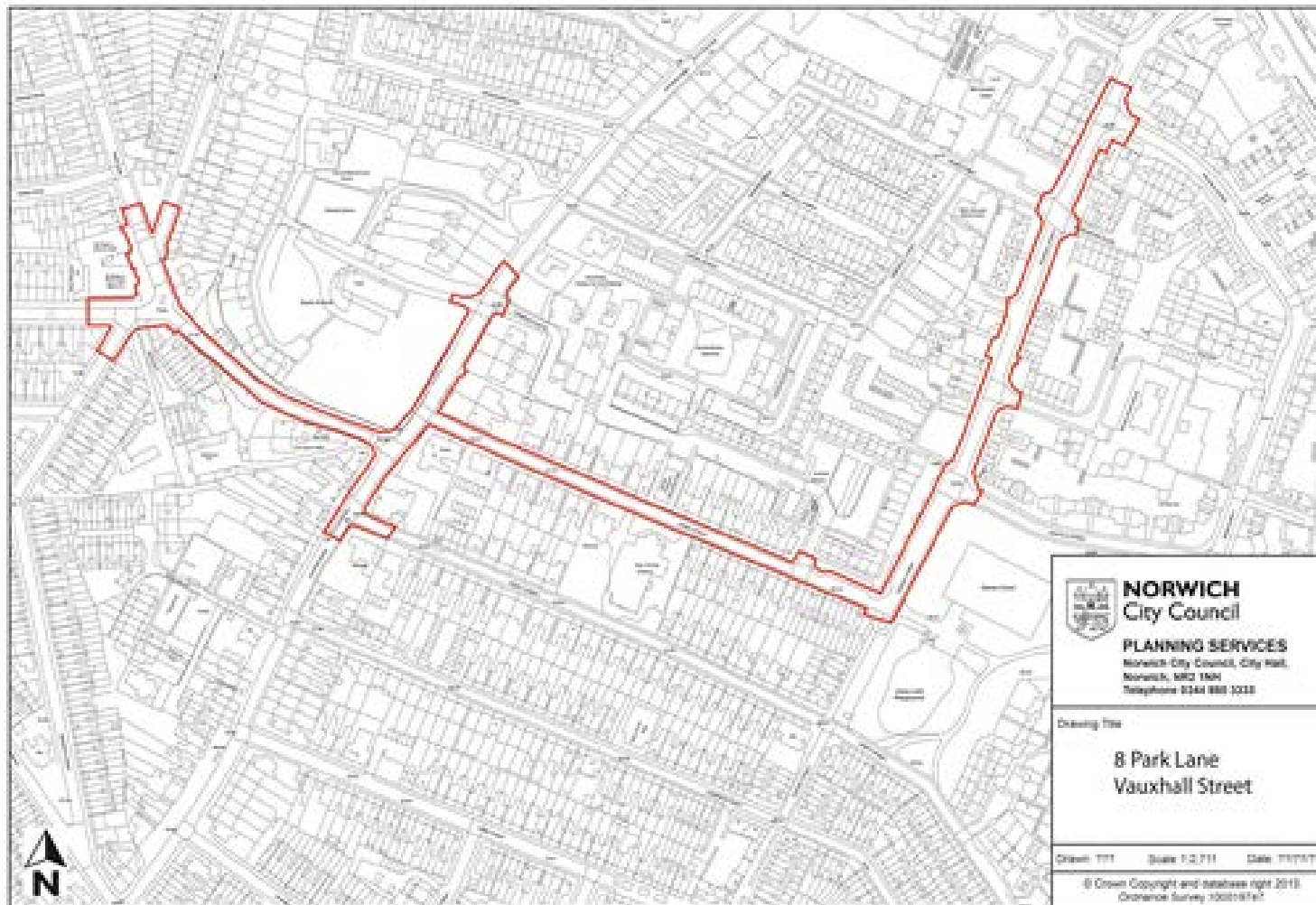
Address of respondent	Total No of responses	Agree	Partly Agree	Disagree	No opinion stated
Park Lane area	102	40	37	18	7
Vauxhall Street area	52	10	16	22	4
Norwich	51	26	14	9	2
Outside of Norwich	2	1	1	0	0
Address unknown	38	0	1	4	33
Total	245	77	69	53	46

51. Looking at the 69 people who said that they partly agreed with the proposals and gave a reason as to why, 25 said that they disagreed with the closure of Vauxhall Street. 8 of those people were from the Vauxhall Street area. Looking just at the question of a closure of Vauxhall Street, overall 77 people support it and 88 oppose it. Of those living in the area 10 support it and 30 oppose it.

52. Not included in the table above are the responses received via email or letter. Looking at these where a clear opinion was expressed 24 opposed the closure of Vauxhall Street and 6 supported it
53. The table attached as appendix 10 summarises the comments received on the Vauxhall Street and Rupert Street proposals both as part of the questionnaire response and the letters and emails received. Officer responses are included with any issues raised.
54. The main concerns expressed were around the closure of Vauxhall Street. Respondents believe it would affect trade at the local shops, it would make access difficult to Winchester Tower and the Vauxhall Centre and that displaced traffic would cause problems on surrounding streets and particularly outside the entrance to Bignold School. A significant number argued that traffic volumes were already low and the closure was unnecessary.
55. The traffic volumes are relatively low in Vauxhall Street with around 1200 vehicles using it between 7am and 7pm and only approximately 10% of that traffic is through traffic. Given the strength of local feeling against the closure and the limited benefit to be gained from it, it is proposed not to progress the idea.
56. Given the volume of traffic on Vauxhall Street it is not proposed at this stage to suggest any alternative provision for cycling along this link. There are many other sections of the pink pedalway where cyclists encounter problems and resources available through the Push the Pedalways programme will be more effective if they are directed to these. Improving the connection from Vauxhall Street onto the path in front of the Johnson Place flats will be included in project 9.
57. The proposals for a contra flow on Rupert Street between Trinity Street and Cambridge Street generated little debate and most of the comments received about it were positive, with some concerns expressed about how exactly it would work. These issues can be resolved at detailed design stage and it is suggested this proposal is taken forward because the one way arrangement currently forms an unnecessary blockage to cycling from the city centre to hundreds of terraced properties accessed from Rupert Street.

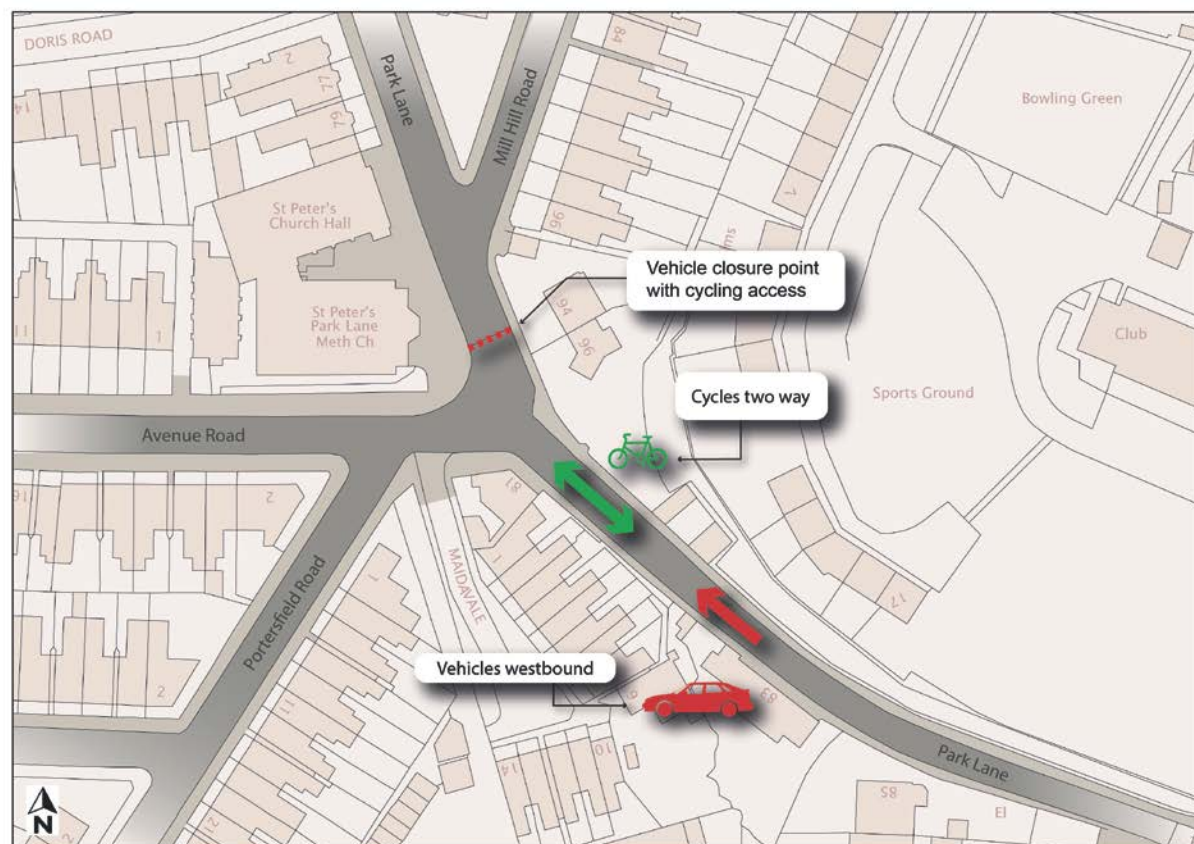
The way forward

58. The recent public consultation has significantly shaped the proposals for the pink pedalway between Avenue Road and Chapel Field Road. The package of measures that is to be progressed is shown on the plan attached as appendix 11.
59. Statutory consultation is required on the road closures, the changes to the parking restrictions and the creation of a zebra crossing. In addition to this it is proposed that a public consultation is carried out on the detailed design of the overall scheme. This will take place in September with the results brought before your November meeting for determination.
60. Work on implementing the scheme will start in spring 2015.





Park Lane option 1



Park Lane option 2



© Crown Copyright and database right 2013. Ordnance Survey 100019147.

Park Lane option 3



Unthank Road option 1 - Mini roundabout with zebra crossing



Unthank Road option 2 - Mini roundabout with signal crossing



Essex Street option 1 - Two way cycling



Essex Street option 2 - Two way cycling with traffic calming and passing places



Vauxhall Street

© Crown Copyright and database right 2014. Ordnance Survey 100019747.



Rupert Street

© Crown Copyright and database right 2014. Ordnance Survey 100019747.

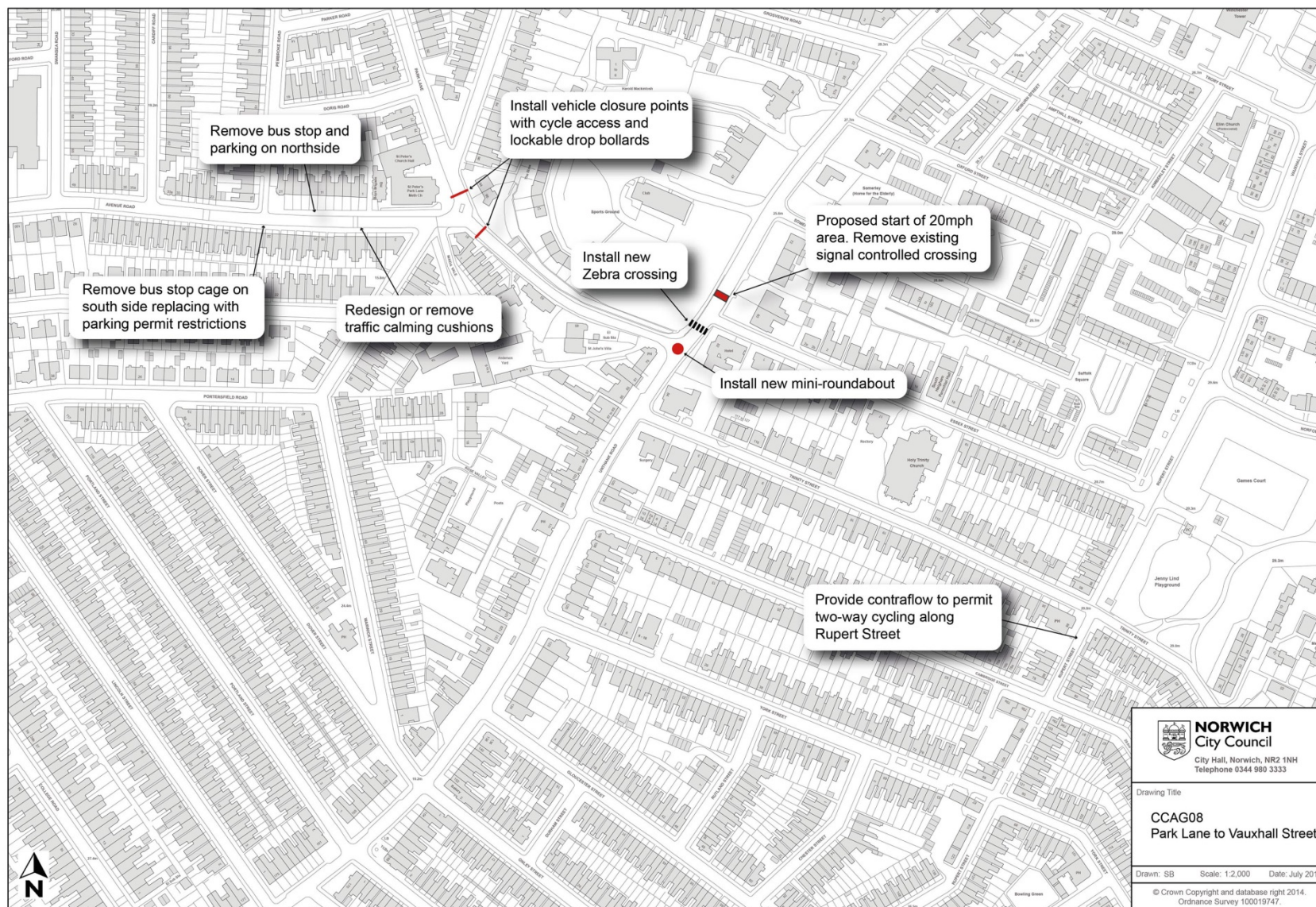
Ref	Issue raised	Officer response
PL1	Road closures will improve conditions significantly for cyclists and pedestrians	Agreed
PL2	Road closures will displace traffic onto surrounding residential streets	The traffic modelling suggests that the road closures will divert approx 300 through traffic vehicles a day between 7am and 7pm onto the surrounding residential streets within the Park Lane area. Given the number of alternative routes available through the area then it is anticipated that no one street will see any significant increase in traffic.
PL3	Road closures will displace traffic onto the main road network	The traffic modelling suggests that around 1250 vehicles will be diverted onto the main road network on an average day between 7am and 7pm. As the through traffic is originating from all across the city this does not mean that all traffic will be diverted to Earlham Road or Unthank Road. A significant amount of traffic will divert to alternative routes long before reaching the cordon bounded by Earlham Road, Unthank Road and the Outer Ring Road
PL4	Road closures will cause inconvenience for local residents	It is acknowledged that some local residents will have to find alternative routes in and out of the area. However given the street pattern in the area these detours should not add much time or distance to their journeys. The closures will mean that walking and cycling through the area will become safer and more comfortable.
PL5	Road closures will affect access to the schools in the area	Access will be available to the schools from a number of routes within the area. The removal of through traffic should encourage more parents and children to walk or cycle to school.
PL6	Road closures will prevent access for buses	There is currently one service that uses Avenue Road / The Avenues, Konnect service 9. This runs 3 times a day weekdays only. The service is not commercially viable and Konnect have indicated that it will be diverted to Unthank Road.
PL7	Closing Park Lane will mean that all residents in Mill Hill Road and the northern half of Park Lane will have to exit out onto Earlham Road at already	The road closures will significantly reduce the amount of traffic that will be using the junctions of Park Lane and Mill Hill Road onto Earlham Road.

Ref	Issue raised	Officer response
	busy junctions	
PL8	Avenue Road is difficult for cyclists given the number of side roads, gradient and parked cars.	It is acknowledged that conditions for cyclists need improving. The geometry is constrained and therefore the only real improvement can come from removing the through traffic and altering the position of parking.
PL9	Road closures were suggested many years ago for the area and rejected, why are they being suggested now?	It was in the mid 1990's that road closures were suggested as part of the Park Lane traffic action plan. At the time they did not find support among residents. Since then the Norfolk and Norwich Hospital has moved away from its city central location, so the access concerns to the hospital no longer exist. Also attitudes change over the years and to achieve the cycling improvements that are needed in the area, significant action had to be taken to reduce the volume of traffic using Avenue Road and Park Lane. The purpose of the consultation was to see whether there was now an appetite for road closures; the results of the consultation indicate that there is.
PL10	There is no evidence for the levels of through traffic in the area	Extensive traffic surveys, including origin and destination surveys using number plate recognition were carried out in November 2013. These have been used to calculate the levels of through traffic in the area (the traffic that originates outside the area bounded by Unthank Road Earlham Road and the Outer Ring Road.)The results of these surveys are robust.

Ref	Issue raised	Officer response
UR 1	The zebra crossing is more responsive to pedestrian demand and the crossing is in a better location as it is on the pedestrian desire line. It will also slow traffic on Unthank Road	This is exactly the reason why the change to a zebra crossing has been suggested
UR 2	Drivers do not give way at zebra crossings; they have more respect for signalled crossings. The elderly and inform feel safer at signalled crossings	All drivers are required by law to give way to pedestrians at a zebra crossing. Following consultation, and as a direct result of these concerns the proposal has been amended to place the zebra crossing on a speed table.
UR 3	A signalled crossing should be retained and moved to the position where the zebra is proposed	Given the narrow pavement widths, particularly on the south-western side of Unthank Road there is not room to locate the necessary signal equipment in the section between Park Lane and Essex Street.
UR 4	The start of the 20mph speed restriction should be moved the Convent Road Roundabout	20mph speed restrictions on the main road network are currently only appropriate in areas of high pedestrian activity such as in shopping areas. Extending the 20mph back to the Convent Road roundabout would potentially reduce the impact of it where it is needed most.
UR 5	The mini-roundabout is unnecessary, especially if Park Lane is to be closed	There needs to be a mechanism to allow cyclists to turn in and out of Park Lane safely. A mini roundabout will achieve this. The roundabout will have cycle logos painted in the circulatory carriageway to highlight to motorists that this is an area where there are high levels of cyclists.

Ref	Issue raised	Officer response
ES1	Any loss of parking in the Essex Street area is unacceptable given the current parking pressures in the area especially during evening and weekends	In order to accommodate traffic calming in Essex Street it will be necessary to remove approx. 4 short stay parking spaces. However if the traffic calming does not go ahead the parking levels can remain as they are.
ES2	Essex Street is too narrow to accommodate a contra-flow cycle lane, especially given the number of large vans using the street. Cyclists will get hit or mount the pavement to avoid the traffic	It is believed that there is adequate width to safely accommodate contra flow cycling on Essex Street, but it is accepted that in the UK contraflow cycle lanes on narrow streets are not yet widely used. Therefore the idea will not be progressed at this time.
ES3	Speeds are too high in Essex Street, traffic calming is needed	Traffic surveys taken in 2010 indicate that the average speed in Essex Street is 20.5mph. This speed is considered accepted for a signed only 20mph speed limit.
ES4	Speeds humps are unnecessary in Essex Street; the speeds are already low and humps will inconvenience cyclists	
ES5	There is no need to provide a contra flow on Essex Street, the current gyratory arrangement with Trinity Street works well.	A contra-flow on Essex Street would provide a more direct route for cyclists on both the pink and orange pedalways, and the signing of the cycle route would be simplified. However in the absence of support for the contra flow on Essex Street the gyratory solution is possible solution
ES6	More parking needs to be removed from Essex Street to make it safer for cyclists	As can be seen from ES1 parking is considered to be at a premium in this area. The removal of parking spaces would not be acceptable to the local people.

Ref	Issue raised	Officer response
VS1	A closure of Vauxhall Street is unnecessary and will displace traffic onto other streets, where on one there is a school entrance. A closure would threaten the viability of the shops in the area and could cause problems for emergency access	A closure of Vauxhall Street would afford maximum benefit to cyclists in the area. However given the low volume of vehicles and the strength of feeling among local people the benefits are marginal, when compared to concerns about access to businesses and inconvenience to local residents.
VS2	Traffic calm Vauxhall Street rather than closing it	A closure would be a very cost effective option. Traffic calming is more expensive, and with the low traffic numbers and recorded average speeds in 2010 of around 22mph, cannot be justified.
RS1	How will the junction of Rupert Street with Trinity Street work with a contra flow cycle lane on Rupert Street?	This is a detailed design issue that will be resolved ahead of the statutory consultation.



Report to Norwich highways agency committee
24 July 2014
Report of Head of city development services
Subject Push the Pedalways - 20mph areas

Item
9

Purpose

To approve the statutory consultation for 20mph areas extending the length of the pink pedalway and the city centre.

Recommendation

Members are recommended to ask the Head of city development services to carry out the necessary legal consultation in regards of a 20mph Speed Restriction Order for the areas shown on Plan Nos PL/TR/4142/225/1, 2 and 3 and for a consolidation Speed Restriction Order for the whole of the Norwich area.

Corporate and service priorities

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

Financial implications

£410,000 is available from the cycle city ambition grant to fund the implementation of the 20mph areas, including the costs of the legal orders and any necessary traffic calming.

Ward/s: Crome, Mancroft, Nelson, Thorpe Hamlet, Town Close and University

Cabinet member: Cllr Stonard, cabinet member for environment, development and transport.

Contact officers

Linda Abel Senior transportation planner
t: 01603 212190 e: lindaable@norwich.gov.uk

Joanne Deverick Transportation & network manager
t: 01603 212461 e: joannedeverick@norwich.gov.uk

Background documents

Traffic speed data

Report

Background

1. 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 hospital / research park to Salhouse Road, along with some important, strategic links to that route such as Magdalen Street. This funding is supplemented by £2M of local funding contributions.
2. The programme consists of a number of individual projects and this report is about project 19 – 20mph areas.
3. The intention of project 19 is to introduce 20mph speed limits or zones within 400m of the pink pedalway to provide a safe corridor for cyclists accessing and using this pedalway. As all pedalways meet in the city centre ‘hub’ it is also proposed to create a 20mph zone for the whole of the city centre inside the inner ring road and extending north up to Magpie Road to incorporate Anglia Square. The inner ring road, Magpie Road and Bull Close Road will not be part of the 20mph areas.

Considerations

4. Cycling is a healthy and sustainable form of transport but many people are put off by safety concerns. We have gathered 500 responses to our online cycling survey over the last few months. Of the 160 respondents who answered the question “what stops you from cycling regularly” the most common answer, given by 53%, was “I don’t feel safe”. The second most common answer, given by 35%, was “I don’t feel confident enough to ride on the road”. Women and older people are especially sensitive to safety concerns.
5. Traffic travelling at slower speeds gives a better environment for cycling and walking, especially for vulnerable road users. Introducing a 20mph speed limit in the residential areas surrounding the pink pedalway and the city centre will slow traffic and drivers will have more time to consider the needs of other road users. It has been proven in many studies there are less confrontations and when accidents occur the resulting injuries are less serious when traffic is moving at slower speeds.
6. In Norwich existing 20mph speed restrictions are made up of 20mph zones and 20mph limits, which have different statutory requirements such as signs and traffic calming. The Department for Transport guidance recommends criteria that should be applied when considering installing a 20mph area. There are many considerations, but one of these is the existing speed of traffic at the location. If existing traffic is travelling on average at 24mph (mean average) or below, it is deemed appropriate to install a 20mph limit with no traffic calming, if existing average traffic speed is over 24mph, a 20mph zone with traffic calming is recommended. Recent changes to DfT guidance allows a varied approach to traffic calming within 20mph zones, which makes them easier to adopt on an area wide basis.
7. Traffic calming can be achieved in many ways, infrastructure installations such as entry treatment, speed cushions, raised tables and pavement buildouts have been used in many areas of the city. The addition of landscaping or trees that narrow the carriageway can help reduce traffic speeds along with the addition of cycle lanes or

on street parking. Each area has to be considered separately to find the solution appropriate for the local environment.

8. In initial discussions with Norfolk Constabulary they expressed an agreement to the installation of 20mph areas where the restriction would be evident to the driver and therefore self-enforcing.
9. The Norwich speed restriction order for all speed restrictions in Norwich was last consolidated in 2005. A consolidated order brings together all the amendments to the previous order in one document and gives a clear record of existing restrictions. This project will add substantially to that order and therefore it would be good practice to produce a consolidated speed restriction order.
10. There are three distinct sections of the pink pedal way, west of the city centre, the city centre and east of the city centre. It is helpful to consider each of these three areas separately.

West of the city centre

11. This section of pink pedalway starts at the Norfolk and Norwich Hospital, through the UEA to Bluebell Road, passes through residential areas, crosses the outer ring road at Colman Road and also crosses Unthank Road nearer the city centre.
12. Many of the surrounding roads are existing 20mph zones or limits. It is the intention of this project to expand the existing 20mph areas to give a blanket cover of 20mph for this section of pink pedalway within the highway boundaries. The additional areas of 20mph needed are shown on Plan No. PL/TR/4142/225/1 attached as appendix 1.
13. For the 20mph zone to be effective, some areas are expected to need the addition of physical traffic calming to encourage compliance. The table below lists these roads with recent existing traffic speeds:

Road	Existing traffic speed (mean average)
Bluebell Road (The Avenues to Earlham Road)	24.3mph
George Borrow Road (north of The Avenues)	27mph
(south of The Avenues)	29.9mph
North Park Avenue	26.4mph

14. Speed surveys were carried out on other roads within this area and the average speeds were found to be below 24mph. For example, Northfields was 21.1mph and Elizabeth Fry Road 22.1mph.
15. The whole length of The Avenues is covered by a 20mph zone except the section between Colman Road and Elizabeth Fry Road. The 20mph zone will be extended to

include this area, however it is not envisaged that additional traffic calming measures will be needed.

16. Bluebell Road between North Park Avenue and The Avenues is in an existing 20mph zone. A recent speed survey found the traffic with an average speed of 24.3mph. It is thought necessary to review the traffic calming in this road.

The city centre

17. Walking and cycling is predominant in the city centre and these modes of transport are given priority over other road users. Regrettably personal injury accidents to pedestrians and cyclists have risen in the city centre recently and it is essential to combat this trend.
18. Some of the city centre roads have existing 20mph restrictions, but many do not. Roads such as Magdalen Street have a high number of pedestrians, cyclists and buses, but the 30mph speed limit gives an inappropriate environment for this mainly retail area.
19. It is proposed to make the whole of the city centre, within the inner ring road, and two sections north of St.Crispins Road and Barrack Street, 20mph zones. All of the existing 20mph areas in the city centre are zones and this approach will help to minimise the number of entry signs necessary, creating a more appropriate solution in this conservation area.
20. An entry feature to the city centre 20mph zone within the inner ring road would be helpful to raise drivers' awareness of the need to drive slowly and considerately. The entry treatment will alert drivers to the 20mph speed limit and the historic environment they are now entering. Concerns of maintenance issues have been expressed by colleagues in Norwich city council and Norfolk county council, design will ensure maintenance liabilities are kept to a minimum.
21. Due to existing traffic speeds it is anticipated physical traffic calming will be needed on the roads listed below.

Road	Existing traffic speed (mean average)
Ber Street	29mph
Duke Street (North of Colegate) (South of Colegate)	26.3mph 27.9mph
Kings Street between Carrow Road and Rouen Road	29mph
Rouen Road	29mph
Westwick Street	26.8mph

22. Other roads within the city centre and just north of the city centre were tested for traffic speeds but the measured speeds do not suggest traffic calming is necessary. St Swithins Road (22.8mph) and Oak Street north of the inner ring road (20.9mph) were two of these locations.
23. Major works that are under construction for Chapelfield North, Cleveland Road and Bethel Street will include an extension of the existing 20mph zone. Proposed traffic management will help slow traffic down on these roads, no further traffic calming is needed in these areas.
24. The proposed push the pedalways project for Tombland and Palace Street, which was agreed for consultation at the June NHAC meeting, includes traffic calming measures which will help to manage traffic speeds in these roads.
25. The proposed areas of 20mph consisting of a city centre 20mph zone and a north section within the old city walls but outside the inner ring road, are shown on Plan No.PL/TR/4142/225/2 attached as appendix 2.

East of the city centre

26. This section of the pink pedalway crosses over Barrack Street, through residential streets to Mousehold, crossing Gurney Road, along Valley Drive, crossing the outer ring road at Heartsease Lane into the residential estate of Heartsease. From here it extends east over Woodside Road into the residential area of Broadland south of Salhouse Road. It will be necessary to seek approval from the local divisional member to advertise proposals in the Broadland District Council area.
27. It is recommended to expand the existing 20mph zone to give a blanket cover of 20mph for the Heartsease estate and other smaller areas on Britannia Road, Gurney Road, Vincent Road, Woodside Road and within Broadland. This will provide a better environment for cyclists and people living in the residential neighbourhoods on this east section of the pink pedalway. The additional areas of 20mph proposed are shown on Plan No. PL/TR/4142/225/3 attached as appendix 3.
28. In the proposed 20mph zones some areas are expected to need the addition of traffic management features or traffic calming to encourage compliance. The table below lists these roads.

Road	Existing traffic speed (mean average)
Gurney Road	32.3mph recorded close by in 2012.
Munnings Road (south section)	25.5mph
Rider Haggard Road (north section)	22.4mph
Watling Road	25.8mph

29. The section of Gurney Road south of its junction with Mousehold Avenue to south of its junction with Britannia Road is proposed to be traffic calmed as this forms part of

the pink and the orange pedalways. As shown above, the average speed for traffic on this road has been recorded as 32.3mph.

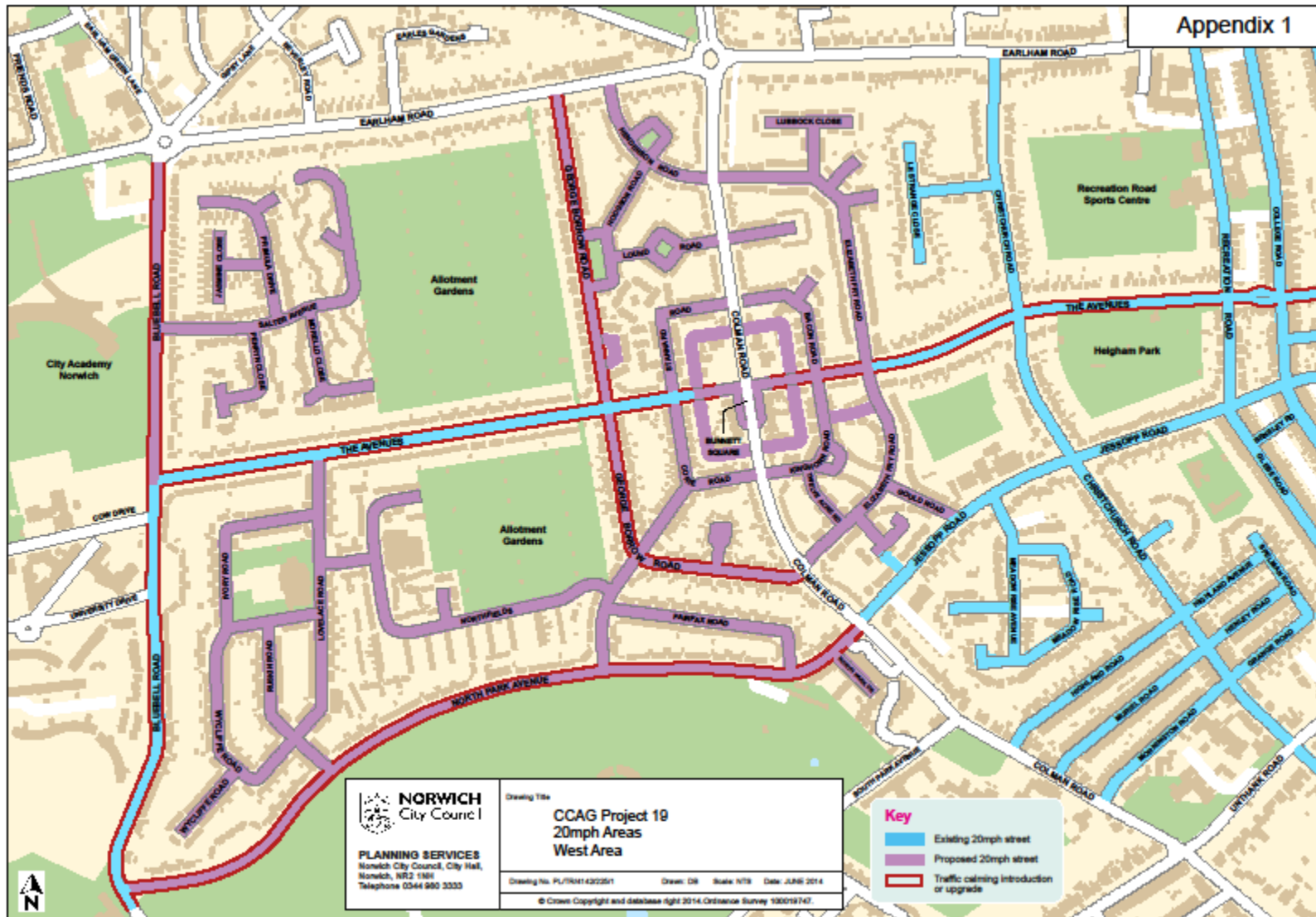
30. Speed surveys were also carried out on Britannia Road, Munnings Road (north section) and Paine Road but these were not sufficient to warrant traffic calming (23.8mph, 21.2mph and 21.4mph respectively).
31. The south section of Rider Haggard Road is an existing 20mph zone with traffic calming. It is thought necessary to continue this effect into the north section to maintain a good level of compliance along the pink pedalway route.
32. Speed surveys taken on Deloney Road, Munnings Road (south section) and Witard Road were very close to the DfT guidance for traffic calming consideration (24.7mph, 25.5mph and 24.3mph respectively). As these roads are not directly on the pink pedalway, it is suggested to defer decisions about traffic calming these roads until it is clear if sufficient budget is available.
33. The roads within the Broadland district council area where a 20mph restriction is proposed are outside the remit of this committee. These will be subject to a separate approval by the relevant authorities.

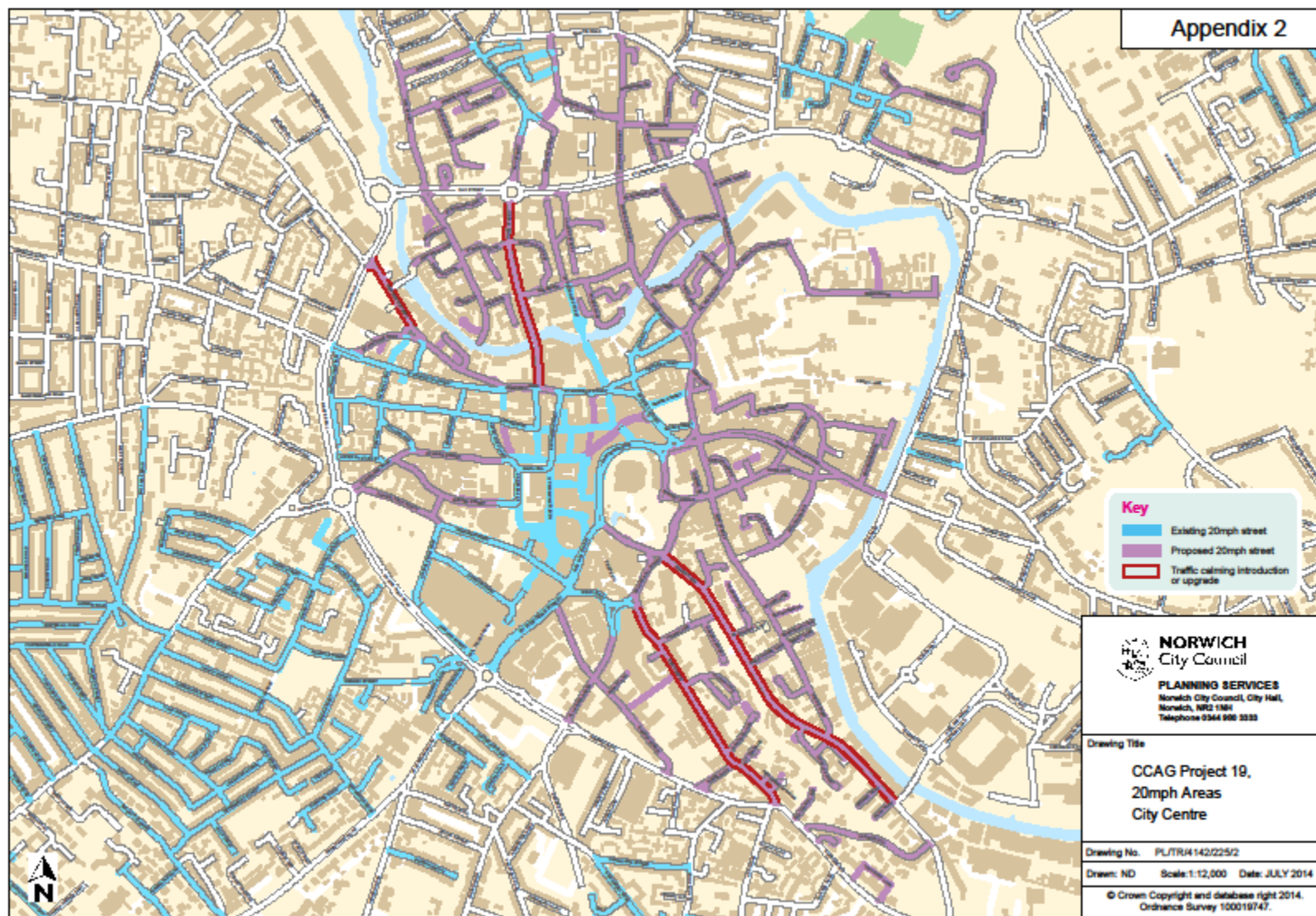
The way forward

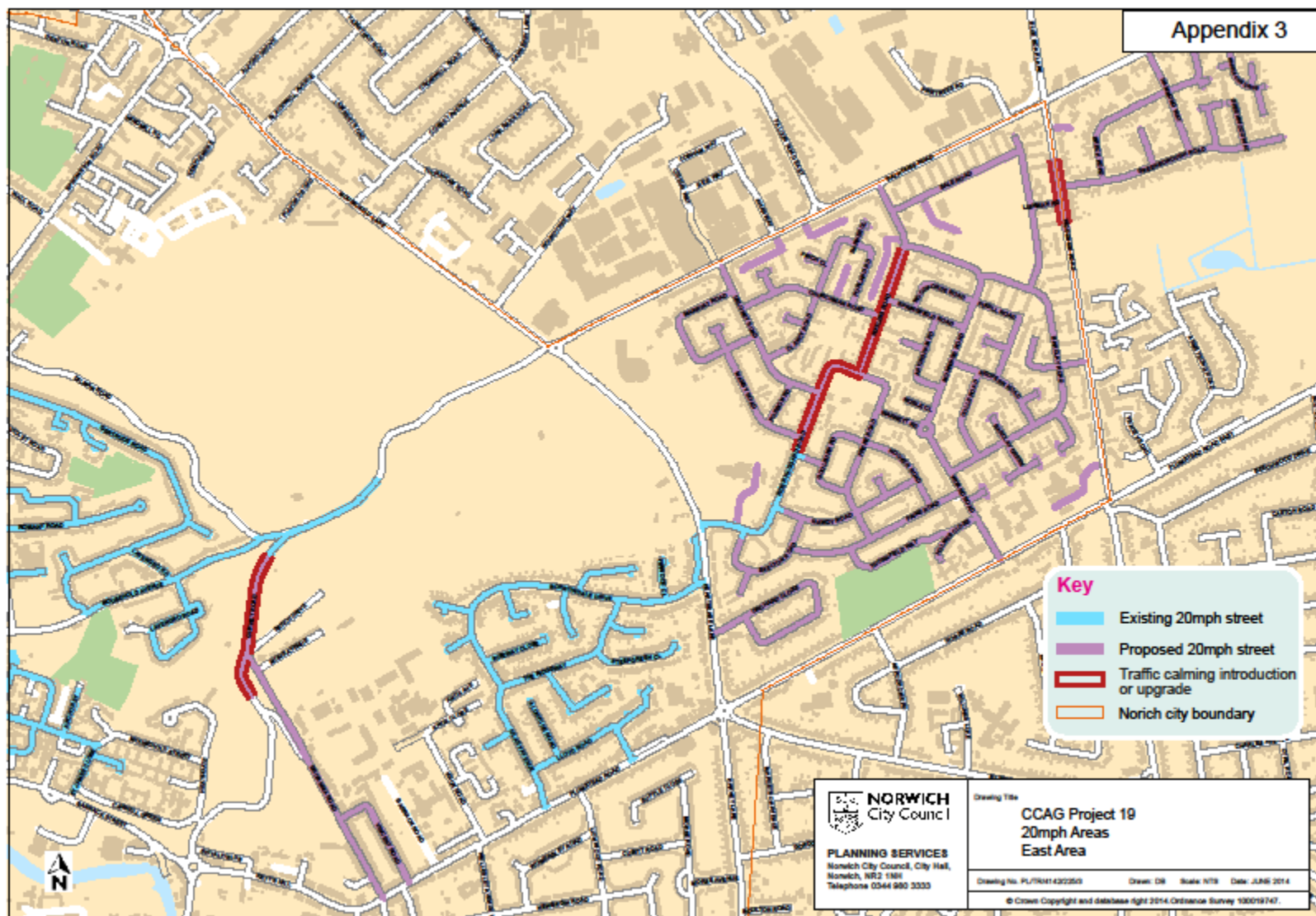
34. Statutory consultation is needed for the proposed 20mph speed restrictions and consolidation order. Local consultation is needed on the proposed traffic calming for all three areas.
35. It is aimed to carry out the statutory consultation for the speed restrictions in the west section (The Avenues) in September 2014. It is proposed to consult on the city centre and the west section later in Autumn 2014.
36. As these speed restriction orders will be advertised and hopefully introduced at different times, the intention to compile a consolidation Speed Restriction Order for the whole of the city area will be advertised with the final order.

For each section, the detailed design of the proposed traffic calming will be agreed with the chair and vice chair of NHAC along with the relevant ward councillors prior to consultation. The outcome of the consultation will be brought back to this committee for consideration.

Appendix 1







Report to Norwich highways agency committee

Item

24 July 2014

Report of Head of city development services

10

Subject Push the Pedalways - Magdalen Street and Cowgate cycle contra-flow

Purpose

To consider the results of the consultation on the proposals for contra-flow cycling on sections of Magdalen Street and Cowgate, and to agree that those proposals should be implemented.

Recommendations

That the committee:

- (1) notes the results of the consultation on the proposals to introduce contra flow cycling on Magdalen Street between Edward Street and Bull Close Road and on Cowgate between Magdalen Street and Peacock Street.
- (2) asks the head of city development services to progress statutory procedures associated with implementing the legal orders and notices that are associated with the scheme as shown on Drawings 301739 CA11 PE4080 PRE-02b & 03b – and plan PL/TR/4142/224.2 & 3, which will have the effect of ;
 - (a) banning the right turn from Magdalen Street into Bull Close Road
 - (b) introducing a mandatory southbound cycle lane on Magdalen Street between Bull Close Road and Edward Street and an advisory westbound cycle lane on Cowgate between Peacock Street and Magdalen Street
 - (c) Amending the position of the parking and loading bays on Magdalen Street and the disabled bay on Cowgate
 - (d) Removing the signalled crossing on Magdalen Street by Magdalen Close.

Financial consequences

The budget estimate for the scheme is £250,000. Funding is available from the following sources; £135,000 cycle city ambition grant, £32,000 local transport plan funding, £90,000 City S106 funding and £4,000 Clinical commissioning group funding (Total £261,000)

Corporate objective / Service plan priority

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

Wards: Mancroft & Sewell

Cabinet member: Cllr Stonard – Environment, development and transport

Contact Officers

Joanne Deverick Transportation & network manager
t: 01603 212461 e: joannedeverick@norwich.gov.uk

Kieran Yates Transportation planner
t: 01603 212461 e: kieranyates@norwich.gov.uk

Background documents

Traffic counts and traffic modelling data

Drawings 301739 CA11 PE4080 PRE-02a&b and 03a&b –

Consultation material available online at
<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/MagdalenStreetConsultation.aspx>

Consultation responses

Background

1. At the NHAC meeting on 20 March the committee agreed in principle the proposals that enabled contra-flow cycling on parts of Magdalen Street and Cowgate, as part of the Push the Pedalways programme. It was agreed that public consultation should be carried out on the proposals and the necessary traffic regulation orders be advertised.
2. The agreed measures are shown on the plans attached as appendix 1a, b and c. These can be summarised as;
 - (a) Reduce the 2 lane north bound approach on Magdalen Street to the Magdalen Gates junction to 1 lane and ban the right turn from Magdalen Street into Bull Close Road;
 - (b) Redesign the Magdalen Gates signal junction to cater for the additional cycle movements. Provide a southbound mandatory cycle lane on Magdalen Street between Bull Close Road and Edward Street using existing carriageway, amending kerb lines where necessary to achieve a average width for that lane of 1.5m;
 - (c) Amend the position of the parking and loading bays on Magdalen Street to accommodate the contra-flow cycle lane;
 - (d) Remove the signalled crossing on Magdalen Street by Magdalen Close, retaining the existing speed table as an informal crossing point;
 - (e) Modify the traffic signals at the Magdalen Street junction with Edward Street and Cowgate to accommodate the cycle contra-flows on Magdalen Street and Cowgate and provide low level traffic signals;
 - (f) Provide a westbound advisory cycle lane on Cowgate between Peacock Street and Magdalen Street;
 - (g) Carry out de-cluttering in the street to remove all redundant street furniture, such as guard railing and unnecessary street signs.

Consultation

3. Public consultation was carried in between 2 and 23 June 2014. 1472 letters were sent to all local residents and businesses informing them of the proposals and inviting them to comment. Plans were on display in the café at Epic studios, as well as being available to view on request at City Hall. The required traffic regulation orders were advertised in the local press on 2 June, and street notices were placed Magdalen Street and Cowgate. The public were invited to email or write in with their comments, suggestions or objections.
4. The consultation prompted 43 responses. These are summarised in the table attached as appendix 2, along with an officer response to each issue raised. 32 out of the 43 respondents (74%) welcomed the proposals.
5. Of those that opposed the scheme or expressed reservations the main issues raised was the attitude of cyclists and the belief that they ignore the Highway Code and have no respect for pedestrians; the possibility of rat running traffic in residential streets and the need for cycle improvements

on Magdalen Road. These have been addressed in the officer comments in Appendix 2.

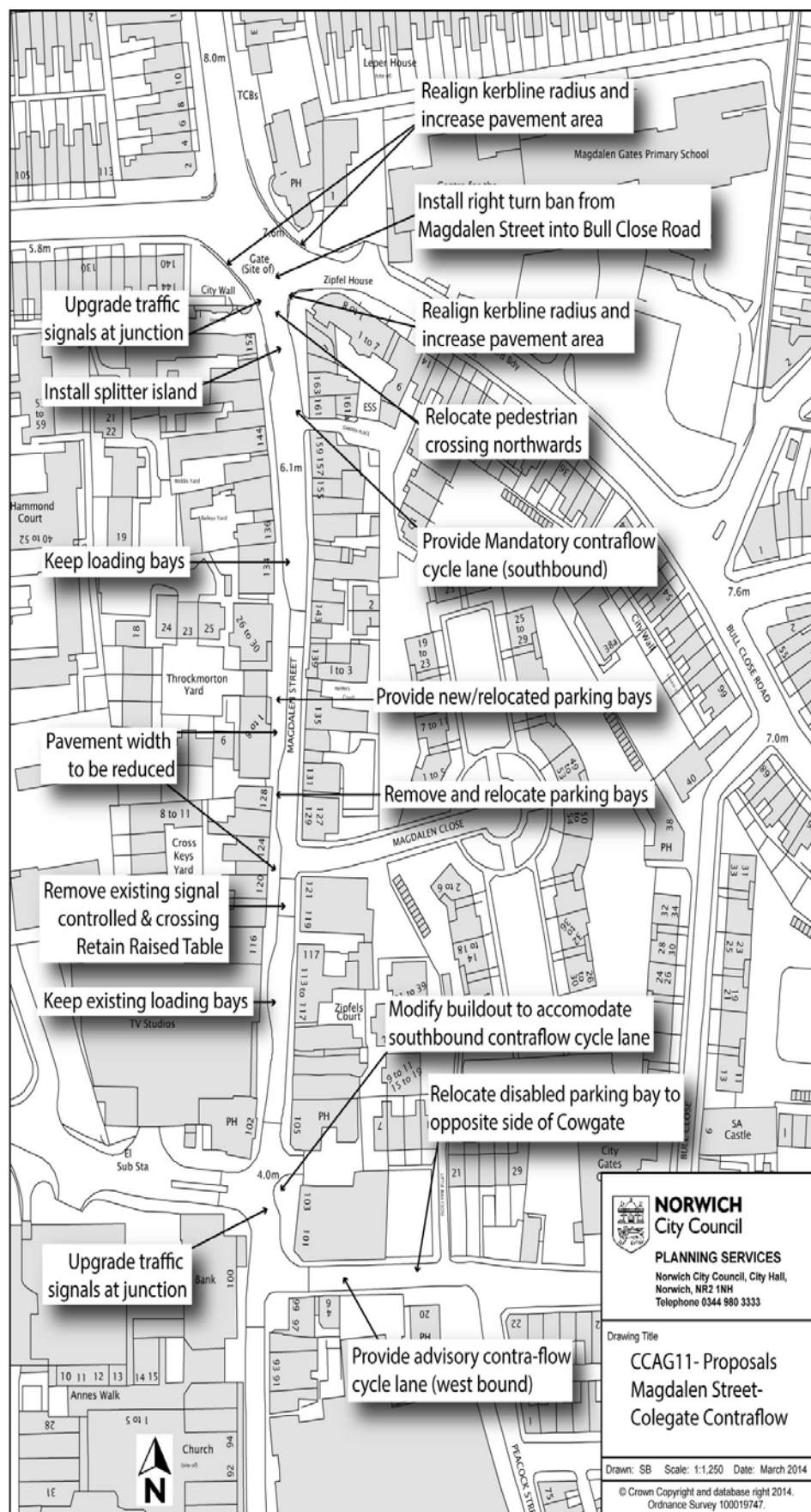
6. A site visit was held between officers and members of the Norfolk and Norwich Association for the Blind, whose head office is located close by in Magpie Road, to discuss the overall scheme and particularly the proposal to remove the existing signalled crossing by Magdalen Close. A copy of their response is attached as appendix 3.
7. While the NNAB would like to see the existing signalled crossing retained they understand that given the current usage it is not a practical or cost effective option for this scheme. They comment that with the introduction of the contra flow cycle lane there may be more need for a signalled crossing here, however the potential numbers involved will still not be high enough to justify a signalled crossing facility at this location.
8. Issues such as the position of the guard railing and the use of tactile paving can be accommodated through the detailed design process. At the same time improvements to the signalled crossings at the Cowgate junction will also be investigated, however a full pedestrian phase on each arm of the junction is not achievable within the scope of this project, as it would involve the complete remodelling of the signalled junction. This suggestion will be considered as part of any future work at the junction.

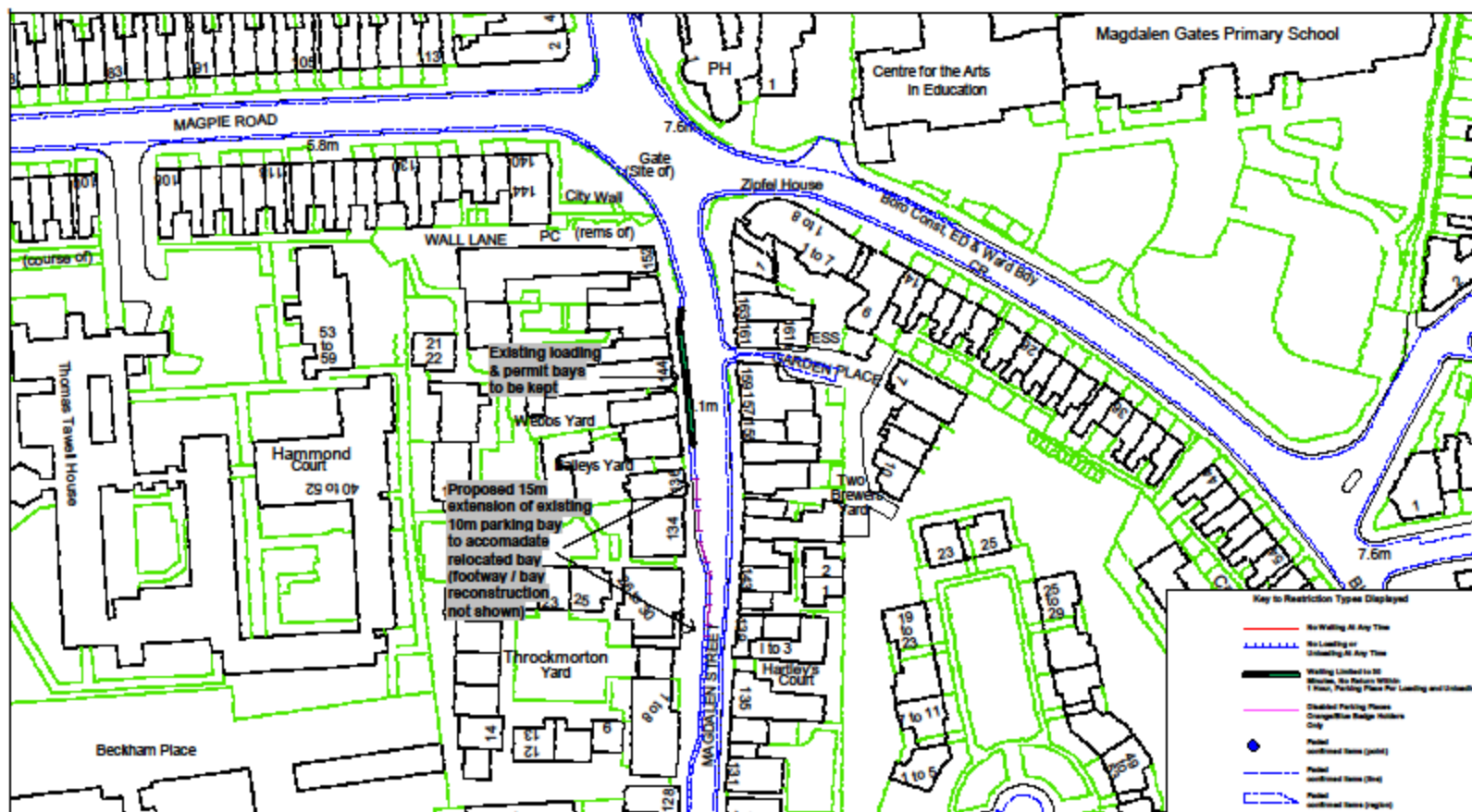
Conclusions



9. The proposals have been positively received by the public and it is therefore proposed that the traffic regulation orders are implemented as advertised. There are a number of detailed elements of the proposals such as how to position cyclist on Magdalen Road so that they can safely access the contra-flow cycle lane, the design of tactile paving and the position of guard-railing that will be resolved during the detailed design stage

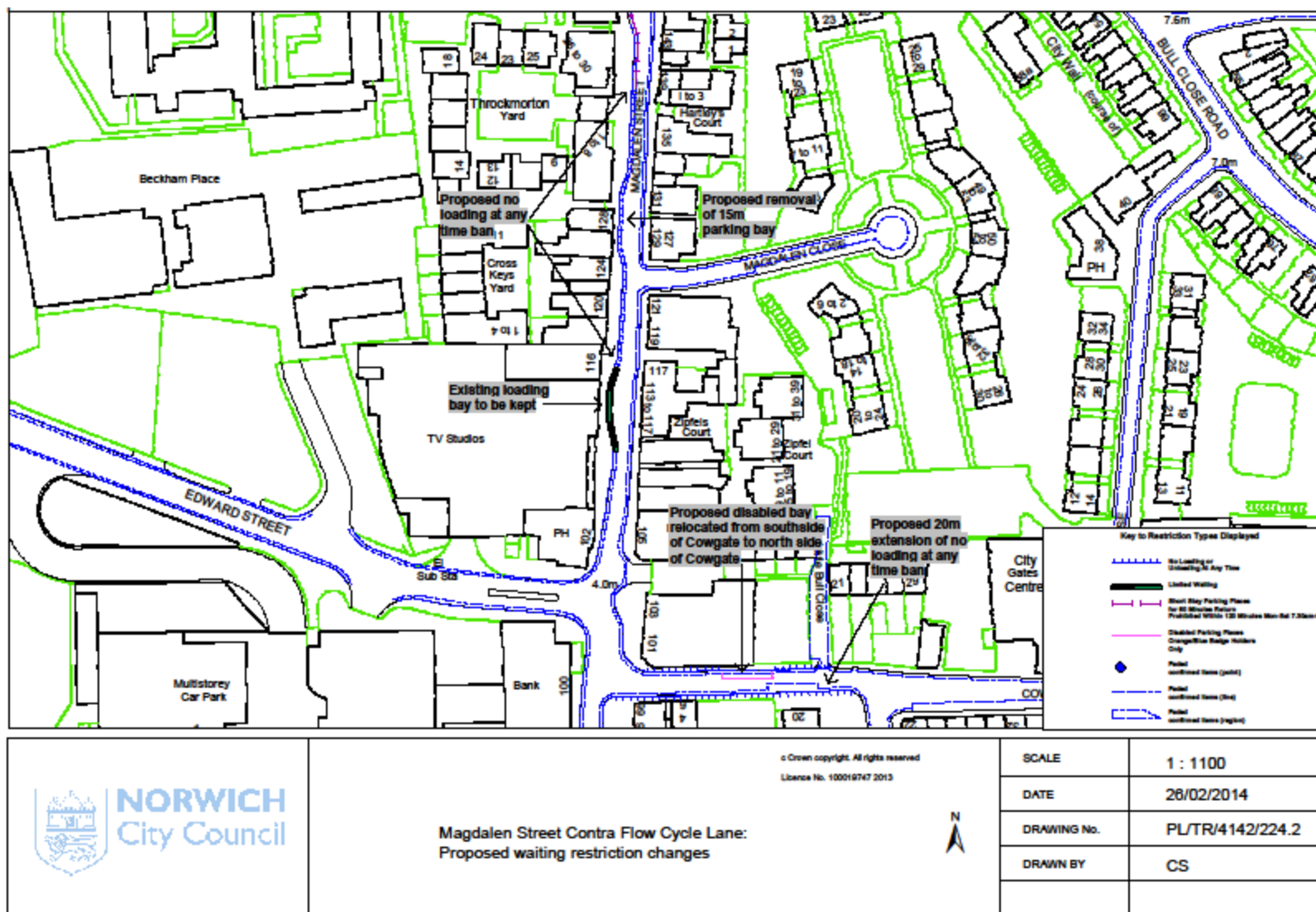
Implementation

10. Should this scheme be approved for implementation then work will be completed by September 2015. The exact dates will need to be co-ordinated with other works in the area, including the Push the Pedalways scheme in Tombland and Palace Street.





 NORWICH City Council	© Crown copyright. All rights reserved Licence No. 100019747 2013	
	Magdalen Street Contra Flow Cycle Lane: Proposed waiting restriction changes	
		
	SCALE	1:1000
	DATE	26/02/2014
	DRAWING No.	PL/TR/4142/224.3
	DRAWN BY	CS



Respondent	Comments made	Officer response
Mr BW	Support the proposals. Can the Magdalen Road approach to the junction also be improved for cyclists too?	Improvements are needed for the cyclists on this approach to the junction, however this is beyond the scope of this project and will be considered in the future when the blue pedalway is implemented. The question of how cyclists will position themselves on Magdalen Road to enter the contra flow cycle lane will be addressed as part of the detailed design for this scheme.
Ms NDP – local resident & cyclist	It is a brilliant idea.	Welcome the support.
Mr JR – local resident & cyclist	Great idea. Can buses and HGVs be prevented from using narrow section of Magdalen Street.	Welcome the support. Magdalen Street is the main bus route out of the city to the north and banning buses from this section would not be practical.
Ms RB	Fed up with cyclists riding on pavements. The scheme is not needed, there should simply be much stricter enforcement of cyclists riding on the pavement. The rights of pedestrians should be respected more.	This scheme will strongly encourage cyclists not to ride on the pavement in this area. The resources are not available to carry out widespread enforcement.
Ms DB - Cyclist	Proposals are very welcome. Don't allow delivery vehicles to block the cycle lane. Can the 20mph speed limit be enforced with a camera.	Welcome the support. The cycle lane will have a no waiting, no loading at any time restriction in it, delivery vehicles will have to use the loading bays. At the current time 20mph cannot be enforced with cameras, the scheme is designed so that the 20mph limit should be self-enforcing.

Respondent	Comments made	Officer response
Mr LG – local resident	Opposes the scheme. Cyclists do not obey the rules of the road and banning the right turn from Magdalen Street into Bull Close Road will divert traffic through the narrow terraced streets such as Marlborough Road and Beaconsfield Road.	The volume of vehicles making the right turn is low, and it is anticipated that the majority will turn down Colegate instead to access Bull Close Road. The number of vehicles diverting into the terraced streets is expected to be minimal.
Ms LP & Mr PT – local residents	It is a great idea.	Welcome the support.
Ms VM – local resident	Support the proposals which are not before time.	Welcome the support.
Mr BF	Opposes the scheme and asks that the NNAB are consulted.	The NNAB have been consulted; see main body of the report.
Ms AW – potential cyclist	Great idea, stopped cycling a while ago but will consider taking it up again if there are better facilities.	Welcome the support.
Mr JR	Could a similar scheme be proposed for St Augustine's Street.	There are no plans for this at the current time.
Mr ED – Manager of local business	Proposals are warmly welcomed.	Welcome the support.
Mr JP – cyclist	Delighted with the proposal.	Welcome the support.
Mr FA – local tour operator	Coaches should be exempted from the right turn ban from Magdalen Street into Bull Close Road. Cyclists should be banned from the road as they ignore the rules of the road.	It is not possible to exempt coaches from the banned right turn as this would compromise safety and capacity at the junction.
Mr PBL	Wholeheartedly support the proposals.	Welcome the support.

Respondent	Comments made	Officer response
Ms CC – local residents	Welcomes the proposals, but concerned about increased rat running in the Marlborough Road area.	Welcome the support. The volume of vehicles making the right turn is low, and it is anticipated that the majority will turn down Colegate instead to access Bull Close Road. The number of vehicles diverting into the terraced streets to the north of Magpie Road is expected to be minimal.
Ms SC & Ms JC	Welcomes the scheme. More should be done across the city to stop cycling on the pavement	Welcome the support. The issue of cycling on the pavement is a city wide one and the police do not have the resources to effectively enforce it.
Mr MW – cyclist	Strongly welcomes the proposals which will restore a route that has been severed for 40 years.	Welcome the support.
Mr MW – cycle trainer	Strongly welcomes the proposals, which are an improvement on the existing substandard route along Edward Street.	Welcome the support.
Ms HM	Proposals are an intelligent and thoughtful solution to the problems in Magdalen Street.	Welcome the support.
Mr IC – cyclist	Fully supports the pink pedalway project. Comments on the details of the scheme – guard railing should be moved to the edge of the pavements, a safe route needs to be found for cyclists going straight on from Magdalen Road to Magdalen Street, why is the raised table being removed?	Welcome the support. Much of the guard-railing is being removed, what is left has to be located 450mm from the kerb edge to avoid being hit by wing mirrors from passing vehicles. The straight ahead movement from Magdalen Road to Magdalen Street will be considered as part of the detailed design phase for the Magdalen Street junction. The raised table is being removed as all kerb lines in the area are being realigned, and with the narrower carriageway for vehicles a table is no longer required.

Respondent	Comments made	Officer response
Mr TP – cyclist	These changes will make a commute to and from the north of the city much better, quicker and safer for cyclists.	Welcome the support.
Ms IC – local resident & cyclist	Proposals will improve cycling.	Welcome the support.
Mr TC - cyclist	Agrees with the proposals.	Welcome the support.
Mr SC - cyclist	Broadly supports the proposals.	Welcome the support.
Mr MR – cyclist	Wholeheartedly support, makes cycling easier.	Welcome the support.
Ms TP - cyclist	Supports the proposals.	Welcome the support.
MR TJ - cyclist	Feels strongly that the proposals should be supported.	Welcome the support.
Ms SW- cyclist	In agreement with the proposals.	Welcome the support.
Mr JA – cyclist	The Magdalen Road approach to the junction needs improving, the guard-railing on the crossing by Golden Dog Lane should be taken down as the footpath is narrow, northbound traffic should be diverted onto Cowgate or Edward Street instead. On street parking should be removed from Sprowston Road and Magdalen Street. The pavement on the east side under the flyover should be moved behind the pillars.	Improvements are needed for the cyclists on this approach to the junction, however this is beyond the scope of this project and will be considered in the future when the blue pedalway is implemented. The question of how cyclists will position themselves on Magdalen Road to enter the contra flow cycle lane will be addressed as part of the detailed design for this scheme. While the other issues raised may be valid they are beyond the scope of this project and cannot be addressed at this time.
Ms VG	The proposals will go a long way to solving the problems faced by cyclists.	Welcome the support.
Mr JH – cyclist	Fully support the proposals which will improve journeys and safety for cycling between the north and the city centre.	Welcome the support.

Respondent	Comments made	Officer response
Ms PM – cyclist	Improvements will make my journeys quicker and safer.	Welcome the support.
Cllr Richard Bearman	Strongly supports the south bound contraflow on Magdalen Street and the short contra flow lane on Cowgate. Cycling on the pavement should be discouraged and policed effectively.	Welcome the support. The pedalway schemes are designed to discourage cycling on the pavement unless shared use facilities are being promoted in areas where there is sufficient space and segregation is not possible. Enforcement is the responsibility of Norfolk Constabulary.
Mr DF – pedestrian	The proposals do not look radical and should not be too difficult for the blind, deaf and elderly to cope with. It should help deal with the problem of cyclists whizzing down the pavement.	The proposals are designed to improve the situation for pedestrians as well as cyclists.
Norwich cycling campaign	Fully support the proposals with a number of queries on the design <ul style="list-style-type: none"> • ASL is needed on Magdalen Road • Parking & Loading bays need to be made wide where possible • Distance of ASL on Magdalen Street from junction • Right turning cyclists from Magpie Road • Demarcation of contra-flow cycle lane on Cowgate. 	Welcome the support. The detailed design of the Magdalen Gates junction is yet to be completed and these issues will be addressed as part of that design.
Mr PO	Supports the scheme and believes more should be done to promote cycling.	Welcome the support.
Mr MH – Local resident	Supports the proposals.	Welcome the support.

Respondent	Comments made	Officer response
Ms GW	<p>Has a number of concerns;</p> <ul style="list-style-type: none"> • where the banned right turn traffic will go, • northbound cyclists will continue to ride on the footpath • pedestrians will find it difficult to cross the road with a contra flow cycle lane • believes the law should be enforced, not the layout changed 	<p>The volume of vehicles making the right turn is low, and it is anticipated that the majority will turn down Colegate instead to access Bull Close Road. The number of vehicles diverting into the terraced streets north of Magpie Road is expected to be minimal.</p> <p>The volumes of both traffic and cyclists on this section of Magdalen Street are not high and pedestrians will still be able to cross the road safely and easily.</p> <p>The difficulty resourcing the enforcement is one of the reasons for creating a scheme that will design out the problem.</p>
MS LB	Cyclists should not use the pavements and more should be done to enforce this.	The difficulty resourcing the enforcement is one of the reasons for creating a scheme that will design out the problem.
Ms RH & Mr MW – Local residents & cyclists	Generally it looks like a great plan, however concerned about the lack of advanced stop line on Magdalen Road and the loss of guard-railing at the exit of Anglia Square opposite Roys.	Welcome the support. The markings for cyclists on Magdalen Road will be considered at detailed design stage. The pavements in the area of Anglia Square are very narrow and the removal of the guard-railing will allow pedestrians to move around more easily.

Respondent	Comments made	Officer response
Ms KW - local business owner	<p>Strongly opposes the scheme. Does not believe the cyclists will make use of the contra flow facility and will continue to use the footpath.</p> <p>Is concerned that the disruption caused by the construction threatens the viability of her business.</p> <p>Believes there needs to be more enforcement of current laws and regulations.</p> <p>Would like the loading bay changed to a parking bay.</p>	<p>At the present time cyclists are faced with a choice of a long detour to head south into the city or riding on the footpath, we firmly believe that given the choice of a contra flow cycle lane and a narrow footpath full of pedestrians the vast majority, if not all, cyclists will opt for the contra-flow lane.</p> <p>While there will inevitably be some disruption during construction, this will be kept to a minimum and access will be maintained to the businesses at all times.</p> <p>The difficulty resourcing the enforcement is one of the reasons for creating a scheme that will design out the problem.</p> <p>The loading bay is used by a number of businesses in the area. Alternative on and off street parking facilities are available locally.</p>
Mr BB – Local resident	<p>Concerned about vehicle speeds, especially buses and motorcycles and queries if Cowgate will be subject to 20mph restriction. Would like to know how much additional traffic will be using Cowgate to access Bull Close Road when the right turn is banned</p>	<p>Cowgate will become subject to a 20mph speed restriction. 312 vehicles on an average day between 7am and 7pm currently make the right turn, it is estimated that around half of these will use Cowgate instead, equating to 156 extra vehicles a day or average of 13 an hour.</p>

20th June 2014

Push The Pedalways
Magdalen Street & Cowgate Cycle Contra-flow

Following on from a meeting held at the NNAB offices with Linda Abel, Senior Transportation Planner, on Wednesday 18th June 2014, The Norfolk & Norwich Association for the Blind would like to submit the below points and issues in response to this consultation.

Key to Abbreviations used in the report:
VIPs = Visually Impaired Person(s)

We endorse the aims of this scheme to remove cyclists from using the pavement on Magdalen Street and the surrounding areas.

We support the improvement of all four crossings at the junction of Magdalen Street with Magpie Road, Bull Close Road and Magdalen Road. It is vital to remember that when upgrading these crossings, and any signalled crossings within the Push The Pedalways Scheme, that a rotating cone is always installed so a VIP knows when it is safe to cross. At present one of the crossings at this junction (no. 2) lacks this function.

We are pleased to learn that the new southbound cycle lane will be on the road instead of the footway and that there will be a differentiation by way of a kerb into the road, as shown by the 'typical street section'. However, whenever there is an absence of a kerb at a raised table it must be re-iterated the importance of a textured surface between the footway and the road so that a VIP, using a mobility cane, can sense where the road starts and not drift into the traffic. We are pleased to learn of the removal of the raised table as noted on the map near building 139, as this has no differentiation between the footway and the road.

We would recommend the use of coloured cycle lanes as we believe this would be a better way to assist drivers to remain in their lane, which in turn would encourage the reduction of driving speeds. Any speed reduction means less traffic noise which assists any VIP walking safely along the street or negotiating any street crossings.

We strongly object to any of the guardrails being removed, as noted on the map by buildings 102 and 105. Guardrails are essential to VIPs, particularly those with mobility canes, as they use them as reference points and guides when navigating their way along the road up to a crossing and to prevent them from drifting into the road at dangerous junctions.

Page 1 of 2

Also at:

3 North Lynn Business Village, Bergen Way, King's Lynn, Norfolk. PE30 2JG T: 01553 660 808
14/15 Willmet House, Victoria Arcade, Row 70, Regent Street, Great Yarmouth, Norfolk. NR10 1RR T: 01493 745 973



Patron: Her Majesty the Queen

Director: Mr. SJM. Mariner
Registered Charity No. 207060

The Norfolk and Norwich Association for the Blind

Please support the local Charity for Blind and Partially Sighted People in Norfolk

Magpie Road
Norwich
Norfolk
NR3 1JH

T: 01603 629 558
F: 01603 766 682
E: office@nnab.org.uk
www.nnab.org.uk

We are concerned about the removal of the existing pedestrian crossing, as noted on the map near buildings 120 and 121. If this is removed and replaced by a raised table, we are agreeable to this as long as blister tactile paving and highlighted contrasting materials are installed as noted on the South Section map.

We appreciate that part of the justification in wanting to remove this crossing is due to low usage. However, this is based on current levels of activity with the current one-way traffic system. We anticipate that the need for the crossing will become more important in the future due to the change of the one way traffic flow turning into a contra-flow system. As the ultimate aim of the scheme is to encourage more cyclists to travel into the city Magdalen Street will become harder to cross in the future, particularly for a VIP. VIPs are not able to hear cyclists approaching if there is a lot of background noise from motorised vehicles. Removal of this crossing means that the only safe option to get across to this side of the street for a VIP is to walk all the way to the top of the four way junction (Magpie Road etc) and then walk back on themselves once they have crossed. This substantially increases their journey which can lead to disorientation and additional stress.

Many of our visually impaired residents at Hammond Court use the Gurney Surgery at 101-103 Magdalen Street. Removal of the proposed crossing makes this end of Magdalen Street not safely accessible. Therefore, we propose that should the pedestrian crossing be removed a signalled, or at the very least a zebra, crossing be installed at the corner of Cowgate instead, rather than the current proposal suggestion of raising the carriage way to foot level. As noted above this crossing is dangerous for VIPs with mobility aids unless a tactile surface clearly differentiates the difference between road and pavement. Currently this is not the case.

Our preferred solution for the greatest safety to all pedestrians, not just the visually impaired, to the south section junction would be to create a four way crossing instead. In addition to the current crossings that a third one to be created at Cowgate, and a fourth across Magdalen Street at a suitable location to make the journey to the Gurney Surgery as direct, stress free and as safe as possible.

Should you wish to discuss any of these recommendations further, please contact me on the details listed at the top of this document.

Signed on behalf of The Norfolk & Norwich Association for the Blind

Edward Bates
Equipment & Information Centres Adviser
edbates@nnab.org.uk

Page 2 of 2

Also at:

3 North Lynn Business Village, Bergen Way, King's Lynn, Norfolk. PE30 2JG T: 01553 660 808
14/15 Willmet House, Victoria Arcade, Row 70, Regent Street, Great Yarmouth, Norfolk. NR10 1RR T: 01493 745 973

Report to Norwich highways agency committee
24 July 2014
Report of Head of city development services
Subject Sprowston Road ALDI Traffic Regulation Order
representations received

Item

11

Purpose

To consider representations received to the proposals to install double yellow lines around the junction, and along the service road to the new ALDI store on Sprowston Road.

Recommendation

The committee is recommended to authorise the head of city development services to arrange for the necessary statutory procedures to implement waiting restrictions to extend the existing double yellow lines on Sprowston Road south to a point 16 metres south of the new access road to the ALDI store, and along the entire length of the new access road as shown on Plan No. A1-12062 S278/38 in Appendix 1.

Corporate and service priorities

The report helps to meet the corporate priority 'A prosperous city' and the service plan priority to implement the local transport plan

Financial implications

This proposal has been funded by the developer of the new store

Ward/s:

Catton Grove

Cabinet member: Councillor Stonard – Environment, development & transport

Contact officers

Bruce Bentley, Principal Transportation Planner

01603 212445

Background documents

Correspondence from external stakeholders

Report

Background

1. A new ALDI store has recently been completed on Sprowston Road, accessed via a new service road. This service road is subject to adoption as a public highway, and in time will also lead to new housing development. As part of the development, it was agreed with the developer that double yellow lines would be provided at the new junction, and that a bus stop would be moved,. The work to move the bus stop was undertaken some time ago, but the yellow lines have never been implemented
2. Following agreement with local members and the chair and vice chair of NHAC, proposals were advertised to extend the existing double yellow lines around the new junction as far as the bus stop. Representations had already been received from an adjacent property owner and a member of the public requesting lines to protect their access, and improve visibility, and this arrangement would have protected access to the forecourts of the adjacent shops as well as preventing parking in the new junction

Consultation

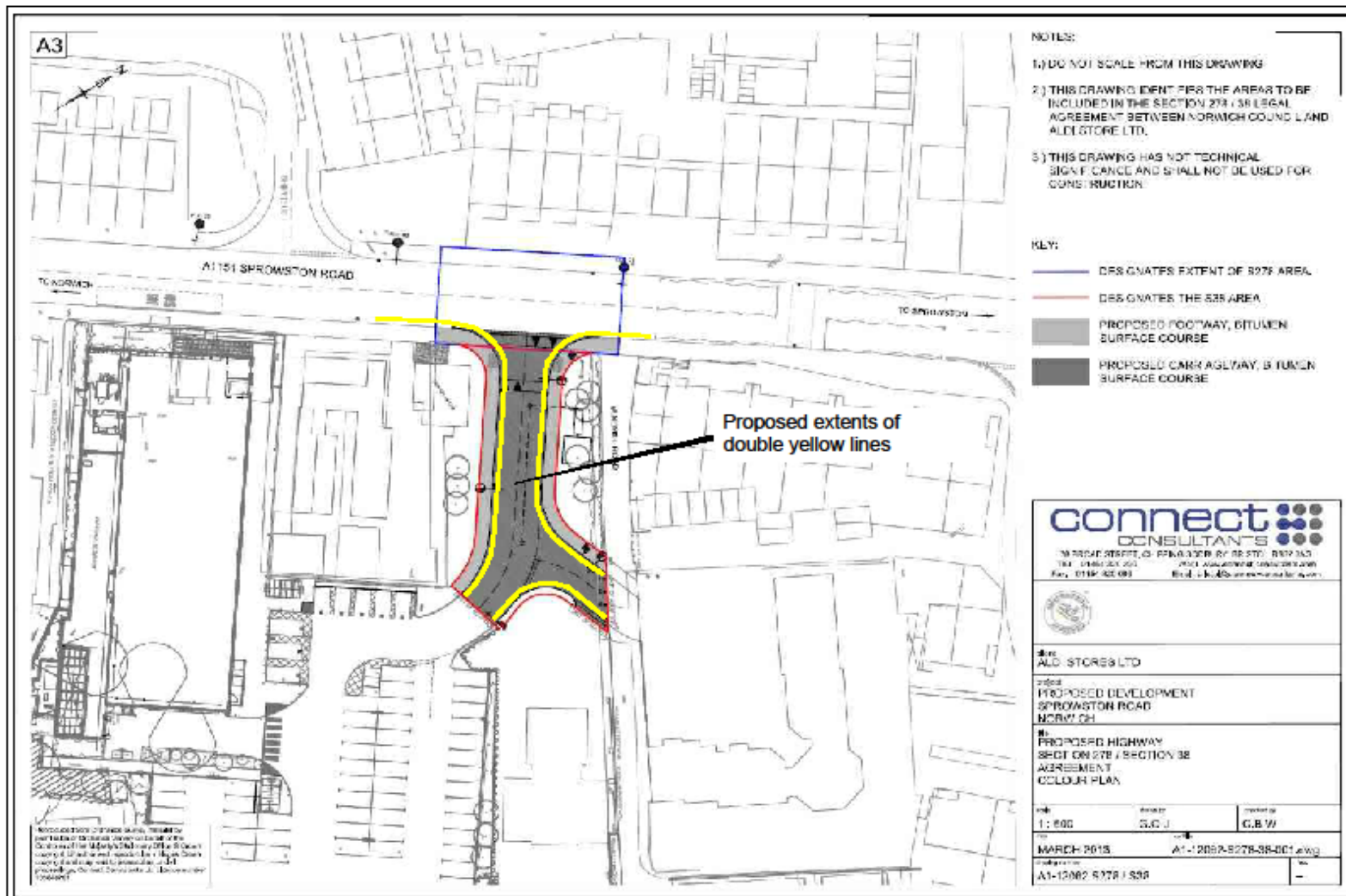
3. Following consultation it became apparent that the local businesses preferred not to have the lines extended across their forecourt, but the business closest to the junction objected to all the lines, whilst the adjacent property owner wanted them to extend to protect their access. Officers proposed a compromise that extended the lines just to protect the junction, and the access, whilst retaining the opportunity to park on-street in front of the other business forecourts. All the occupiers and owners agreed to this compromise, with the exception of one business, who maintained the objection to any lines at all.

Discussion

4. The proposed double yellow lines are intended to ensure adequate visibility onto the busy Sprowston Road. This would be consistent with other junctions in the vicinity, and ensure adequate visibility for those people exiting the new junction. In any case, the Highway Code says that you should not park within 10 metres of a junction, which is effectively the frontage of the first business adjacent to the junction, so it is not reasonable for the occupier there to think that it is appropriate to park in this location. Extending the proposed lines to 16m from the junction ensures that they also protect the adjacent access to the rear of premises, which is something that the owner of the property has requested

Implementation

5. The yellow lines will be installed by the developer as part of the adoption of the new estate road



Appendix 2 – Waiting restriction proposals: representations received

Representation received	Officer response
Telephone conversation with local business Businesses would prefer that the yellow lines did not extend across the entire frontage as originally suggested. Agreed to the revised proposal as currently recommended	Agreement to revised proposals noted. The recommendation is to reduce the length of the lines, so that on-street parking is still permitted in front of the business forecourt
Email from Local business. Yellow lines will prevent customer parking outside premises and does not meet the needs of elderly or disabled customers. Customers do not block access to premises next door	Parking this close to a junction is dangerous and contrary to advice in the highway code. Proposed arrangement provide parking spaces 7 metres from the property
Email from owner of property. Access is routinely blocked by parked cars. Supports the proposal to extend the DY lines across the access to their premises and supports the revised proposals	Support for revised proposals noted. Revised proposal maintains visibility at the junction, and prevents obstruction of this access
Resident of Sprowston Road; Concerned that extending double yellow lines will prevent them parking outside their house	This is a misunderstanding: there are no changes proposed in the vicinity of this residents home

Report to	Norwich highways agency committee 22 July 2014
Report of	Head of city development services and Director of environment, transport & development
Subject	Annual report of the Norwich City Highways Agency 2013/14

Item

12

Purpose

This report details the performance during 2013/14 of the Highways Agency Agreement between Norwich City Council and Norfolk County Council

Recommendation

To approve the highways agency annual report for 2013/14

Corporate and service priorities

The report helps to meet the corporate priority A safe and clean city and the service plan priority of delivering the highways agency agreement

Financial implications

The financial implications of the on-street parking service are described in the report.

Ward/s: All wards

Contact officers

City: Joanne Deverick, Transportation & Network Manager	01603 212461
--	--------------

County: Paul Elliott, Transport Programme Manager	01603 222210
---	--------------

Background documents

None

Report

Background

1. Since 1996, the County Council and City Council have jointly overseen the operation of the highways function within the City administrative boundary through the Norwich Highways Agency Committee. This is a formally constituted committee under the auspices of the Agency Agreement which was renewed on the 1 April 2014. The new agreement is for five years to tie-in with new contract break clauses.
2. The Agency Agreement, and therefore the activities of the Committee, includes delegated functions to the City Council covering highway maintenance work, management of on-street parking, design and construction of improvement schemes, traffic management, improvements to safety, highways development control, the development and coordination of programmes and works on the city highway network and specific areas of wider policy development.
3. There are two principal programmes of work – the revenue funded programme of routine and winter maintenance, traffic and highway improvement schemes. These works form a key element of NATS (Norwich Area Transportation Strategy) implementation – delivering sustainable travel choices in the city.
4. A revised NATS strategy was adopted in 2004 and this is supported by the NATS implementation plan, adopted in 2010 and updated in 2013. Work has progressed on a number of elements of the Strategy. The strategy had been designed to help address issues such as congestion, better access for public transport, improvements to walking and cycling networks and to deliver projected growth in the Norwich area. In 2011 Norfolk County Council were successful in securing funding for the Norwich Distributor Road, Grapes Hill bus lane, removal of general traffic from St Stephens and other NATS measures through Central government bids. This funding has enabled some major elements of the NATS strategy to be developed and delivered. This has been further supplemented by the Cycle City Ambition funding, and the City Deal offers further opportunities for funding infrastructure. Both Norwich City and Norfolk County Council officers will continue to seek and submit government bids to fund further NATS measures.
5. Details of performance data, any targets, and progress during 2013/14 are summarised under the headings below. Details of key projects delivered during the year are also provided.

Work of the committee

6. The work of the committee can be summarised as follows

Task	09/10	10/11	11/12	12/13	13/14
Reports received - decisions	29	25	21	16	15
Reports received – for information	20	28	18	8	7
Petitions received	5	5	4	3	3
Public questions	19	10	15	15	13

7. The impact of the reduction of funding through the Local Transport Plan continues to show in the decreasing number of reports for decision. However this trend is likely to change for the current financial year, given the £5m investment through the Cycle City Ambition Grant and local funding to implement the Push the Pedalways programme

Delivery of programmes to targets and budget / financial controls

8. 2013/14 was the fourth and final year that the construction work included in the highways agency agreement was delivered through the County Council's strategic partnership with May Gurney. The delivery process maintained and built on the improvements made in the previous years.
9. From the start of this year (2014/15) the city has been using the County Councils main contractor Lafarge Tarmac to deliver its improvement, surface dressing and resurfacing programmes. The majority of the routine maintenance work in the city is now undertaken by the County Council's in house Operations Team, with the lining, patching and gulley cleaning being delivered by Lafarge Tarmac's supply chain

Capital improvement schemes:

10. Given the continued restrictions on the local transport plan budget, the number of schemes completed in 2013/14 was lower than in previous years. 4 local safety schemes and 2 pedestrian crossing schemes were completed. A further crossing scheme was implemented using S106 funds.
11. The £2.5 M Better Bus Area (BBA) funding from the Department for Transport delivered a number of improvements for bus passengers in the greater Norwich area throughout 2013/14. These included improved bus stops with better information, smart ticketing, priority for buses at signal controlled junctions and new layover spaces for buses and demand responsive transport providers. Work on a south bound (uphill) bus lane on Grapes Hill and the removal of general traffic from St Stephens Street and Surrey Street which are also funded through the BBA was stalled in 2013/14 due to a high court challenge on the consultation process. This challenge has now been dismissed by the High Court. The delivery of the BBA schemes has enabled the City Council and NCC to pull together

resources and funding to deliver Chapel Field North improvements. Work has started to implement these changes.

12. In August 2013 £3.7M of Cycle City Ambition grant was awarded to Norfolk County Council and Norwich City Council by the Department of Transport. Along with £1.8M of local contributions this will be used to fund the implementation of the Push the Pedalways programme. This consists of delivering the pink pedalway from the hospital and research park in the west through to Rackheath in the east. In 13/14 two projects were completed, with a further 19 to be delivered before October 2015.

Highways maintenance:

13. By the end of March the Highways maintenance fund which funds all the routine maintenance works such as patching; grass cutting, gulley emptying etc was £1.659m compared to a budget of £1.692m. This represents a 1.95% underspend caused by the mild winter leading to lower winter service costs.
14. There were 32 schemes in the maintenance capital programme, this compares to last year when there were 28.

Quality of Work

15. The City has completed 90% of scheduled audits, which compares to the overall County figure of 92%. The audits cover health and safety, quality and environmental issues and are showing good contractor performance.

Compliance with standards, codes and procedures

16. Data are collected monthly for a number of agreed indicators:

Number of days with temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per km of traffic sensitive road

17. The value was 0.22 for the year 2013/14 compared to a City target of 2.80. This is partly due to the reduction in workload, but moreover it is a result of the practice of closing side roads when work is taking place at junctions on the traffic sensitive network, to minimise the impact on the main road network and more use of evening / weekend working.

Number of Days of Temporary Traffic Controls or Road Closures on Traffic Sensitive Roads Caused by Highway Authority Streetworks per Km of Traffic Sensitive Roads

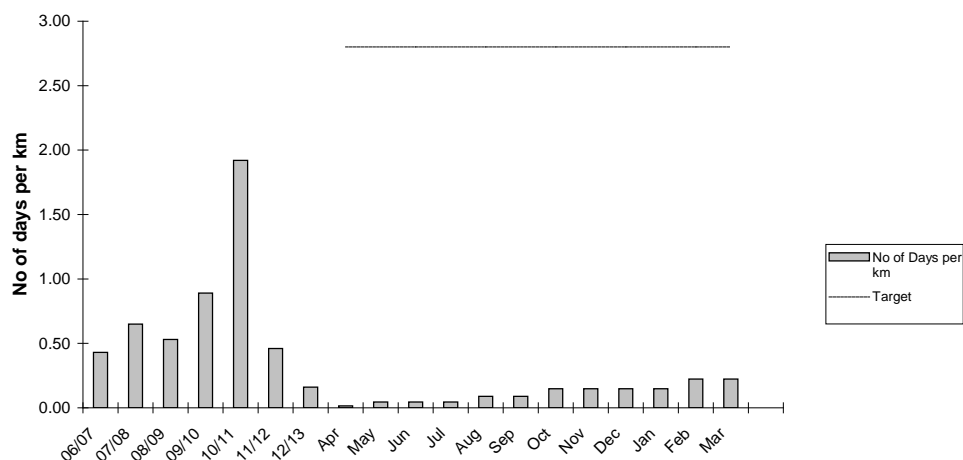


Chart shows annual figures for previous years and monthly for 2012/13

Ex BV 165 – Percentage of pedestrian crossings with facilities for disabled people

18. The City figure remains at 100% following achievement of the 100% target for the first time in 2007/08.

Road and Footway condition assessments 2013/14

19. The following table summarises the City position as well as the overall County position:

Table 1

Percentage of Roads in need of attention (Lower is better)						
Road Type	City		County only		County (All)	
	12-13	13-14	12-13	13-14	12-13	13-14
A roads*	3.2%	3.9%	2.3%	3.2%	2.9%	3.3%
B & C roads (combined)*	3.8%	3.6%	9.2%	11.5%	9.4%	11.5%
B roads	2.8%	2.7%	7.3%	7.8%	7.2%	7.7%
C roads	4.1%	3.8%	9.9%	12.2%	9.9%	12.2%
U roads	25.2%	20.7%	21.6%	23.9%	21.8%	23.3%
U roads (Urban roads only)	25.2%	20.7%	26.5%	25.2%	26.3%	24.6%
Footway Network Survey Level 4 defect	34.7%	34.5%	26.5%	26.0%	28.0%	27.4%

*these are reported to Government as part of their data set list.

20. The table on the next page shows the lengths of carriageway and footway split between Norwich and the rest of the county; to help enable the above condition results to be compared

Road type	City (Km/%)	County only (Km/%)	County incl. City (Km)
A roads	49.2 (6.4)	722.8 (93.6)	772.0
B roads	6.8 (10.5)	640.0 (89.5)	646.7
C roads	42.9 (1.3)	3389.8 (98.7)	3432.7
U roads	284.5 (6.5)	4097.8 (93.5)	4382.4
Footways	619.8 (14.9)	3529.9 (85.1)	4149.7

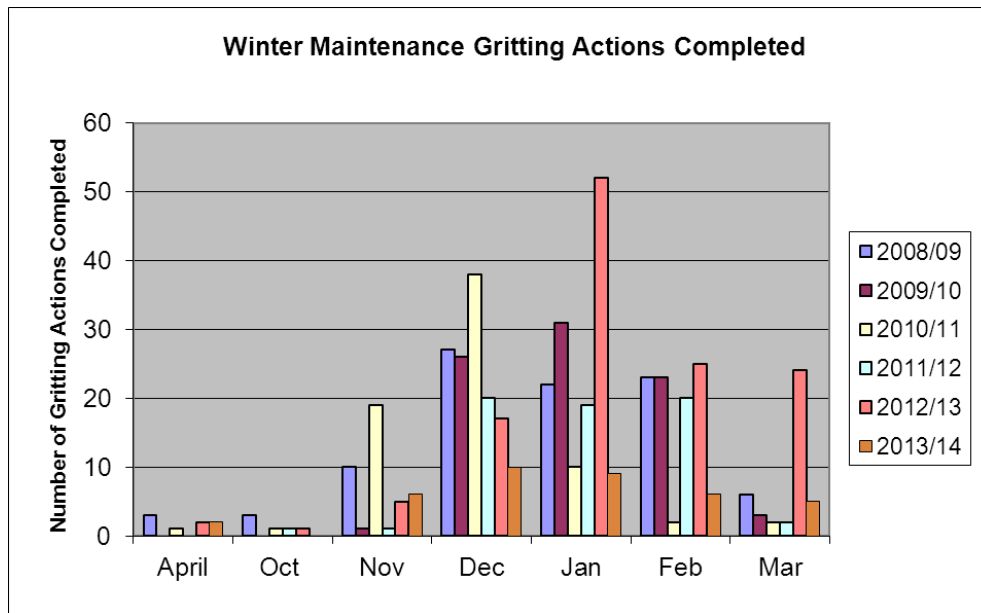
21. It can be seen from the 'Percentage of Roads in need of attention' – Table 1 - that the condition of the City's roads are generally better than those in the County. This is possibly due to the more formal construction

and edges being held by kerb lines within the wholly urban environment of the City. The rest of the County has a rather more evolved construction, with the exception of 'A' class roads

22. Overall the condition of footways and carriageways in the City has improved slightly with the exception of A roads, but that change is not significant
23. In last year's report it was mentioned that there was some discussion with the survey company as to the reliability of the results on the network. Having undertaken some examination (with the help of our survey Auditors – TRL) nothing particularly unusual was found and the results stand with no change.
24. The new footway survey has had its third year, in 2013/14, of a 4 year cycle. The overall the % of the network with structural defects has reduced slightly but with one more year of survey to give us a full network of results, it is hard to compare year on year until this is achieved. Norwich City fairs slightly worse than the County as a whole.
25. Now we have a good coverage of condition data this will be used as the basis for funding when developing the programme from 2015-16.

Percentage of priority routes gritted within three hours of mobilization from the depot

26. The winter maintenance season ran from Mid October 2013 to Mid April 2014. Of the 96 routes gritted during 2013/14, 95 were completed within the 3 hour time limit. No overrun was by more than 30 minutes. The proportion of routes gritted within 3 hours for the 2013/14 winter season was 98.96% (City/County target 100%).



27. The 3 hour completion rate for 2013/14 of 98.96% compares to 97.4% in 2012/13.

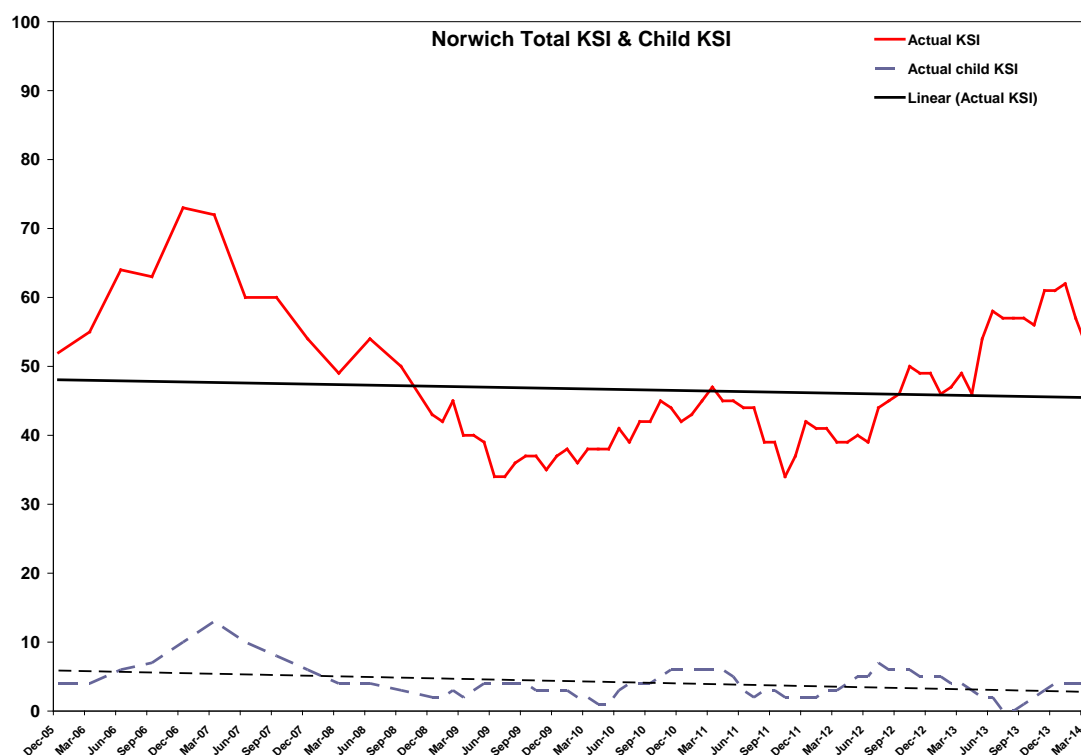
28. A new weather station was installed in Sept 2011. A City Domain was introduced 2012/13 and follows Ring road (inside) for clarity in communications to public. As a result this season 36 actions completed compared with 65 for County Domain.

Road accident casualty reduction

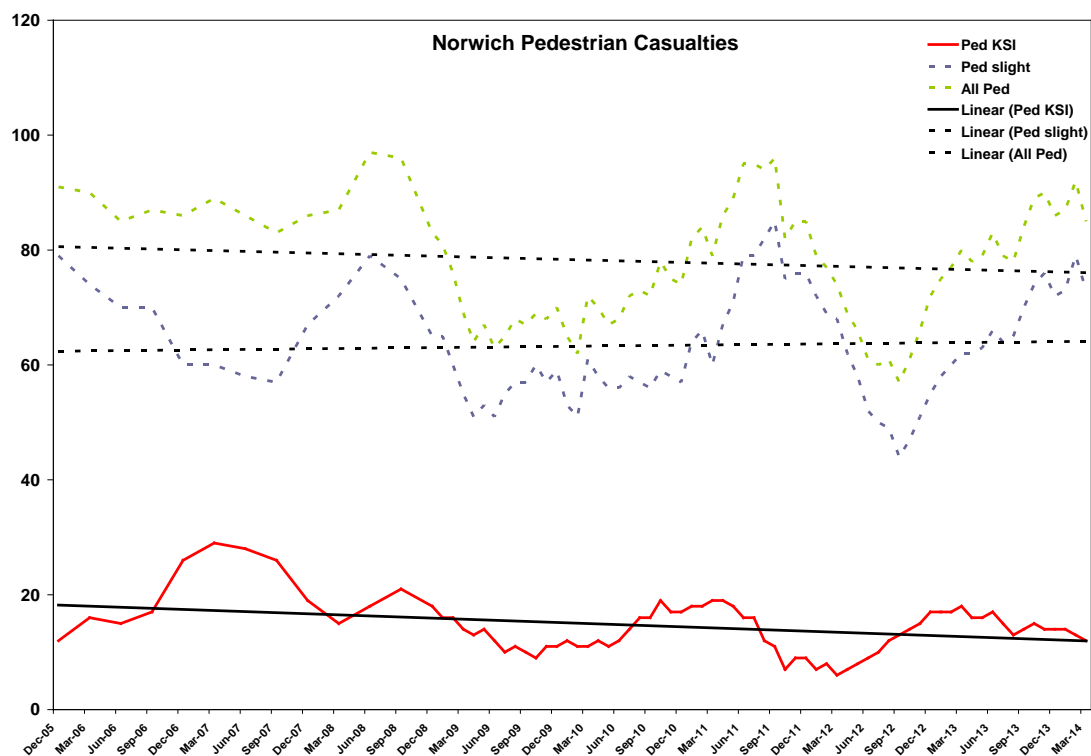
29. The tables and graphs below summarised the latest statistics

Reported Road Casualties	2005-09 Baseline 12 months (average)	2012-13 12 months	2013-14 12 months	Change from baseline	Change from previous year
All KSI	51.6	49	53	+1.4	+4
Child (0-15) KSI	5	4	4	-1	0
P2W KSI (motorcyclists)	14.6	11	16	+1.4	+5
Pedestrian KSI	17.2	18	12	-5.2	-6
Cyclist KSI					

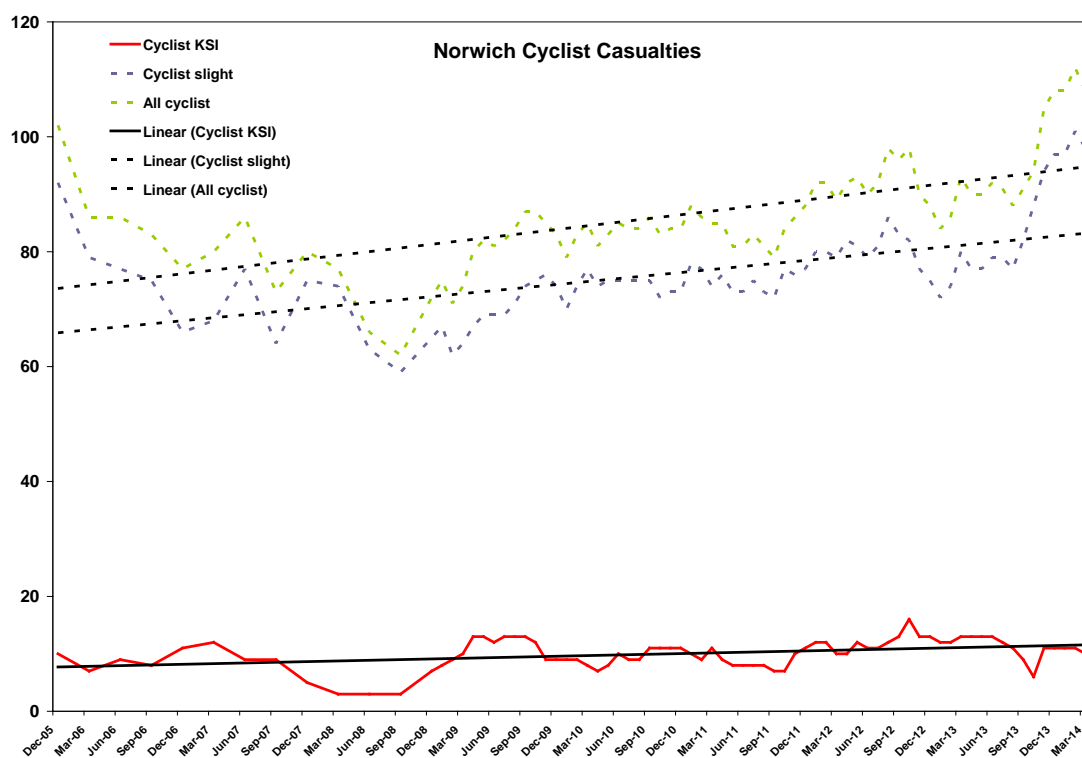
	8.4	13	10	+1.6	-3
Slight Casualties	420.2	327	378	▼10%	▲15.6%



30. The annual total KSI for 2013-14 is 53 casualties which is slightly higher than the 2005-09 baseline period average of 51.6 per year. This is a rise of 4 KSI compared with 2012-13, which equates to about an 8% increase. Factors include a slowing of progress in the 'car occupants' group, whilst motorcyclist involvements rose from June 2013 after a long period of steady numbers.
31. Child KSI involvements remain low with numbers fluctuating between 0 and 4 over a rolling 12 month period.
32. Measures to promote active travel including increased walking and cycling are key to delivering our public health aims and these groups are key targets for casualty reduction within the current Road Casualty Reduction Partnership Business Plan.



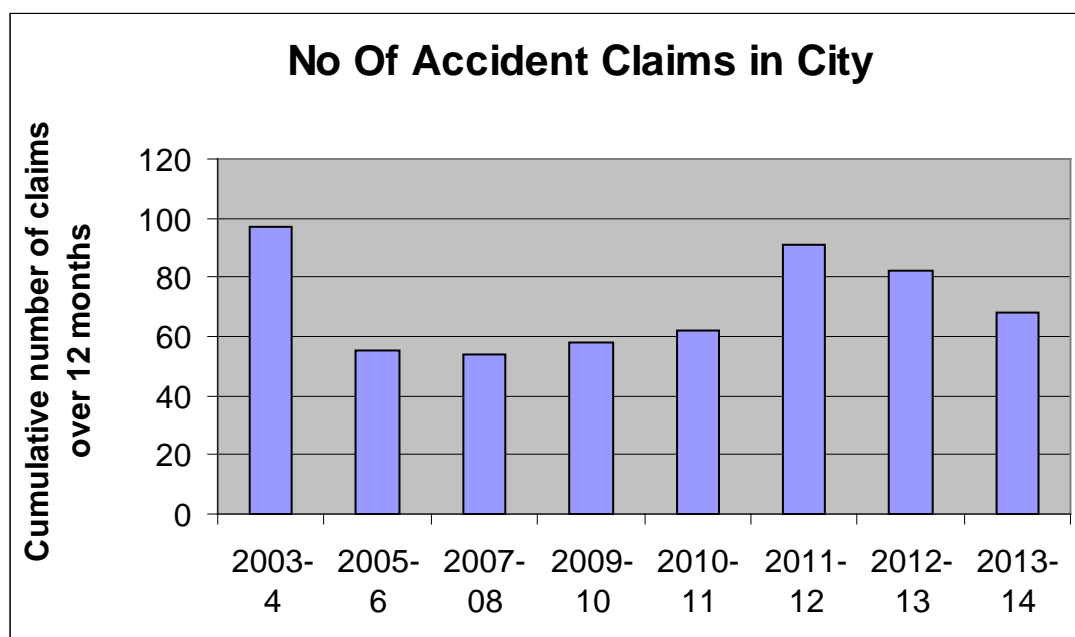
Pedestrian KSI involvements fell steadily in 2013-14 having risen continuously during the previous year from 6 to 18. The latest 12 month total is 12 KSI. All pedestrian casualties, including slight injuries, remain on a long term downward trend in spite of the rise in slight injuries to pedestrians during 2013-14.



33. Cyclists KSI involvements remain on an upward trend with fluctuations (due in part to the low numbers involved). Cyclist slight injuries are on a rising trend with a recent 'spike' occurring between August 2013 and February 2014.

Accidents Claims

34. The County Council monitors the number of claims received and the settlement rate of claims for highway and personal injury claims the graph below shows the number of claims received each year



Percentage of accident claims successfully defended

35. The figure was 74% for 2013/14, just falling short of the City target of 75%. A total of 68 claims were received.
36. Of the 64 claims finalised during 2013/14, 11 have been settled with total paid of £71,948. Whilst the overall figure has fallen slightly short of the target, this is mainly due to the overall reduction in the number of claims received (2012/13 82 claims, 2013/14 68 claims), combined with a change in legislation which has meant solicitors are less likely to take on spurious claims, and the ones that are lodged have more validity to them.
37. Of the 68 claims received, 43 were injury related, the remainder were for damage. At the time of writing, 4 claims received were still open, this low figure is mainly due to the mild winter which has led to less winter maintenance claims



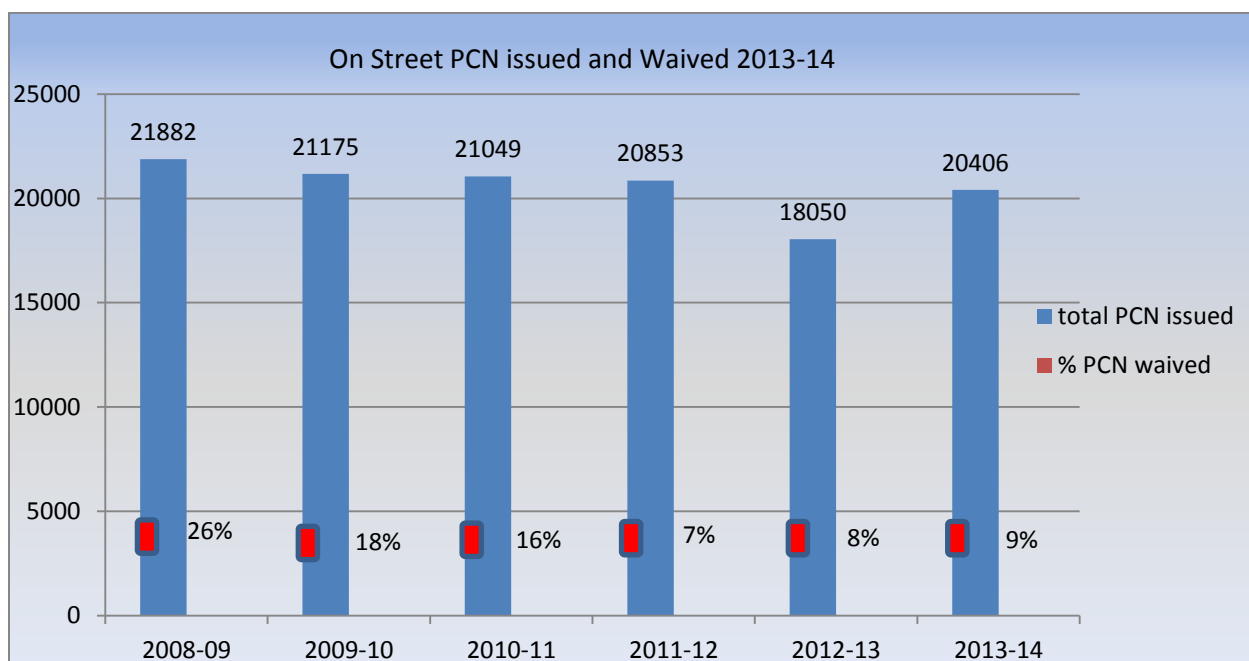
On-street enforcement

38. Norwich has undertaken On Street enforcement since 2002, at first under the Road Traffic Act 1991 and more recently (2008) the Traffic Management Act 2004 section 6.
39. The 2004 TMA brought about a number of major changes, including a two tier charging for offences depending on the severity of the offence. The higher rate of Penalty Charge Notice (PCN) is £70 discounted to £35 if paid within 14 days without challenge and £50 for the lower rate discounted to £25 if paid within 14 days. In October 2012 the boroughs of Kings Lynn and Gt. Yarmouth became the enforcing authorities for the rest of Norfolk. All services are operating under the Norfolk Parking Partnership with common policies. The parking enforcement team is currently a parking Manager, an Appeals and Adjudication officer, 25 Civil Enforcement Officers (CEO) and 3 team leaders.
40. A new three shift system was introduced to provide a greater cover of staff during the operational day (07:00-19:00) (21 CEOs) and a further team (4 CEOs) being deployed for the night time economy (15:00-01:00).
41. The total number of PCNs issued in Norwich for 2013-14 is shown in the table on the next pages:

PCN stats for Norwich City Council

	2012-2013				2013-2014			
	On street	Off street	total	%	On street	Off street	total	%
number of higher level PCN issued	14380	888	15268	69%	16260	996	17256	69%
number of lower level PCN issued	3670	3239	6909	31%	4146	3529	7675	31%
total number issued	18050	4127	22177		20406	4525	24931	
number of PCN paid at discounted rate	11846	2479	14325	65%	12630	2600	15230	61%
number of PCN paid at non -discounted rate	1871	434	2305	10%	2147	488	2635	10%
total number of PCN paid	13717	2913	16630	75%	14777	3088	17865	72%
unpaid PCN	4333	1214	5547	25%	5629	1440	7069	28%
number of registrations to register a debt at TEC	1098	226	1324	6%	1441	268	1709	6%
number of PCN issued by a CEO subject to challenge(stat- or otherwise)	3356	1132	4488	20	3782	1265	5047	20%
number of PCN issued by a approved device	0	0	0		0	00		
Total number of PCN subject to challenges	3356	1132	4488	20%	3782	1265	5047	20%

	2012-2013				2013-2014			
number of PCN cancelled as a result of a successful challenge (PCN correctly issued)	956	514	1470	7%	1321	629	1950	8%
number of PCN cancelled as a result of a successful challenge (PCN incorrectly issued)	205	65	270	1%	262	53	315	1%
Total number of PCN's cancelled as result of a successful challenge	1161	579	1740	8%	1583	682	2265	9%
number of PCN which resulted in adjudication because of challenge	15	6	21		19	3	22	
number of PCN written off for other reasons	743	142	885	4%	863	132	995	4%
number of vehicles removed	0	0	0		0	0	0	



42. In comparing the PCN data between 2008/09 and 2013/14, one can see that the number of PCNs issued had been on a downward trend with the greatest decrease between 2011/12 and 2012/13 (-13% year on year). There was an increase in 2013/14, but there are no indications as yet to suggest if this is a one-off or an upward trend.
43. The number of PCNs that have been waived is slightly up compared to the previous two years, but still well below the % in 2008 to 2011. The number of PCNs paid has gone down slightly from 72% to 75%.
44. The costs and income attributable to on-street parking during 2013-14 is summarised in the table on the next page:
45. Overall this shows a surplus for 2013/14 of £48,944, which is slightly lower than the previous two years of £98,434 - £79,275 this is due to the machines now being over ten years old and reaching the end of their maintainable life, there is a need to replace all machines over the three years.
46. It can be seen in this table that total income in 2013/14 has increased by £205,701 due to the residents parking scheme operating at a surplus of £23,117, and an increase in PCNs issued. Expenditure has also increased by £285,648, mainly due to additional costs linked to processing additional PCNs and in year allocations to the maintenance of signs and road markings, replacement programme of new machines and funding the cost of small amendments to restrictions within the zones.

Income from	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
Penalty Charge Notices	(637,672)	(640,945)	(649,659)	(669,028)	(599,108)	(664,049)
On Street Fees	(580,611)	(572,099)	(549,647)	(591,987)	(587,999)	(627,612)
Permits	(368,431)	(356,025)	(367,316)	(401,358)	(412,128)	(511,359)
Dispensations	(63,588)	(59,332)	(52,107)	(56,319)	(65,529)	(67,445)
Total Income	(1,650,302)	(1,628,401)	(1,618,729)	(1,718,692)	(1,664,764)	(1,870,465)
Expenditure	1,489,819	1,561,610	1,585,959	1,580,404	1,535,873	1,821,521
Surplus	(160,483)	(66,791)	(32,770)	(138,288)	(58,580)	(48,944)

47. Members will be aware that it is not the objective of decriminalised parking to raise revenue; however, the DfT's guidance makes clear that it should be operated on a secure financial footing to:

- Ensure the continued provision of the service; and
- The necessary re-investment over the medium to long term.

48. Officers are taking steps to ensure these provisions are met. Any surplus is paid to the county council to be spent on NATS transport and highway provision as determined by legislation. The city council carry the financial risk should income be less than expenditure

PROGRAMME/PROJECT RISK REGISTER														
Prog/Proj Name: Prepared By: Date Prepared: Version No:	Norwich City Agency				Very High									
	Andy Watt				High									
	Jun-13				Medium									
	1				Low									
Risk Ref No	Risk Description	Likelihood	Impact	Risk Score (LxI)	Risk Class	Control Tasks	Progress - Description	Current assessment of Risk Score	Target Risk Score	Target Date	Prospect of reducing risk to aspiration score	Programme / Project Objective	Risk Owner	Target met ?
1	Base budget not keeping pace with inflation leads to reduced service capacity	3	4	12	High	Monitor departmental Business and asset management Plan, prioritising services and business objectives	Route hierarchy review in hand	12 (3x4)	8 (2x4)	Sep-13	On Target	Delivery of agency agreement requirements	Paul Donnachie	No
8	Ensure of on -street income meets costs	2	4	8	Medium	Apply the audit action plan; lean systems review; savings programme	Continuous monitoring and review of costs and income	4 (1x4)	4 (1x4)	Mar-14	On Target	On-street parking service level agreement	Gary Hewett	Yes
17	Loss of highways register information	1	4	4	Low	Digitise plans and place register in deeds safe	On-going	4 (4 x 1)	1 (1x1)	Mar-14	On Target	Highways register modernisation	Andy Ellis	No
18	Funding and/or resource withdrawn from digitizing highway register	1	4	4	Low	Prioritise areas to digitise first	On-going	2 (2 x 1)	1 (1x1)	Mar-14	On Target	Highways register modernisation	Andy Ellis	No
19	Loss of business continuity due to absence in small teams	3	3	9	Medium	Develop generic working and standardise working practices; timely intervention	Commenced; possible opportunity from permitting	6 (2x3)	2 (2x1)	Jan-14	On Target	Delivery of agency agreement requirements	Joanne Deverick	No
22	Failure to agree new agency agreement to tie-in with new contract	2	4	8	Medium	Project plan	In progress	4 (1x4)	4 (1x4)	Dec-13	On Target	Delivery of new contract	Andy Watt	Yes
23	Contract changeover: demobilisation/mobilisation	2	3	6	Medium	Project plan	In progress	4 (2x2)	3 (1x2)	Jun-14	On Target	Delivery of new contract	Andy Ellis	No

PROGRAMME/PROJECT RISK REGISTER

Prog/Proj Name:		Norwich City Agency																
Prepared By:		Andy Watt																
Date Prepared:		Jul-14												Very High				
Version No:		1												High		Not on Target		
														Medium		On Target		
					Low		Met Target											
Risk Ref No	Risk Description	Likeli hood	Impact	Risk Score (LxI)	Risk Class	Control Tasks	Progress - Description	Current assessment of Risk Score	Target Risk Score	Target Date	Prospect of reducing risk to aspiration score	Programme / Project Objective	Risk Owner					
1	Base budget not keeping pace with inflation leads to reduced service capacity	3	4	12	High	Monitor departmental Business and asset management Plan, prioritising services and business objectives	Additional funding secured; effect of new contract being assessed	12 (3x4)	8 (2x4)	Annual	On Target	Delivery of agency agreement requirements	Paul Donnachie					
8a	Cost of providing on-street parking service is greater than income	2	4	8	Medium	Audit action plan; lean systems review; savings programme	Continuous monitoring and review of costs and income	4 (1x4)	4 (1x4)	Annual	On Target	On-street parking service level agreement	Gary Hewett					
8b	Legislative changes alter balance of on-street parking service costs and icome	2	4	8	Medium	Assess impact of changes; review levels of service	New risk	8 (2x4)	4 (2x2)	Annual	On Target	On-street parking service level agreement	Gary Hewett					
17	Loss of highways register information	1	4	4	Low	Digitise plans and place register in deeds safe	On-going	4 (4 x 1)	1 (1x1)	Mar-15	On Target	Highways register modernisation	Andy Ellis					
18	Funding and/or resource withdrawn from digitizing highway register	1	4	4	Low	Prioritise areas to digitise first	On-going	2 (2 x 1)	1 (1x1)	Mar-15	On Target	Highways register modernisation	Andy Ellis					
19	Loss of business continuity	3	3	9	Medium	Develop generic working and standardise working practices; timely intervention	Network management team expanded to increase resilience; recruitment to highways team being considered; o/time and agency staff cover as necessary	2 (2x1)	2 (2x1)	On-going	On Target	Delivery of agency agreement requirements	Joanne Deverick/ Andy Ellis					

23	Contract changeover: demobilisation/mobilisation	2	3	6	Medium	Project plan	In progress	4 (2x2)	3 (1x2)	Sep-14	On Target	Delivery of new contract	Andy Ellis
23	Failure to achieve NATS modal shift and change in behavioural attitudes	3	3	9	Medium	Outcome focus	New risk	9 (3x3)	6 (3x2)	On-going	On Target	Delivery of new contract	Joanne Deverick

of

Report to Norwich highways agency committee
24 July 2014
Report of Head of city development services
Subject Major road works – regular monitoring

Item

13

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 of a strong and prosperous 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 Stonard – Environment development and transport

Contact officers

Joanne Deverick, Transportation & network manager 01603 212461
joannedeverick@norwich.gov.uk

Glen Cracknell, Senior technical officer 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 2 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 are 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.

Better Bus and City Centre NATS measures

5. The work to introduce a southbound (uphill) on Grapes Hill that has been funded by the Department for Transports Better Bus Area grant has recently been completed.
6. Work has now commenced on making Chapel Field North two way for buses and access. This work involves a complete closure of Chapel Field North for approx. 10 weeks. The closure was implemented on 7 July and for the first few days major delays were experienced inside the city centre, as many drivers failed to take notice of the advance warning signs. The signing has been improved and drivers now appear to be taking alternative routes, lessening the congestion experienced.

Works in progress

Location	Lead Authority	Type of scheme	Traffic management	Due for completeion	Remarks
Chapel Field North & St Stephens Street	County	Highway improvement	Closure of Chapel Field North and associated other measures	July – November 2014	Road closure should be lifted in mid September

Works completed since last report

Location	Lead Authority	Type of scheme	Traffic management	Due for completeion	Remarks
Grapes Hill bus lane	County	Highway improvement	Lane closures	18 July 2014	Complete ahead of schedule
Riverside Road	National Grid Gas	Replacement of gas main	Various	13 June 2014	Although the gas works are complete NGG are yet to replace the pedestrian refuge that they removed.
Lakenham Road	County	Resurfacing	Road closure	23 - 27 June - 2014	Some remedial works may be required

Planned future works

Location	Lead Authority	Type of scheme	Traffic management	Anticipated dates	Remarks
Ipswich Road between Tuckswood Lane and Locksley Road	County	Resurfacing	Two way temporary lights with side road closures	11-15 August 2014	
Sprowston Road	City	Drainage scheme	Road closure	4 – 24 August 2014	
Harpsfield & Chapel Break Road, Bowthorpe	County	Resurfacing	Partial sequential closures	1-5 September 2014	
Heartsease Roundabout	County	Resurfacing	A1042 (Heartsease Lane and St Williams Way) remain open. Plumstead Road, Plumstead Road East & Harvey Lane remain open,	27-31 October 2014	