

Norwich Highways Agency committee

Date: Thursday, 15 September 2016

Time: 10:00

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

Members:

**County
Councillors:**

Adams (chair)*

Morphew*

Agnew

Shaw

Sands (M)

* voting members

City Councillors:

Bremner (vice chair)*

Stonard*

Carlo

Lubbock

Peek

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Agenda

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- 1 Apologies**
To receive apologies for absence
- 2 Public questions/petitions**
To receive questions / petitions from the public (notice to be given to committee officer in advance of the meeting in accordance with appendix 1 of the council's constitution). Please submit questions to jackierodger@norwich.gov.uk by 10:00 on Monday, 12 September 2016.
- 3 Declarations of interest**
(Please note that it is the responsibility of individual members to declare an interest prior to the item if they arrive late for the meeting)
- 4 Minutes** **5 - 12**
To approve the accuracy of the minutes of the meeting held on 21 July 2016
- 5 Transport for Norwich - Cycling improvements St Clements Hill** **13 - 34**

Purpose - To consider the responses to St Clements Hill junction improvements and 20mph area statutory consultation and approve the amended proposals for installation.
- 6 Transport for Norwich Eaton and Cringleford area** **35 - 48**

Purpose - To agree proposals for consultation, including associate statutory notices and traffic regulation orders for Eaton Village Centre.
- 7 A11 Newmarket Road project (Daniels Road to Eaton** **49 - 58**

Slip Road)

Purpose - To agree proposals for improvements to the existing footpath/cycleway between Daniels Road and the slip road into Eaton Village.

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| 8 | Transport for Norwich - Dereham Road-Guardian Road-Sweet Briar Road junction improvement | 59 - 74 |
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Purpose - To seek approval to consult on the proposals for the Dereham Road / Guardian Road / Sweet Briar Road junction improvement project. Members are also asked to approve the advertisement of Traffic Regulation Orders that would be required to enforce the final scheme.

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| 9 | 'A' Boards policy | 75 - 108 |
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Purpose - To note the contents of the report that was considered by the city council's cabinet and to note the new 'A' Boards policy.

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| 10 | Proposed variations to car park fees and charges | 109 - 118 |
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Purpose - To give members the opportunity to comment on proposed revisions to car park fees and charges, prior to the proposals going before the city council's cabinet for decision.

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| 11 | Major Road works - regular monitoring | 119 - 124 |
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Purpose - This report advises and updates members of current and planned future roadworks in Norwich.

Date of publication: **Wednesday, 07 September 2016**

Norwich Highways Agency committee**10:00 to 11:15****21 July 2016**

Present: **County Councillors:** **City Councillors:**
 Adams (chair) (V) Bremner (vice chair) (V)
 Morphew (V) Stonard (V)
 Agnew Carlo
 Sands (M) Lubbock
 Shaw Peek

*(V) voting member

1. Public questions/petitions

The chair said that five questions had been received about the proposals for Britannia Road. The principal planner (transport) (Norwich City Council) had advised the chair that it was necessary to update the report and therefore the chair said the agenda item would be moved forward. The update could affect the responses to the questions and it was proposed that these should be considered after the update had been received.

Two questions had been received about The Avenues.

Mr Jolyon Gough, The Avenues, asked the following question:

“In responding to the residents’ strategy regarding the request for zebra crossings, the report states that it would be 'highly unusual for a formal crossing to be provided on a U class road and therefore cannot be justified'.

The situation on the Avenues is unusual.

There are up to 1,400 children, parents and staff walking to and from three schools within 500 yards using the intersection outside Heigham Park, this raised crossing point creates concerns/indecision as school children attempt to cross.

Will the committee reconsider the officers’ recommendation, bearing in mind the number of children and schools involved?”

The vice chair, Councillor Bremner, and local member for University ward/division said that he was a regular user of The Avenues as a cyclist, pedestrian and vehicle driver, and made the following response on behalf of the committee:

"I believe that the officers have presented a very fair report and I cannot agree that 5 additional crossings are needed in the area. There are many busy main roads that are in desperate need of pedestrian crossing. As you are all aware public finances have been severely curtailed in recent years. Currently, neither the city or county council has discretionary funds available for zebra crossing schemes; we can only assist when an extant traffic light crossing is decommissioned or where a fully funded scheme necessitates such a facility. Notwithstanding these restrictions we continually appraise injury accident data provided by Norfolk Constabulary and, where justified, may commission a Local Safety Scheme. Currently this is not warranted in The Avenues area as that extant 20mph speed limit, with traffic calming measures, is effective."

By way of a supplementary question, Mr Gough said that the residents' report was a layman's survey of the traffic in the area and hoped that the council would use it as a benchmark to conduct its own survey. The Avenues was unique because of the number of schools in close proximity. The chair said that the committee would consider these comments when discussing the report later on in the meeting.

Councillor Simeon Jackson, Mancroft ward councillor, asked the following question:

"I have recently been informed by a resident about a dangerous situation on The Avenues junction with the ring road. He told me:

'I've seen two potentially fatal incidents in a short space of time at the crossing of The Avenues and the ring road. Both involved traffic (one time this was an articulated lorry) on the ring road going through red lights just after The Avenues lights had turned green (and cyclists had already begun to cross the road).

Neither of these appeared to be a case 'just trying to nip through the lights as they changed red' - there's quite a long gap between the two sets of lights, and neither appeared to be a case of wilful negligence. Hence, I can only assume that in both cases the drivers were fooled by the green lights at the pelican crossing which is only another 25 m down the road, outside Co-Op.

As I have seen this happen twice in a short time frame I can only assume that it happens regularly and it will certainly lead to a fatal accident at some point.

Since that junction was redone and a crossing point was added on the same side as the Co-Op crossing, there seems little need for the second crossing to exist, particularly if it is creating dangerous situations.'

Given this information, will the council look into the safety issues at this junction, and whether there might be a need to change the timing of the lights, reorient the lights of the crossing point by the Co-op or other measures to ensure that what at first might seem like a minor confusion does not end up leading to a major or fatal accident?"

The vice chair responded on behalf of the committee and said that he was pleased that this question had been raised at committee. He knew the junction well which was in his ward and used it as a pedestrian, cyclist and vehicle driver himself. He then provided the following response:

“The arrangement of the separate crossing operating alongside the junction has been in place for many, many years and over that time the accident record for the junction has been analysed on a regular basis. Sight through from the crossing signals heads to the junction signal heads has not been identified as an issue over the years

As part of the recent works at the junction the upgraded signal heads are now LED technology and appear brighter making them more obvious to drivers.”

Councillor Bremner then said that he had a similar experience with an articulated lorry at this junction and, although the junction arrangements had been reviewed, he would follow it up and seek further information about the outcome of that review and what actions that could be taken.

2. Declarations of interest

There were no declarations of interest.

3. Minutes

RESOLVED to agree the accuracy of the minutes of the meeting held on 17 March 2016.

4. Britannia Road Consultation and Recommendations

(The chair had agreed to bring this item forward.)

The principal planner (transport), Norwich City Council, said that Café Britannia/ HM Prison Norwich had met with planning officers and a planning application was expected within the next couple of months. Café Britannia was now very successful and could not be considered as ancillary to the prison. The prison might be required to provide off street parking and an access point which had less impact on residents as part of the planning consent.

The principal planner (transport) said that in the light of this development members might want to consider deferring consideration of the report or consider the elements of the proposals, such as traffic calming, which would be unaffected by planning permission. In response to a member's question, the principal planner said that the money for the yellow lines and traffic calming was available now and would need to be spent within the current financial year.

During discussion members considered that there was a range of issues separate to the café use. Two members asked that the extension of yellow lines should be reviewed to ensure that the proposal was the best solution. It was also noted that Britannia Road was an important tourist destination for visitors to enjoy the view of the city. The committee noted that the Mousehold Heath Conservators had raised concerns about antisocial behaviour by young motorists speeding and congregating

on Britannia Road and the Heath. Members considered that some of the issues were subject to better enforcement and that the police should be consulted on the proposals. The committee considered that although these were issues that could be considered today it would be better for all the proposals for Britannia Road scheme to be considered together at a future meeting and as the café's planning permission was imminent this would not be too much of a delay.

RESOLVED, with 3 members voting in favour, (Councillors Bremner, Stonard and Morphew) and 1 member abstaining (Councillor Adams) to defer consideration of this item to a future meeting following the outcome of the Britannia Café/HM Prison Norwich's planning application.

(As the committee had deferred consideration of the report, the chair asked the Britannia Road residents if they still wanted to put their questions or reserve their right to ask a question to the committee when the revised scheme would be considered. All of the residents agreed to reserve their right to ask a question on the revised scheme. The residents would be notified when the report would be considered by the committee.)

5. The Avenues (East) – Response to Residents' Report

Discussion ensued in which the transportation and network manager (Norwich City Council) referred to the report and answered members' questions.

Members expressed sympathy for the residents but considered that the issues raised were not peculiar to The Avenues (East). It was suggested that the roll out of 20mph speed limit across the residential secondary streets of the city would address some of the issues. The committee noted that there was an opportunity to roll out 20mph speed limit across the city under the Push the Pedalways scheme, funded by the Cycle Ambition Grant.

The committee considered the contribution that the schools made to traffic congestion in the mornings and afternoons. Members suggested that the schools should encourage pupils to walk or cycle wherever possible. It was the responsibility of the schools to manage how students travelled to school and it was noted that some of the schools had wide catchment areas which required students to be transported by car or mini-bus.

In reply to a member's question, the transportation and network manager referred to the report and said that officers had been asked by the city council's scrutiny committee to report on verge parking across the city. The issues raised by the residents for The Avenues and Jessop Road would be considered as part of this review.

The vice chair referred to the constraints on the county council's budget and said that The Avenues was a very small part of the city. The transportation and network manager explained that there were lots of requests for pedestrian crossings and that she had received another request for a zebra crossing near the Roman Cathedral on Unthank Road that day. In order to justify a crossing on The Avenues, there would need to be a steady flow of pedestrians at all times, not just for a period in the morning and afternoon, for five days a week, for 36 weeks a year, during school terms.

RESOLVED, unanimously, to:

- (1) thank the residents for their report and to note the officer responses to the issues raised;
- (2) ask the head of city development services (Norwich City Council) to carry out the necessary statutory process to implement the new waiting restrictions shown on plan number PL/TR/3329/765.

6. Transport for Norwich (TfN) Hall Road (Bessemer Road to Old Hall Road)

The NATS manager (Norfolk County Council) introduced the report and answered members' questions.

On behalf of Councillor Whitaker, county councillor for Lakenham Division, a member asked why parking bays, which appeared to be a sensible proposal, were considered to be outside the scope of this scheme. The NATS manager explained that the funding of the scheme was for the provision of cycling through the Cycle Ambition Grant and developer S106 developer contributions were committed for sustainable transport solutions. The issue of verge parking would be considered as part of the city council's scrutiny committee's review.

In reply to a member's question the NATS manager explained that the path was a shared by cyclists and pedestrians and was not a segregated path for cyclists and pedestrians. The principal planner (transport) acknowledged that from a user point of view segregated facilities were better, but in this case the scheme was joining up to an existing shared facility and was not wide enough to provide a separate footway and cycleway.

RESOLVED, unanimously, to:

- (1) approve the changes required to implement the scheme, including:
 - (a) conversion of footway on the east side of Hall Road to shared use
 - (b) footway/cycletrack from the recently implemented shared use
 - (c) footway/cycletrack associated with the ASDA works to Old Hall Road.
 - (d) revoke the existing 40mph speed limit on Hall Road and replace with a 30mph speed limit.
 - (e) remove the pedestrian refuge 125 metres south of Robin Hood Road and replace it with a larger pedestrian refuge in the same location.
 - (f) remove the pedestrian refuge 50 metres north of Fountains Road and provide a new pedestrian refuge closer to Fountains Road.
- (2) ask the head of citywide development services (Norwich City Council) to carry out the necessary statutory procedures to confirm the following Traffic Regulation Orders and Notices:

- (a) the Traffic Management Order - Replace the existing 40mph speed limit on Hall Road with a 30mph speed limit from Barrett Road Roundabout southwards to Ipswich Road.
- (b) the Traffic Management Notice - Convert the existing footway between Old Hall Road to the existing facility outside Asda.

7. Transport for Norwich (TfN) – Project 17 – Lakenham Way

The NATS manager (Norfolk County Council) introduced the report and answered members' questions.

The committee noted that the scheme provided an opportunity to implement a high quality facility for cyclists and pedestrians and remove conflict with other road users. The anticipated usage was based on surveys for pedestrians and cyclists as part of the Yellow Pedalway consultation and would meet growth as journeys increased to Asda and other stores.

Members sought clarification about the status of Lakenham Way, its ownership and responsibilities for maintenance. The head of citywide development services said that Railway Paths Limited (RPL) was a national charity which had to prioritise its funding for major infrastructure schemes.

RESOLVED, unanimously, to:

- (1) approve for consultation the proposals for the Lakenham Way project, including:
 - (a) widening of the existing path between Brazengate and the Hall Road Bridge from a nominal 3.0m to provide a 4.0m shared use pedestrian/cycle path;
 - (b) TRO for conversion of pedestrian path to allow shared use by cyclists and any other TROs required (please note that the requirement for TROs will depend on the legal status of the land – see item 14 for more information);
 - (c) removal and thinning of low value trees/scrub to facilitate the above;
 - (d) upgrade of existing street lighting to provide LED motion sensitive lanterns (Brazengate to Sandy Lane). Provision of additional lighting underneath Hall Road Bridge and Barrett Road Bridge;
 - (e) repair of steps leading to the route from Barrett Road and Hall Road and marking the cycle path alongside St John's Close more clearly;
 - (f) repairing the shared use path between Lakenham Way and Duckett Close, including the removal of two trees currently causing root damage;
 - (g) a biodiversity sub-project to include removal of scrub/low value trees, selective pollarding/tree thinning, provision of bird and bat boxes and hibernacula for hibernating reptiles and the installation of signs showing artwork designed by local school children about the history and wildlife of Lakenham Way.
- (2) asks the head of citywide development (Norwich City Council) to carry out the necessary statutory procedures associated with advertising any

Traffic Regulation Orders and Notices that may be required for the implementation of the scheme as described in the committee report and carried out after the resolution of issues outlined in the paragraph “scheme timescales”;

- (3) agree that the outcome of the proposed consultation will be reported to a future meeting of the committee.

8. Annual report of the Norwich City Highways Agency 2015-2016

RESOLVED, unanimously, having considered the joint report of the head of city development services (Norwich City Council) and executive director of community and environmental services (Norfolk County Council), to approve the Norwich Highways Agency report for 2015-2016.

9. Transport for Norwich (TfN) and Northern Distributer Road (NDR) update report

Discussion ensued in which the major projects manager (Norfolk County Council) undertook to take questions from Councillor Carlo and provide her with responses on the funding of the Northern Distributer Road from the district councils and other matters outside the meeting.

Members referred to Park and Ride and commented that the hours of operation were too restrictive. Members considered that the hours of operation should be extended into the evening to allow people to eat out or go late night shopping and at holiday periods, to encourage tourism. These comments would be reported back to the Park and Ride operator by the officers.

The chair said that the report had been considered at the county council’s environment development and transport committee on 8 July 2016 and confirmed that members of the public and other councillors could ask questions at meetings of this committee. Other members considered that there was an opportunity for members to refer issues to the city council’s scrutiny committee.

RESOLVED, unanimously, to note the report.

10. Major road works – regular monitoring

RESOLVED, having considered the report of the head of city development services (Norwich City Council), to note the report.

CHAIR

Report to Norwich highways agency committee

Item

15 September 2016

Report of Head of city development services

Subject Transport for Norwich – Cycling improvements
St Clements Hill

5

Purpose

To consider the responses to St Clements Hill junction improvements and 20mph area statutory consultation and approve the amended proposals for installation.

Recommendation

To:

- (1) note the responses to the consultation
- (2) approve the installation of:
 - (a) Traffic calming on Elm Grove Lane as shown on plan no.CCAG2-36-025
 - (b) Improvements to the junction of Millcroft with St Clements Hill, consisting of a raised table, kerb realignment and amended proposals for double yellow lines as shown on plan no.CCAG2-36-027
 - (c) Install the existing zebra crossing at the Magdalen Road and St Clements Hill junction on a raised table and provide a raised table on St Clements Hill to the north of that junction as shown on plan no.CCAG2-36-026. This arrangement includes kerb realignment and the provision of cycle racks.
- (3) ask the head of city development services to complete the necessary statutory process associated with the installation of the 20mph Speed restriction Order for the area shown on plan no. CCAG2-36-028 and the Traffic Regulation Order for the proposed waiting restrictions on St Clements Hill and Millcroft.

Corporate and service priorities

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

Financial implications

The budget for the scheme is £150,000 to be funded from the Department for transport, City Cycling Ambition Grant .

Ward/s: Sewell and Catton Grove

Cabinet member: Councillor Bremner – Environment and sustainable development

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Background documents

None

Report

Strategic Objectives

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

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

Background

10. The aim of this project is to improve the cyclists journey along St Clement's Hill, especially past the southern Sewell College entrance opposite Millcroft and improve pedestrian access to local amenities. It is also aimed at improving local connections to the blue pedalway by installing a wide area of 20mph zone in this residential area.
11. The proposals were agreed for consultation by the chair and vice chair of this committee along with the local members of Sewell and Catton Grove.

Consultation

12. The statutory advertisement was carried out on 22 July 2016. The advert was placed in the local paper, street notices were positioned in strategic positions on street, transportation consultees were contacted and residents and businesses in the local areas affected by the proposed road works were written to. The closing date for responses after three weeks of consultation was 16 August 2016.
13. Plan of the advertised proposals can be found on the city council web site here https://www.norwich.gov.uk/info/20238/current_consultations/1838/st_clements_hill_20mph
14. In total 41 responses were received from residents, associations and businesses. The results table below shows the overall stated response to the main areas of the consultation. A summary of each of the responses and their concerns are shown in Appendix 1.

	Agree	Object	Concerns with design details
20mph zone in general	18	1	
Elm Grove Lane traffic calming	9	6	7
St Clements Hill / Millcroft	6	6	13
St Clements Hill / Magdalen Road	3	12	18

20mph extension

15. Most responses either agreed with the introduction of the 20mph zone extension or did not refer to it but gave concerns on the specific design at locations. For this reason it seems fair to deduce that the majority of respondents have no objection to the 20mph extension in general.

Elm Green Lane

16. The number of respondents agreeing with the proposed traffic calming on Elm Grove Lane was marginally higher than the objections. Some concerns were voiced on the design of speed hump and suggesting the proposed speed humps were not cycle friendly. The main objections were that the responder believed the humps were not necessary due to the number of parked cars and existing speed of traffic.

Millcroft / St Clements Hill junction

17. Most respondents did not voice an opinion on the overall design of the junction improvement, but did express concern at either the removal of pedestrian guardrails or the length of proposed double yellow lines due to limited space for residents parking. Many were concerned with the safety of children at this junction due to the entrance to Sewell Park Academy and Sewell Park.

Magdalen Road / St Clements Hill junction

18. Nine respondents stated that they felt the north bound cycle lane at the above junction was not needed. Some said they felt it was safer and easier for cyclists to stay on the road and take the left turn, but help was needed turning right out of St Clements Hill at this junction, which the proposals do not address. Nine respondents advised the cycle lane would cause conflict between cyclists and pedestrians. Five respondents stated that the proposed cycle stands were not needed and five were concerned with the positioning of the existing car club bay on St Clements Hill. Deliveries to the local public house were also a concern.
19. The Norfolk and Norwich Association for the Blind (NNAB) and the Guide dogs Association stressed that the cyclepath, which would cut through the tactile paving for the zebra, would be unsafe for Visibly Impaired People (VIPs), causing conflict between pedestrians and cyclists. They suggested as the cycle lane would probably be used by cyclists travelling in both directions at speed, this would only increase the danger. The 25mm upstand on the edge of the cyclepath was considered appropriate.
20. Sewell community group agreed with the 20mph extension and traffic calming on Elm Grove Lane. They consider the cycle lane on Magdalen Road junction is not needed, or the tree and cycle racks. They do not agree with the double yellow lines on Millcroft or the removal of the guard railings outside the entrance to Sewell Park Academy.
21. The Whalebone Public House Agree with the introduction of the 20mph zone extension and with minimum parking restrictions around junctions to allow parking for residents. They believe the proposed cycle lane outside their PH would cause conflict between cyclists and pedestrians and customers. They were concerned with deliveries that need direct access to the cellar trap door and advised there were no

alternative acceptable places for the delivery lorries to unload than the present area used.

22. Norwich Cycling Campaign welcomed the proposed 20mph extension and traffic calming on Elm Grove Lane. Agreed proposals to the Millcroft junction with St Clements Hill would provide marginal benefits to cyclists as will the proposed cycle lane at the Magdalen Road junction. However they would prefer a scheme that assisted cyclists turning right into Magdalen Road from St Clements Hill. The main concerns with the proposed cycle lane is the possibility of conflict with pedestrians and the difficulty for cyclists re-joining St Clements Hill which would be made worse with the existing car club space.
23. Sewell ward councillors (Councillors Julie Brociek-Coulton and Ed Coleshill) agreed with the introduction of the 20mph area and objected to the proposals outside the Whalebone PH on Magdalen Road (cycle lane, tree and cycle parking). They both suggested the railings at the Millcroft junction should remain and the double yellow lines on Millcroft were not needed. Notes from a residents meeting held by the Sewell councillors explain that the general feeling was that they agreed with the position of the local ward members and also concerned with deliveries to the Whalebone PH. They would prefer either a mini roundabout or signalised junction at the Magdalen Road junction and requested that the speed humps on Elm Grove Lane would be the full width of the road.

Discussion

24. The general agreement with the introduction of the 20mph extension is welcome and shows that the public supports the aims of Norwich City Council to work towards a 20mph speed limit in all suitable residential areas.
25. There is some resistance to the installation of speed humps to act as traffic calming on some roads. However, if the public wants 20mph areas, it is necessary for those areas to be self-enforcing. Guidance from the Department for Transport (DfT) advises that in areas where existing traffic speeds are 24mph or over, then it is recommended to provide traffic calming if a 20mph speed limit is introduced. The existing average traffic speeds on Elm Grove Lane in an easterly direction were recorded as 26mph. The traffic calming has been designed to work in an environment with parked vehicles and cyclists. The inconvenience to drivers of the speed humps is outweighed by the benefit to cyclists and pedestrians in a 20mph environment.
26. At the Millcroft / St Clements Hill junction, the proposed speed table and kerb realignment, with advisory cycle lane are considered appropriate for a 20mph area. Recent guidance from the DfT advises to remove pedestrian guardrails where they are not considered essential for road safety to reduce street clutter, make the environment more “open” and encourage awareness of other road users. A number of objections to the removal of these railings were stated as there is an entrance to Sewell Park Academy and Sewell Park at this junction. However, this is the vehicle access to the main administration building of the Academy and is not used by a large number of school children. The path accessing Sewell Park has staggered barriers that will stop young children running out onto the road. The proposed double yellow lines at this junction provide an area with no parked cars which allows sufficient road width for vehicles to pass at the signed giveway sections on St Clements Hill.

27. The proposed double yellow lines on Millcroft are to enable good visibility and manoeuvring at this junction. However as Millcroft is a small residential cul-de-sac with limited vehicle movements, it is considered suitable to shorten the proposed restrictions to cover just the raised table into Millcroft. This will allow enough space for an extra two vehicles to park.
28. Many concerns of the usefulness of the cycle lane at the Magdalen Road junction have been voiced with doubts over the benefit it will give to cyclists and the possibility of conflicts with pedestrians. Alternative solutions to concerns at this junction such as a mini roundabout or a signalised junction have been suggested, but these are not appropriate due to the geography of the junction, budget limitations and suitability for this 20mph environment. The position of the existing car club space on St Clements Hill is considered suitable on this 20mph road which will be further enhanced by the proposed raised table at the junction. In consideration of the responses received it is proposed to not install the cycle lane at this junction.

Conclusion

29. It is recommended to install:-

- the 20mph area as advertised with the traffic calming on Elm Grove Lane
- Millcroft junction proposals with reduced double yellow lines into Millcroft and including the removal of guard railing
- The raised table on St Clements Hill by the junction with Magdalen Road and install the existing zebra on a raised table with associated works.

30. Plans showing details of the proposed scheme and junction improvements at Millcroft and Magdalen Road can be found attached as appendices 2, 3, 4 and 5.

No. of responses from residents	Comments received	Officer comments
<u>General</u>		
18	Agrees to 20mph scheme in general	Support welcome
<u>Elm Grove Lane proposals</u>		
9	Agrees to Elm Grove Lane proposals	Support welcome
1	Would like some double yellow lines on the south side of Elm Grove Lane (for passing places) and at junctions (for safety).	It is not felt necessary to control exact positioning of residential cars in a 20mph zone.
5	Objects to speed humps as parked cars already slows traffic	The average recorded speed on Elm Grove Lane was 26mph for eastbound traffic. West bound traffic was 23mph, probably due to the parked vehicles. DfT recommends traffic calming in roads with this existing speed.
3	Speed humps can damage vehicles and peoples health.	Traffic calming is designed for vehicles travelling at 20mph, as long as drivers keep to this speed, the effect on vehicles or passengers is minimal.
1	Speed humps on Elm Grove Lane (EGL) will increase the blockage of traffic making it more difficult to travel.	DfT research has shown that slower speeds do not cause congestion. If drivers keep to the 20mph speed limit there will be less acceleration and braking, reducing car emissions.
1	Speed humps cause drivers to brake and then accelerate causing noise and exhaust fumes.	See above.
1	Speed humps will not address hazards on the road such as diver visibility and blind spot due to the hill.	All roads have hazards, the slower the vehicle the greater time the driver has to react to safety issues.

No. of responses from residents	Comments received	Officer comments
1	As a cyclist and motorcyclist I find speed humps highly dangerous, especially at night and particularly down a steep hill such as Elm Grove Lane.	The speed humps are designed for all traffic and as such a cyclist or motorcyclist should be able to negotiate them at an appropriate speed.
2	Speed humps and cushions cause discomfort and inconvenience to cyclists.	Traffic calming is necessary on some roads to keep traffic speed down to 20mph. The benefit to cyclists of reduced traffic speeds should outweigh the inconvenience.
3	Money would be better spent on maintaining the roads.	The budget for this proposal is specifically allocated for cycling improvements and cannot be used as revenue for highways maintenance. However where we are installing items on the highway, the road will be resurfaced where necessary.
1	Concerned that the speed hump design will force cyclists into the path of vehicles.	The design is for a full width hump with a drainage channel at the kerb edge. The recommended position for cyclists to take on the highway is around 1m from the kerb edge. In this position there will be no need for the cyclist to move into the road.
2	Access to driveways should not be blocked by speed humps.	All speed humps are positioned away from private drives.
1	Traffic calming is needed on Chamberlin Road.	Chamberlin Road is a residential street with a relatively low number of vehicles. The speed of vehicles is unlikely to exceed the average speed suggested by the DfT for traffic calming intervention.
<u>Millcroft junction proposals</u>		
5	Objects to the removal of pedestrian guard rails that are necessary for the safety of children from Sewell Park Academy and the park.	Recent guidance from the DfT advises to remove pedestrian guardrails to reduce street clutter, make the environment more "open" and encourage awareness of other road users. In this 20mph area guardrails are not necessary.

No. of responses from residents	Comments received	Officer comments
4	Concerned with less residents parking with the proposed double yellow lines at the Millcroft / St Clements Hill junction.	Residents parking is important, however for road safety reasons it is necessary not to park near junctions and where the road is too narrow.
1	Has witnessed no accidents at this junction in 14 years, the junction does not need "fixing".	Traffic accident records do not give the full picture of an area. These proposals are to make cycling more enjoyable and to enhance the area by removing street clutter.
1	The raised table at the junction is too long and will not slow traffic.	It is important for the raised table to cover the complete junction and road narrowing to aid pedestrians crossing the road and to slow traffic.
2	Would like to see proposed double yellow lines on St Clements Hill extended further north. Traffic is frequently blocked as cars need to wait by parked cars for the giveway system. The road is not wide enough for parking and two way traffic.	The length of the double yellow lines on St Clements Hill have been designed to allow a medium sized lorry to comfortably wait in an area where they can be passed by oncoming vehicles. It is necessary to leave room for residents parking and parked cars do have the added benefit of slowing traffic down.
2	The proposed small section of cycle lane is not needed; resources should concentrate on more substantial provisions on main routes.	The proposed section of cycle lane at the Millcroft junction is designed to make drivers more aware of cyclists and give a priority to cyclists travelling up hill on this narrow section of road. As stated in the report, this scheme forms part of a larger scheme to enhance the complete blue pedalway.
2	Displaced cars from the proposed double yellow lines will just move further up the hill and into side roads.	It is recognised that waiting restrictions push parking further along the road, for this reason the proposal covers the area essential for road safety or traffic flow.
1	Suggests provision of parking lay-bys on St Clements Hill.	As previously stated, the budget for this proposal is specifically allocated for cycling improvements and cannot be used for other highway improvements. A lay-by for cars would not provide a benefit to cyclists.

No. of responses from residents	Comments received	Officer comments
2	The area should be “residents only” parking.	For an area to be considered for a residents permit area a majority of residents need to be in agreement. At present there are no proposals to carry out a Controlled Parking Zone review in this area.
<u>Magdalen Road junction proposals</u>		
2	Agrees with raised tables.	Support welcome.
	The raised table for the zebra will not help.	The proposed raised table at the zebra crossing will slow traffic which in turn will make it easier for cyclists to turn right at this junction.
2	Traffic signals at crossing or junction are needed.	A signal junction at the Magdalen Road junction would not be suitable in this 20mph area, the raised table at the Zebra crossing will help slow traffic down and make manoeuvres easier for all road users.
1	Suggests a mini roundabout at the junction.	A mini roundabout was considered for this junction at design stage but due to the geometry of the road layout it was considered not possible.
4	It is very difficult for cyclists to turn right (south) from St Clements Hill into Magdalen Road.	The proposed raised table at the Zebra crossing will help slow traffic down and make manoeuvres easier for all road users.
3	The cycle path is not necessary	The cycle path would give an easier route for cyclists travelling north.
1	The cycle stands will not be used and are unnecessary.	It is important to enhance the environment and improve cycling facilities where possible to encourage cycling. It is also important to plan for the future and likely increase in cyclists.
2	The proposed tree is not necessary and will cause visibility problems at the junction.	As above, it is important to enhance the environment. The tree position will not obstruct road users views at the junction.

No. of responses from residents	Comments received	Officer comments
5	There will be a conflict between cyclists and pedestrians / pedestrian crossing.	This is a possibility and the design has been chosen to minimise this.
3	The cycle lane at Magdalen Road junction will encourage cyclists to stay on footpath.	There will always be some who chose to cycle on the pavement. There will be adequate signs and road markings to indicate to the rider that they should re-join the carriageway.
1	Agrees it is difficult for pedestrians to cross St Clements Hill at its junction with Magdalen Road.	For this reason the raised table will slow traffic and the enhanced crossing point will help pedestrians negotiate crossing the road.
2	Concerned with the recent introduction of the car club bay on St Clements Hill as it is close to the junction with Magdalen Road.	The recently positioned car club space was installed after consultation. It is considered a suitable position in this 20mph area, but will be reviewed if a nearby development is proposed.
1	Realigning the kerb at the Magdalen Road junction will increase traffic congestion and fumes. Suggests realignment of Denmark Road junction.	The realigning of the kerb at Magdalen Road is necessary to incorporate the raised table for the zebra crossing. It will also slow traffic further turning into St Clements Hill. Denmark Road junction is considered suitable.
1	The raised table at the zebra on Magdalen Road near the junction with St Clements Hill will make hand signals dangerous for cyclists, especially when wet.	It is important for cyclist to control their bikes when riding over a raised table, but a hand signal could be given prior to the table.
1	Extra signage will add to street clutter.	The proposal of making the southern section of St Clements Hill into a 20mph zone (rather than a limit as existing) will reduce the number of signs necessary in the area.
<u>Other comments</u>		
1	Traffic calming is needed on Woodcock Road (between Catton Grove Road and Wall Road)	Woodcock Road is outside this scheme.

No. of responses from residents	Comments received	Officer comments
3	Roads and pavements in the area need maintaining.	As stated previously, the budget for this proposal is specifically allocated for cycling improvements and cannot be used as revenue for highways maintenance.
1	Concerned with the traffic impact on surrounding roads when construction is underway.	There will be a temporary increase in traffic on neighbouring roads whilst construction takes place. If a road closure is necessary, traffic will be diverted onto suitable roads.
1	Would like to see more enforcement of 20mph speed limits.	As we are all aware, police resources are limited, this is why traffic calming is needed in some areas to make the scheme self enforcing.
1	Would like traffic calming on Lawson Road	Lawson Road is outside this scheme.
2	Would like Waterloo Road / Magdalen Road junction included in scheme and the 20mph zone extended further south on Magdalen Road.	Magdalen Road from its junction with Magpie Road to the junction with St Clements Hill will be considered in a separate scheme in the Transport for Norwich programme.
1	Why more cycle lanes? They do not pay for road upkeep.	Road traffic is increasing, putting more strain on the highway network, whilst at the same time people are becoming less fit. Many journeys are relatively short and could easily be carried out by walking or cycling. These proposals are to encourage walking and cycling for those able to. Every journey taken without a motorised vehicle helps the environment and leaves more space on the road for essential journeys.
1	Many people cannot cycle and rely on motorised vehicles.	See above.
1	Proposals will be a waste of money	See above.
1	The consultation finishes before the Sewell Park Academy head teacher is available.	The Sewell Park academy has been contact by letter and email. Any response received when the school opens can be verbally added to the report at committee.

No. of responses from residents	Comments received	Officer comments
<u>Responses from organisations</u>		
Norfolk and Norwich Association for the Blind	<p>Concerning the Magdalen Road junction:-</p> <p>The proposed cycle lane dissects through the tactile paving to the zebra, this is extremely unsafe for visually impaired people (VIPs) who would not be aware of the cycle lane. This arrangement relies on all people being able to see and have full mobility. The design should be changed to keep the cycle way away from the tactile paving.</p> <p>There is nothing to stop south bound cyclists using the cycle lane, probably at speed down hill. This action was observed on site.</p> <p>Agree with the design of 25mm upstand demarcation of the cycle lane as a tactile marker for VIPs.</p> <p>The existing bollards on the pavement are trip hazards for VIPs due to their colour and size. This will be made worse by the proposals as they will be more isolated.</p> <p>The new proposals make this junction worse for VIPs than the present situation.</p>	<p>The NNABs concerns are accepted and agree there is a potential for conflict between cyclists and pedestrians at the Magdalen Road junction. The existing bollards that have been indicated as hazards will be replaced.</p>

No. of responses from residents	Comments received	Officer comments
Sewell Community Group	<p>Agrees with speed humps on Elm Grove Lane and 20mph extension.</p> <p>Cycle lane on Magdalen Road is not needed, or tree or cycle racks.</p> <p>Agree with the yellow lines on St Clements Hill, but not Millcroft due to loss of parking spaces.</p> <p>Railings outside the school entrance should not be removed for safety.</p>	<p>Support welcome for the 20mph and traffic calming. Agree there is a potential for conflict between cyclists and pedestrians at the Magdalen Road junction. The yellow lines on Millcroft could be shortened, but the junction must be protected from parked vehicles for drivers and pedestrians' visibility. Recent guidance from the DfT advises to remove pedestrian guardrails to reduce street clutter, make the environment more "open" and encourage awareness of other road users. In this 20mph area guardrails are not necessary.</p>
The Whalebone PH	<p>Agree with minimum parking restrictions around junctions</p> <p>Believes the cycle path on Magdalen Road junction would be dangerous with fast cyclists conflicting with pedestrians and customers.</p> <p>Concerns with deliveries; at present delivery lorry parks on footpath in front of PH next to the cellar trap door. The new design would not allow this.</p> <p>There are no acceptable alternative places to park to unload large numbers of heavy barrels and kegs. One large delivery takes around 1 hour.</p>	<p>Support welcome for the 20mph zone. Agree there is a potential for conflict between cyclists and pedestrians at the Magdalen Road junction. Concerns with deliveries understood.</p>

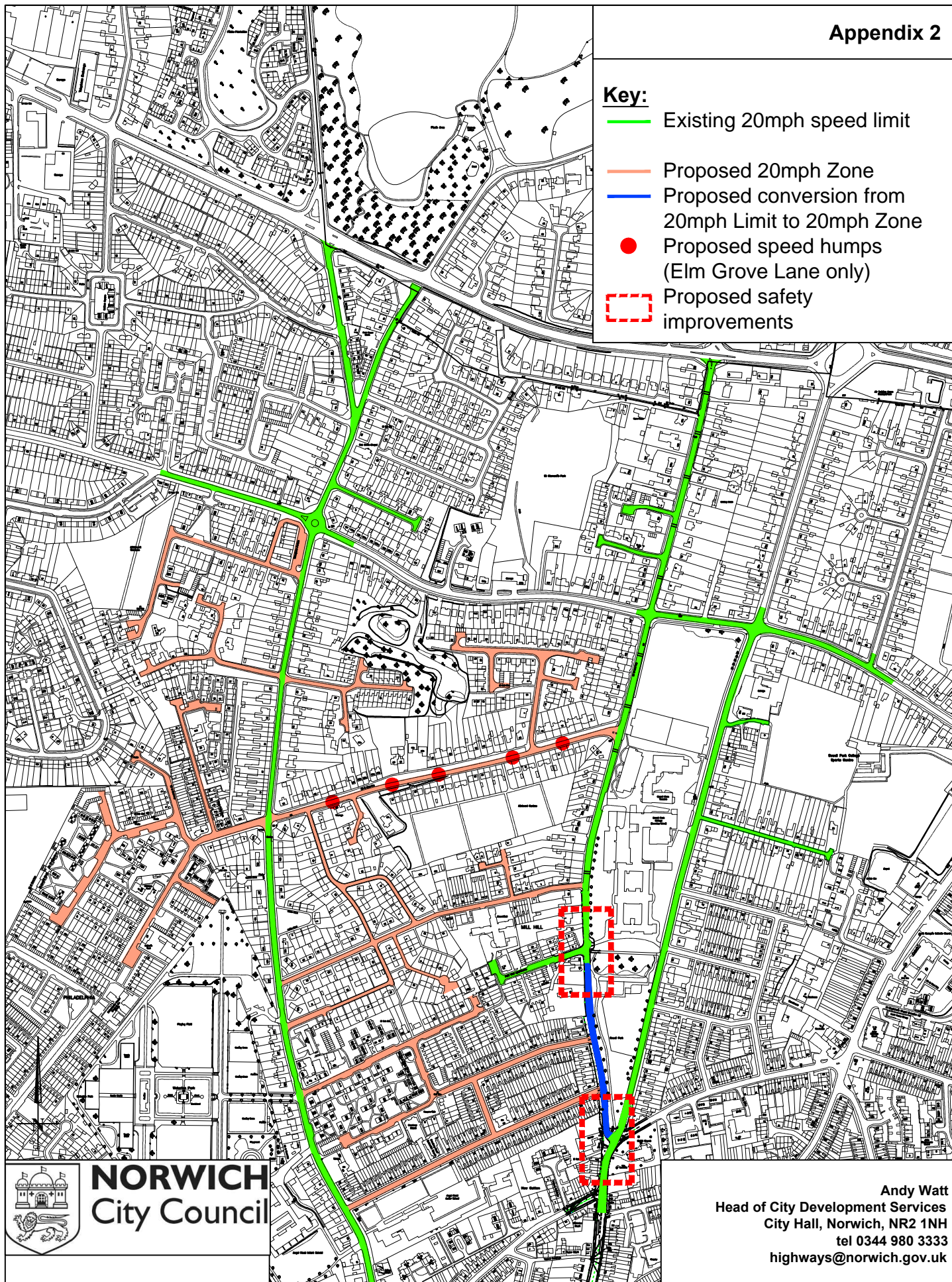
No. of responses from residents	Comments received	Officer comments
Sewell ward councillors	<p>At the Magdalen Road junction, do not agree with the cycle track, tree or cycle racks.</p> <p>At the St Clements Hill / Millcroft junction, the railings should remain and the double yellow lines on Millcroft are not needed.</p>	<p>Support welcome for the 20mph and traffic calming. Agree there is a potential for conflict between cyclists and pedestrians at the Magdalen Road junction. The yellow lines on Millcroft could be shortened, but the junction must be protected from parked vehicles for drivers and pedestrians visibility. Recent guidance from the DfT advises to remove pedestrian guardrails to reduce street clutter, make the environment more “open” and encourage awareness of other road users. In this 20mph area guardrails are not necessary.</p>
Sewell residents meeting	<p>Magdalen Road junction, do not agree with the cycle track, tree or cycle racks. Concerns with cycle speeds, collisions with pedestrians, nearby vehicle accesses, visibility at the junction and car club space position. Also concerns for the Whalebone deliveries.</p> <p>Would prefer a traffic signal crossing instead of the existing zebra at the Magdalen Road junction.</p> <p>Millcroft junction, the yellow lines on St Clements Hill and Millcroft should be reduced as parking is limited. The footpath buildouts and pedestrian guardrails should remain. Drivers visibility needs improving when emerging from Millcroft.</p> <p>Consider a mini roundabout at the Magdalen Road junction.</p> <p>Elm Grove Lane speed humps should be the full width of the road.</p>	<p>Agree there is a potential for conflict between cyclists and pedestrians at the Magdalen Road junction. A traffic signal pedestrian crossing is not considered necessary in a 20mph zone. The proposed raised table will slow traffic down and help pedestrians feel more confident on the zebra crossing. The proposed yellow lines on St Clements Hill are necessary to allow free passage of vehicles. However, the ones advertised for Millcroft could be shortened, but the junction must be protected from parked vehicles for drivers and pedestrians visibility. Recent guidance from the DfT advises to remove pedestrian guardrails to reduce street clutter, make the environment more “open” and encourage awareness of other road users. In this 20mph area guardrails are not necessary. A mini roundabout at the Magdalen Road junction is not possible due to the alignment of the joining roads. The proposed speed humps on Elm Grove Lane are full road width except for a drainage gully on each kerb line.</p>

No. of responses from residents	Comments received	Officer comments
Norwich Cycling Campaign	<p>Agree to the 20mph extension</p> <p>Agree to traffic calming on Elm Grove Lane to slow traffic.</p> <p>Agree to Millcroft junction improvements</p> <p>The design of Magdalen Road junction will provide some benefit to cyclists, but would prefer a scheme that helps cyclists turning right out of St Clements Hill. Parked vehicles at this junction cause a hazard. There could be conflict with pedestrians on the proposed cycle lane and with vehicles as they re-join the carriageway. Suggest moving the existing car club space further from the junction.</p>	<p>Support welcomed for the scheme. Agree there is a potential for conflict between cyclists and pedestrians at the Magdalen Road junction.</p>
Guide dogs association	<p>Concerning the Magdalen Road junction:-</p> <p>The proposed cycle lane dissects through the tactile paving to the zebra, this is extremely unsafe for visually impaired people (VIPs). Tactile paving has to be unobstructed.</p> <p>Cycles are hard for VIPs to hear, and will travel both ways on this proposed cycle lane.</p> <p>The existing bollards on the pavement are a trip hazard for VIPs due to their poor colour contrast and size.</p> <p>The cycle lane should have a navigable edge on both sides</p>	<p>The Guide dog association concerns accepted and agree there is a potential for conflict between cyclists and pedestrians at the Magdalen Road junction. The existing bollards that have been indicated as hazards will be replaced.</p>

No. of responses from residents	Comments received	Officer comments
Local business owner	Agrees with speed restriction Feels there is no problem with cycling on St Clements Hill, money could be better spent. Concerned vehicle accesses near the Magdalen Road junction would cause a hazard to cyclists on the cycle lane. Suggest moving the existing car club space further from the junction	Support for the 20mph welcomed. It is important to encourage cycling by enhancing the environment where possible. Agree there is a potential for conflict between cyclists and pedestrians at the Magdalen Road junction.

Key:

- Existing 20mph speed limit
- Proposed 20mph Zone
- Proposed conversion from 20mph Limit to 20mph Zone
- Proposed speed humps (Elm Grove Lane only)
- Proposed safety improvements



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Title
Transport For Norwich
St Clements Hill
Traffic Calming
Proposed 20mph changes

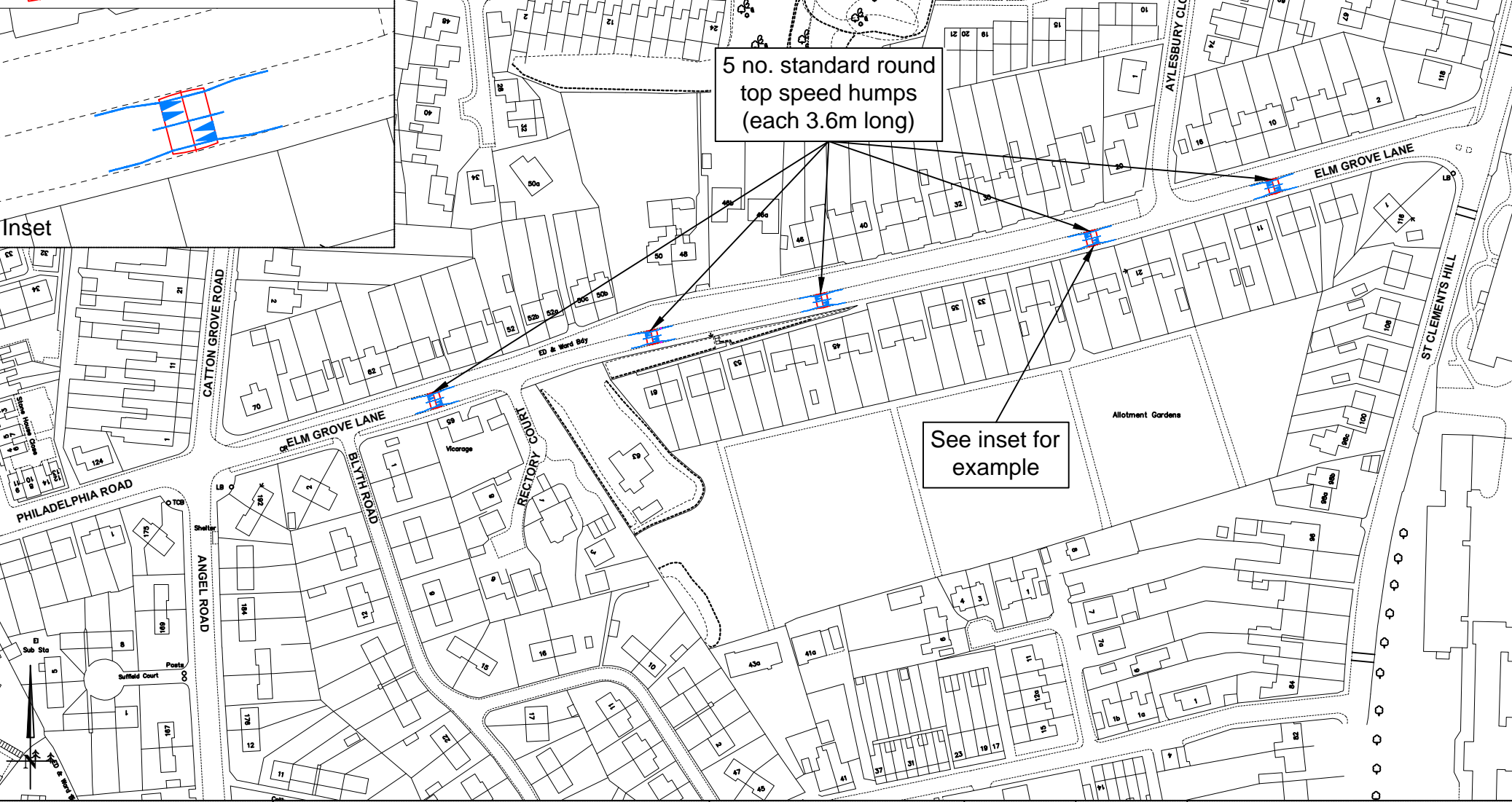
Date
22-07-2016
Drawn By
JG
Checked By
LA
DWG. No.
CCAG2-36-028

Scale(s)
NTS
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AE
NEG. No.

No.	Date	Notes	REVISIONS	Int.	Ckd.

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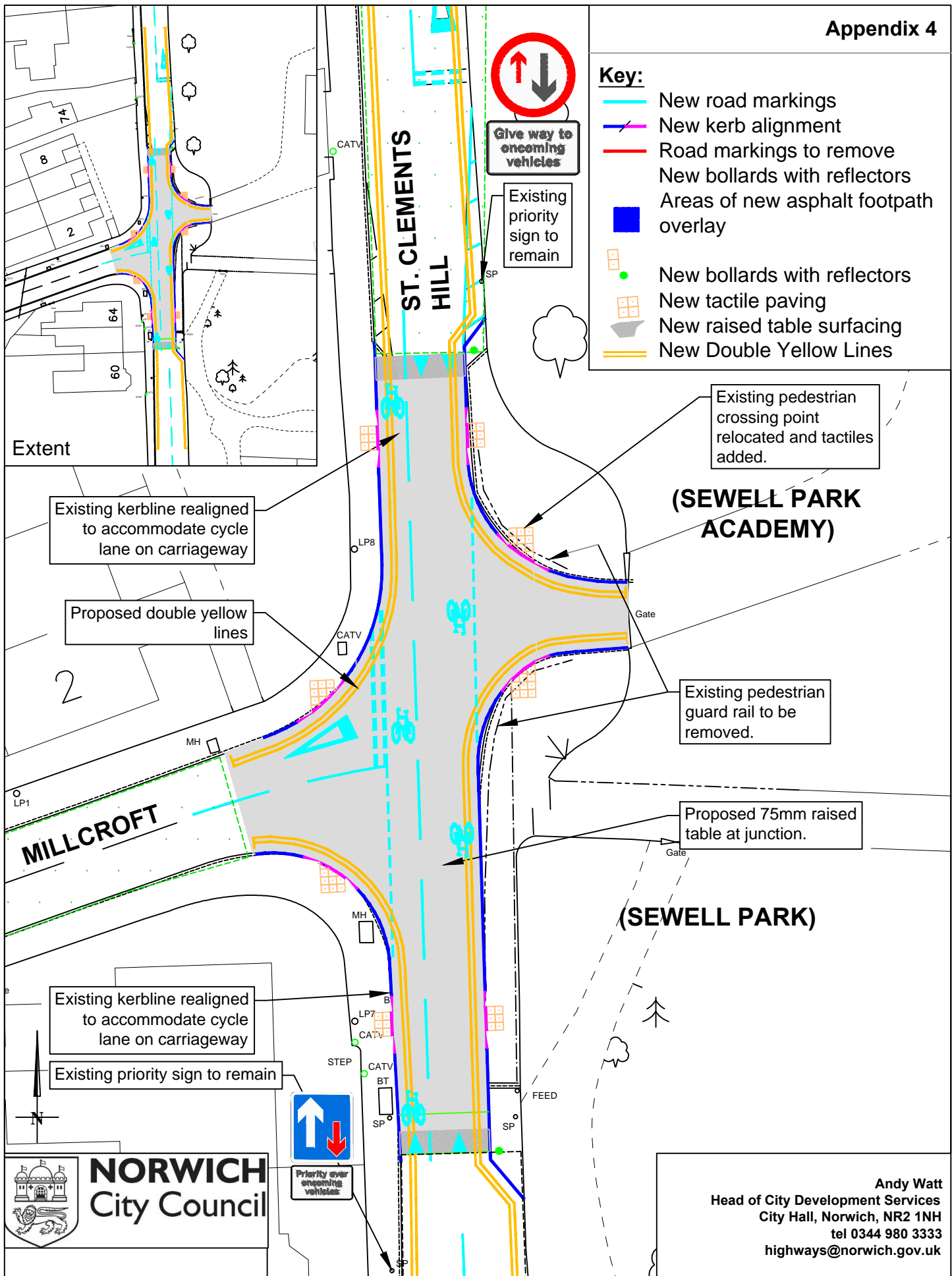
- Key:
- New road markings
 - New speed humps



Title
Transport For Norwich
St Clements Hill
Traffic Calming
Elm Grove Lane Speed hump locations

No.	Date	Notes	REVISIONS	Int.	Ckd.	Date	Scale(s)
						21/07/2016	NTS
						Drawn By JG	Designed By AE
						Checked By AE	NEG. No.
						DWG. No. CCAG2-36-025	

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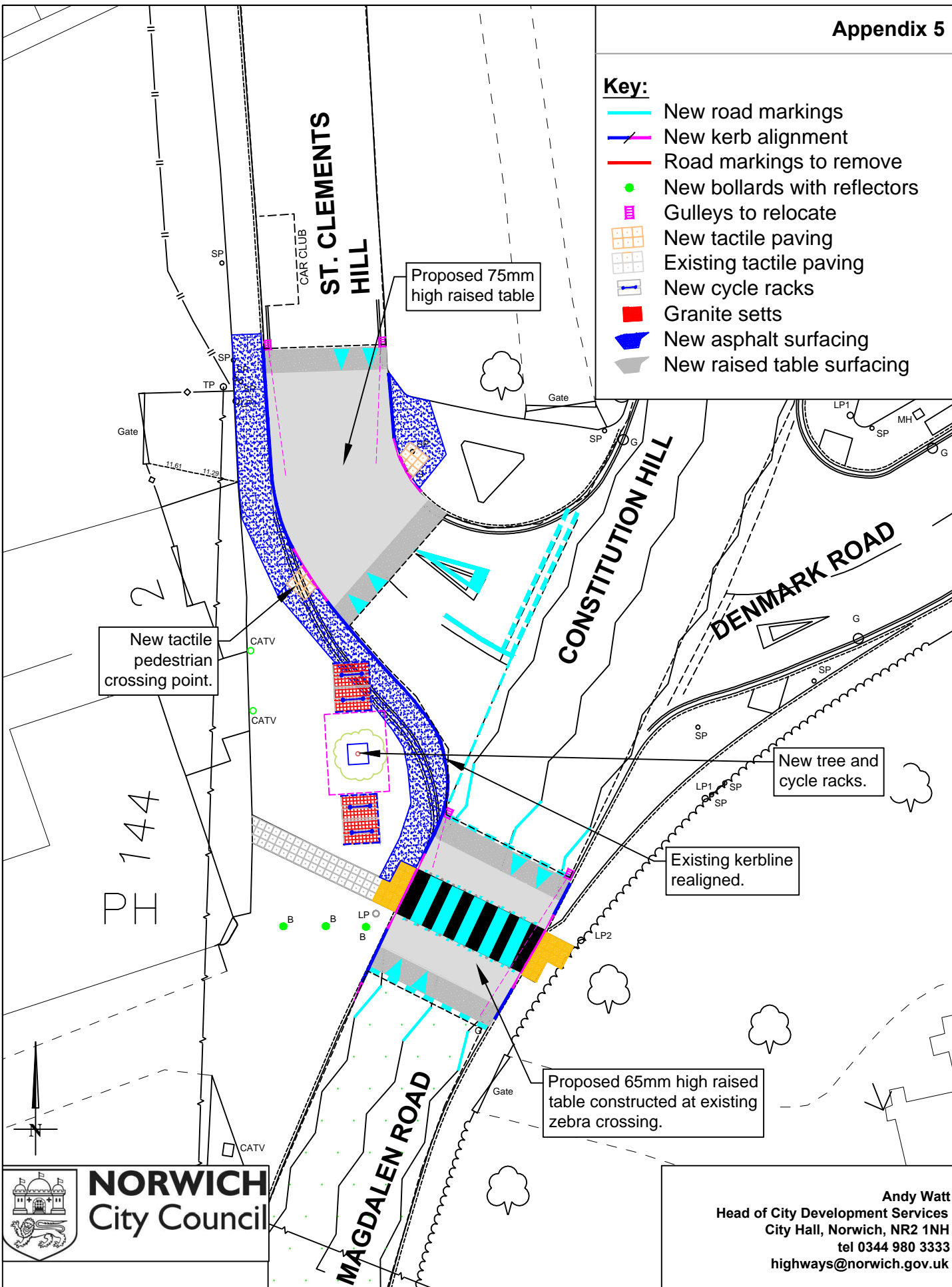
Title
Transport For Norwich
St Clements Hill
Traffic Calming
Proposed St Clements Hill / Millcroft junction layout

Date	22-07-2016	Scale(s)	NTS
Drawn By	JG/AE	Designed By	AE
Checked By	LA	NEG. No.	
DWG. No.	CCAG2-36-027		

No.	Date	Notes	REVISIONS	Int.	Ckd.

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- Key:**
- New road markings
 - New kerb alignment
 - Road markings to remove
 - New bollards with reflectors
 - Gulleys to relocate
 - New tactile paving
 - Existing tactile paving
 - New cycle racks
 - Granite setts
 - New asphalt surfacing
 - New raised table surfacing



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Title Transport For Norwich St Clements Hill Traffic Calming Proposed Magdalen Rd / St Clements Hill junction layout	Date 22-07-2016	Scale(s) NTS	No.	Date	Notes	REVISIONS	Int.	Ckd.
	Drawn By JG/AE	Designed By AE						
	Checked By LA	NEG. No.						
	DWG. No. CCAG2-36-026							

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Report to	Norwich highways agency committee	Item
	15 September 2016	6
Report of	Head of city development services and Executive director community and environmental services	
Subject	Transport for Norwich – Eaton and Cringleford area	

Purpose

To agree proposals for consultation, including associate statutory notices and traffic regulation orders for Eaton Village Centre.

Recommendation

That the committee:

- (1) notes that the scheme for Eaton and Cringleford crosses the city boundary
- (2) agrees to consult on the scheme to improve cycling facilities, and improve the junction and pavements in Eaton Village Centre and provide light controls on the Cringleford Bridge as shown on Plan No. PE4118-HP-010
- (3) asks the head of city development services to advertise the necessary traffic regulation orders and notices to
 - (a) Introduce a 20mph Zone in Eaton Centre extending from the City boundary into Church Lane, Bluebell Road and the slip road from Newmarket Road.
 - (b) Provide a series of road humps throughout this 20mph Zone.
 - (c) Provide mandatory cycle lanes outbound from the City on the approaches to Cringleford Bridge, and inbound to facilitate access to facilitate cycle access to a revised Eaton Crossroads junction
 - (d) Widen existing footways along the slip road and Eaton Street to extend the existing shared use cycle track from Newmarket Road through the village centre
 - (e) Remove the parking bays on the slip road and the extension of double yellow lines on the slip road and into Eaton Street as shown on Plan No. PE4118-HP-010
- (4) notes that any objections received will be considered by a future meeting of the committee.

Corporate and service priorities

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

Financial implications

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

£475,000 DfT cycle city ambition (held by Norwich City)

£300,000 LGF (held by Norfolk County)

£100,000 CIL (held by Norfolk County)

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

Ward/s: Eaton

Cabinet member: Councillor Bremner – Environment and sustainable development

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Background documents

Consultation returns

Report

Strategic Objectives

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

Cycling is on the increase for both recreation and commuting nationally and the area has a thriving cycling community. The implementation of a City wide cycling network (see link to cycle map:

<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Documents/CyclingMapFront.pdf>) is a key part of the Transport for Norwich Strategy as by delivering a comprehensive city network this reduces a number of short distance car journeys removing pressure on the network, as well as offering improving quality of life and the health benefits that have been well documented.

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

Background

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

the homes in Eaton south of Church Lane can only be gained via the junction in the centre of Eaton as there is no access between Greenways and Sunningdale to prevent through traffic, and undue pressure on the Sunningdale junction (which is a simple priority junction). Waitrose also has for a wide a catchment of customers, most of whom are car-borne.

Early consultation

12. In October 2015, a consultation took place with the residents and businesses of Eaton and Cringleford, and other key stakeholders. The purpose of this consultation was not to present proposals, but to help to identify issues that needed to be taken into account in any forthcoming plans. The principal issues raised were the operation of Cringleford Bridge, where there are substantial tailbacks during peak hours; the operation of the junction of Eaton Street and Church / Lane Bluebell Road where improvements for motor vehicles (and in particular left turning movements into Bluebell Road) were requested as well as improved facilities for pedestrians and cyclist. There was also significant support for the idea of a 20mph Zone in the area. The proposals before this committee have taken account of these concerns and seek to address them as effectively as possible.
13. A significant number of people also supported the idea of a crossing at the top of the slip road across Newmarket Road. This has, of course already been provided earlier this year, and links in to the current proposals
14. Discussions are also taking place with bus operators, where the latest proposals and site constraints have been fully explained with regards to potential improvements for the bus services.
15. In July, drafts of the proposals were discussed with local stakeholders and members. The Working Group appeared to be well received by those who attended to offer input into the scheme proposals at the preliminary design stage. Following the meeting, all the comments and queries raised at the meeting were collated and investigated by the Project Delivery team. A 'Working Group Questions and Feedback Report' has been prepared and distributed to local stakeholders which summarises the outcomes of the queries raised. This is contained in Appendix 1.

The proposals

16. Officers have reviewed a range of options for the Eaton Cringleford area, but inevitably, there are space constraints which do mean that it is not possible to provide both adequate capacity for motorised vehicular movement and fully segregated facilities for pedestrians and cyclists. The following proposals are recommended as the best balance within the constraints that we are working within, and provide improved facilities for all users. The proposals include the following:-
17. The slip road from the Newmarket Road onto Eaton Street will be reduced from two lanes to a single lane. This enables a significant widening of the footway on

the south side, providing opportunity to extend the two-way cycle path that runs along Newmarket Road and linking to the new crossing facilities at the top of the slip road. This will necessitate the removal of a few parking bays originally provided for users of the Post Office. However, this Post Office has relocated to the Cellar House PH opposite, which has its own car park.

18. The crossroads in Eaton village centre will have a new light controlled junction incorporating pedestrian crossing points. The new shared use path on the slip road will connect with a pedestrian / cycle crossing point to a widened shared use path along Eaton Street
19. The entrance into the Waitrose service yard adjacent to Red Lion PH is tightened to reduce the width that pedestrians and cyclists have to cross over. The access into the Waitrose car park will have a similar treatment with separate left and right turn lanes on exit. Proposed table at junction with Eaton Street and corner radii tightened up.
20. New speed tables are proposed throughout a proposed 20mph Zone, extending into Cringleford. The additional measure proposed within Cringleford itself are shown on the plan that will be available at the meeting.
21. Additional cycle facilities are provided within the main junction, so that more confident cyclists can remain on the road within this traffic calmed area. New cycle parking in the village centre is also proposed. The new mandatory cycle lane to the advanced stop line (ASL) on Eaton Street will require the extension of the existing double yellow lines.
22. At Cringleford Bridge it is proposed to introduce traffic lights to manage the flows. This was an issue raised by a significant number of respondents to the original consultation. This arrangement will allow traffic to be prioritised in different directions during the morning and evening peak periods, thus reducing delays and queuing. The lights will, however, need to operate all day on safety grounds, but this also has the advantage that the structure of the bridge, which is a 2* listed building and a scheduled ancient monument will be much better protected from vehicle strike, which is an issue at the moment. Consequently, this proposal has been supported by Historic England
23. A plan showing these proposals will be available at your meeting. These will be refined following consultation, and further design

Conclusions

24. The proposals represent a balance between the various demands in the area and achieve improvements for all transport modes. They provide solutions to issues raised by local residents and stakeholders. Detailed design work will iron out any minor issues, and take account of any responses received as a result of the consultation, the results of which will be reported back to the Committee in due course.



Eaton / Cringleford Project – Push the Pedalways

Working Group – Questions and Feedback Report

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

August 2016

Introduction

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

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

Questions and Responses

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

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

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

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

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

adjacent lane does not.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Report to Norwich highways agency committee

Item

15 September 2016

7

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

Subject A11 Newmarket Road project (Daniels Road to Eaton Slip Road)

Purpose

To agree proposals for improvements to the existing footpath/cycleway between Daniels Road and the slip road into Eaton Village.

Recommendation

That the committee:

- (1) agrees to consult on the scheme to improve the existing cycling facilities, and improve the provision for cyclists on the junctions of Elveden Close, Sunningdale, Branksome, Camberley and Claremont Roads as shown on Plan Nos. PE4120-HP-0100-011 to PE4120-HP-0100-014 attached in Appendix 1
- (2) asks the head of city development services to advertise the necessary notices to implement any raised tables required as part of the scheme
- (3) notes that any objections received will be considered by a future meeting of the committee.

Corporate and service priorities

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

Financial implications

The budget for the scheme is £300,000 to be funded from the Cycle Ambition Grant (total funds £1,100,000 - of which the remaining £800,000 is allocated for stage 2: Daniels Road roundabout to Hanover Road.)

Ward/s: Eaton

Cabinet member: Councillor Bremner – Environment and sustainable development

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Background documents

Project proposals

Report

Strategic Objectives

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

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

Background

9. Newmarket Road forms one of the main sections of the Blue pedalway which connects Wymondham, Hethersett and Cringleford to the city centre. The Blue pedalway connects with the orbital purple route in Eaton Village, and all other routes in the city centre. The A11 / Newmarket Road corridor is also designated a bus rapid transit route.
10. Considerable housing development is planned for Cringleford, Hethersett and Wymondham. The Joint Core Strategy allocated 1,200 homes to Cringleford, 1,000 to Hethersett and 2,200 to Wymondham. This will be combined with employment development around the Norwich Research Park to place pressure on the transport network. Part of the strategy for dealing with this pressure is to try and divert many of the journeys that would otherwise involve a car onto public transport and bicycles
11. There is already a shared footpath/ cycleway on the southern side of Newmarket Road. However, this is routinely interrupted by quiet side junctions which provides priority to a few car drivers over the significant number of cyclists that use the path. In addition, the path is unacceptably narrow in some locations.

Proposals

12. It is not possible to provide fully segregated cycling facilities on carriageway without significantly affecting capacity for buses and general traffic and as Newmarket Road is part of the primary network that is clearly not an option on this length between Unthank Road and Daniels Road roundabout. Consequently, officers have looked to enhance the existing shared footpath cycleway which is already very well used, by improving its width, and redesigning the side junctions to improve access for cyclists

Side Road junctions

13. On the very lightly trafficked side streets (Branksome Road, Camberley Road and Claremont Road), the path will be prioritised at the junctions in the manner shown on the Plan in Appendix 2 and this treatment will help to make journeys more seamless, and encourage greater use of the facility. The following table shows the relative levels of vehicles leaving the side roads and cycle movement along the cycle track

Junctions with New Market Road	Total Count		AM Cycle Peak		PM Cycle Peak	
	Motor Vehicles (In and Out of junction)	Cycles (Straight across junction)	Motor Vehicles (In and Out of junction)	Cycles (Straight across junction)	Motor Vehicles (In and Out of junction)	Cycles (Straight across junction)
Branksome Road	672	215	121	49	33	24
Camberley Road	172	214	33	50	10	23
Claremont Road	253	214	59	51	19	23

Data based on 12 hour count (07:00 to 19:00) conducted on 12 April 2016

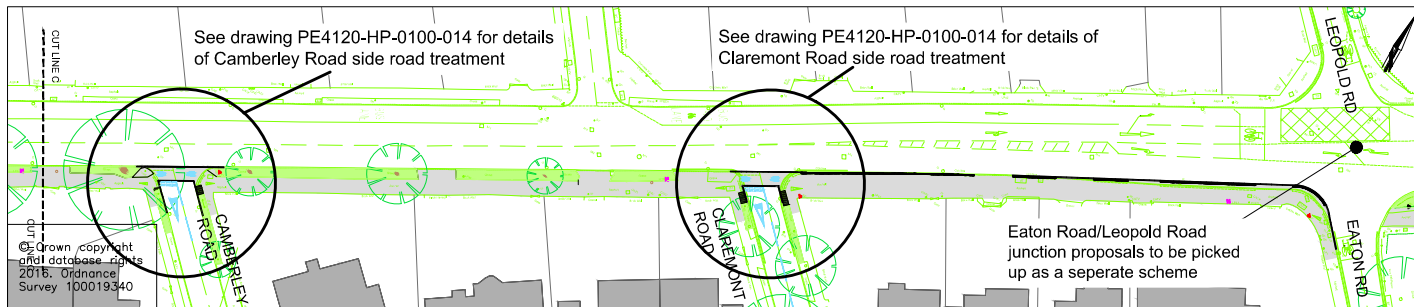
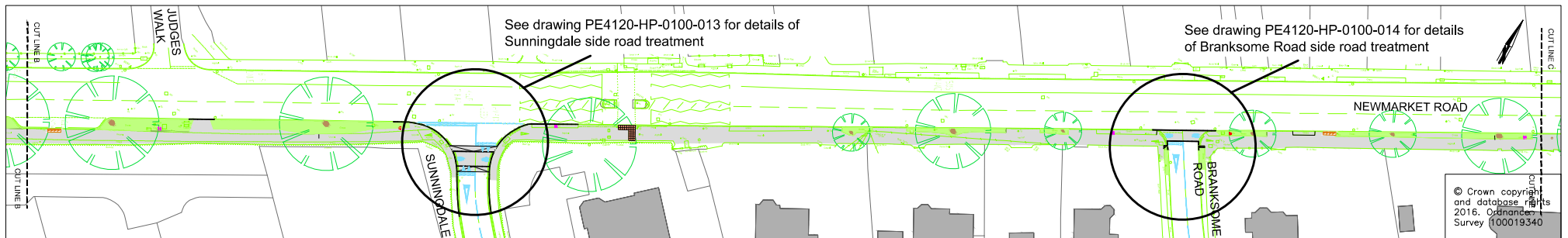
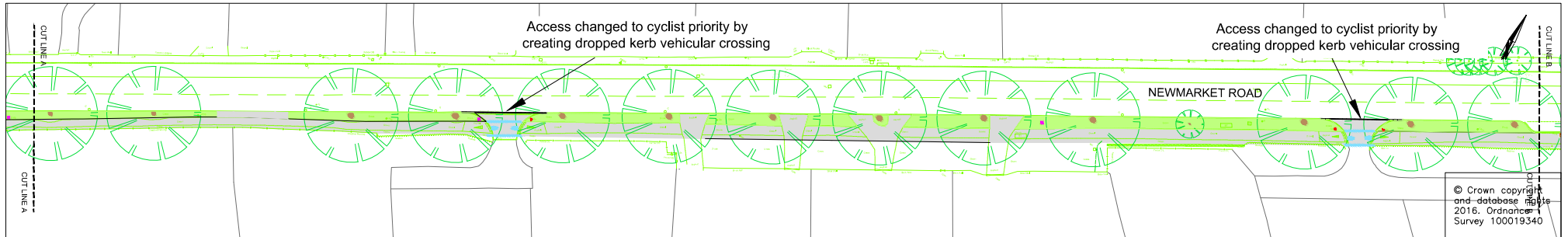
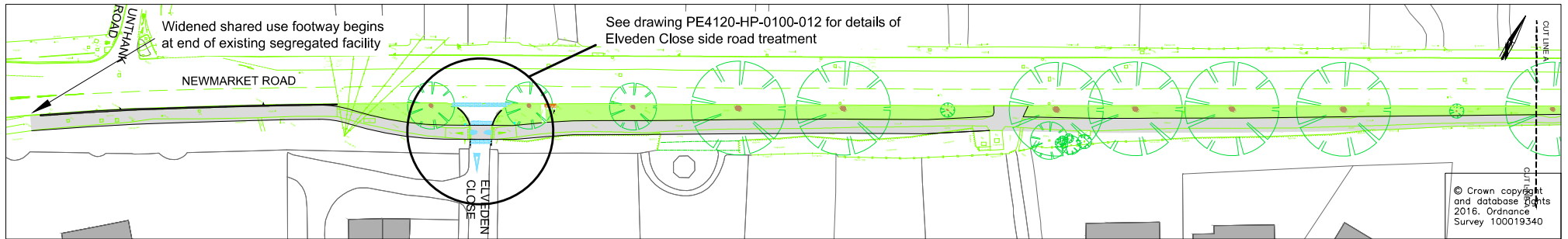
14. There is an expectation that the levels of cycling will rise significantly if facilities are improved, and providing priority to cyclists is necessary to achieve the improvement in quality on this route. Drivers leaving the side streets are having to pause anyway to join the main carriageway, and are unlikely to be inconvenienced. By comparison, cyclists are currently required to stop at every side road, despite the strategic nature of their route.
15. The detail proposed for Elveden Close provides a similar level of priority for cyclists to that at Branksome Road, Camberley Road and Claremont road, but is offset behind the tree line at this point. The detail is shown in the plan in Appendix 3
16. This approach cannot, however be taken at Sunningdale, or Eaton Road. There are no proposals currently for the Eaton Road junction, as this is being reviewed separately as it requires a complete review of the operation of the junction. Any alterations to the cycle/footpath in the vicinity of this junction will be undertaken as part of that project.
17. On Sunningdale (the busiest of the minor side junctions), such an approach is not practical due to the width of the mouth of the junction. In the morning peak hour, traffic queues at this junction, which is aligned to allow two lanes of cars to exit. This was done following pressure from local residents. Achieving a crossing similar in approach to the other junctions would require the removal of this facility. Consequently the arrangement proposed provides a crossing set into the mouth of the junction that will help cyclists and pedestrians to cross when traffic is queuing, and a facility to cross at the mouth of the junction when flows are lighter (which is most of the day). A plan is contained in Appendix 4

Improvements to the existing cycle/footpath

18. It is intended that the entire cycle/footpath is resurfaced along its entire length, and minor widening undertaken where this is possible. The path will, however, remain narrower than is ideal over much of its length. The street trees that are a key feature of this part of Newmarket Road are a significant constraint, and prevent any significant widening over much of the route. Resurfacing and any widening will be undertaken to avoid adverse impacts on these trees.
19. A feasibility investigation into improving the cycling route on the north side of Newmarket Road between Daniels Road Roundabout and Hanover Road to provide an improved inbound facility will form stage 2 of this project – design has not yet commenced and will be presented to a future meeting. Improvements are also planned to the A11 / Outer Ring Road roundabout.

Conclusions

20. The proposals represent minor adjustments to an existing cycling facility that will make it more coherent and easier to use. It is intended to carry out public consultation on these proposals in the autumn and for any agreed scheme to be implemented in spring 2017, as the first phase of works that will also see improvements to the roundabout and the cycle facilities between the outer ring road and Hanover Road.



KEY

- Proposed widened shared use footway/cycleway
- Proposed new kerbs
- Proposed new road/cycle markings
- Existing verge



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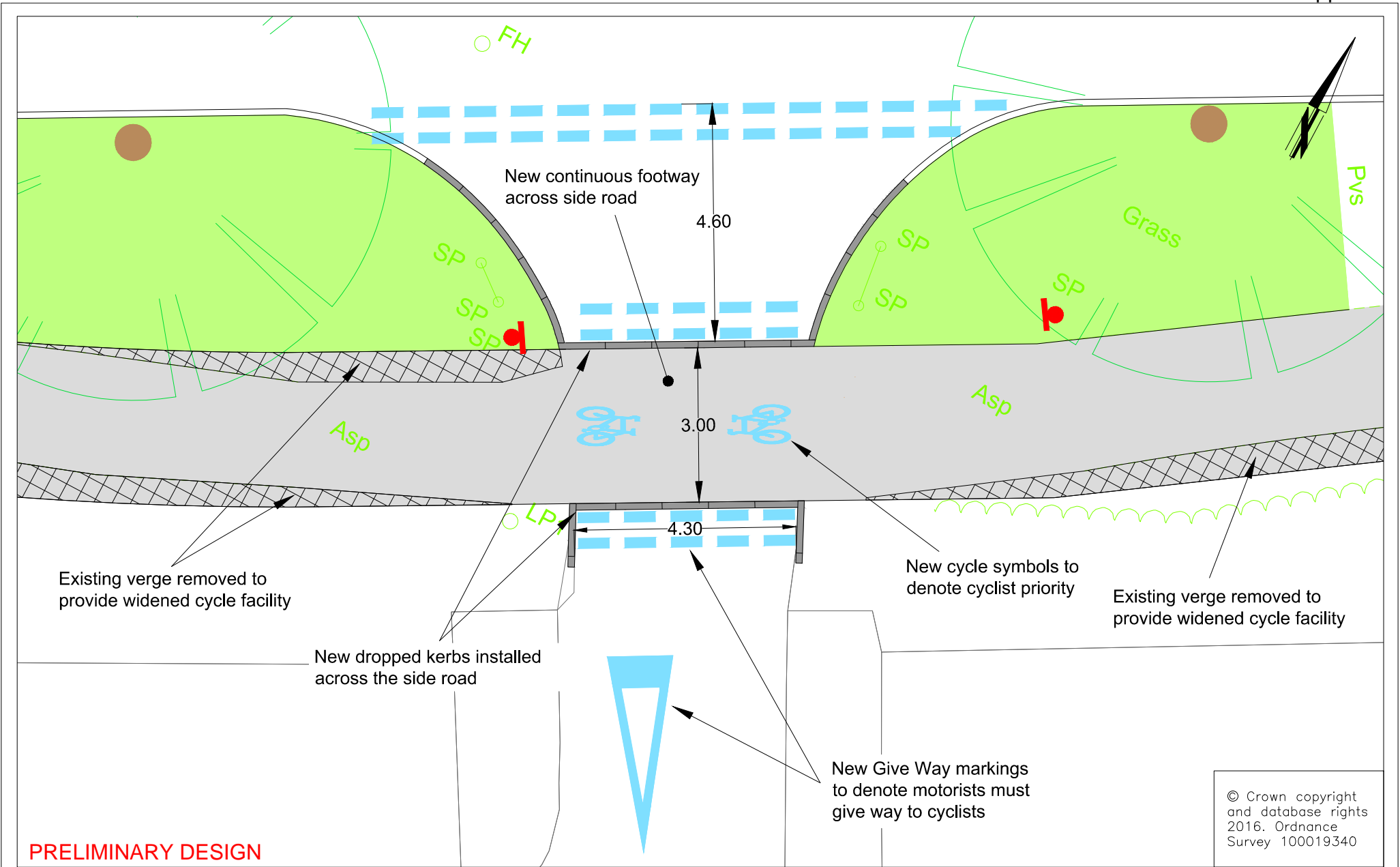
DRAWING TITLE


A11 Newmarket Road Project 31 & 33-Phase 1
Improvements to Shared Use Facility
Overview Plan

Page 55 of 124

REV.	DESCRIPTION	CHECKED	DATE

	INIT.	DATE	DRAWING No.
	PC	2016	PE4120-HP-0100-011
SURVEYED BY	DAG	08/16	PROJECT TITLE
DESIGNED BY	DAG	08/16	A11 Newmarket Rd Project 31 & 33
DRAWN BY	DAG	08/16	Cycling Improvement Scheme
CHECKED BY	NRW	08/16	SCALE
			1:1250 @ A4
			FILE No.
			PE4120





Norfolk County Council

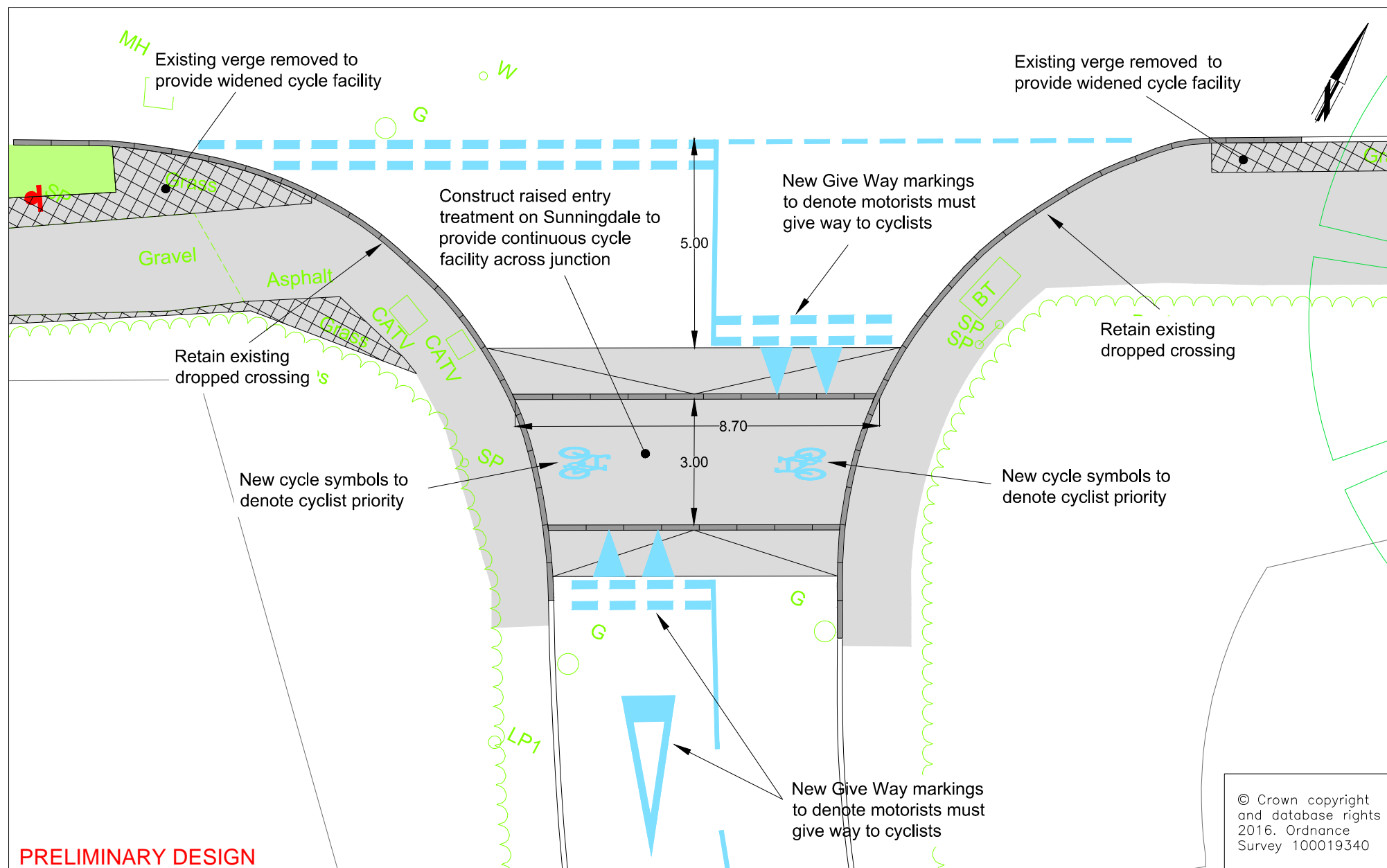
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DRAWING TITLE

A11 Newmarket Road Project 31 & 33-Phase 1
Elveden Close Treatment Detail

REV.	DESCRIPTION	CHECKED	DATE

	INIT.	DATE	DRAWING No.
SURVEYED BY	PC	2016	PE4120-HP-0100-012
DESIGNED BY	DAG	08/16	PROJECT TITLE
DRAWN BY	DAG	08/16	A11 Newmarket Rd Project 31 & 33 Cycling Improvement Scheme
CHECKED BY	NRW	08/16	SCALE 1:100 @ A4
			FILE No. PE4120



PRELIMINARY DESIGN



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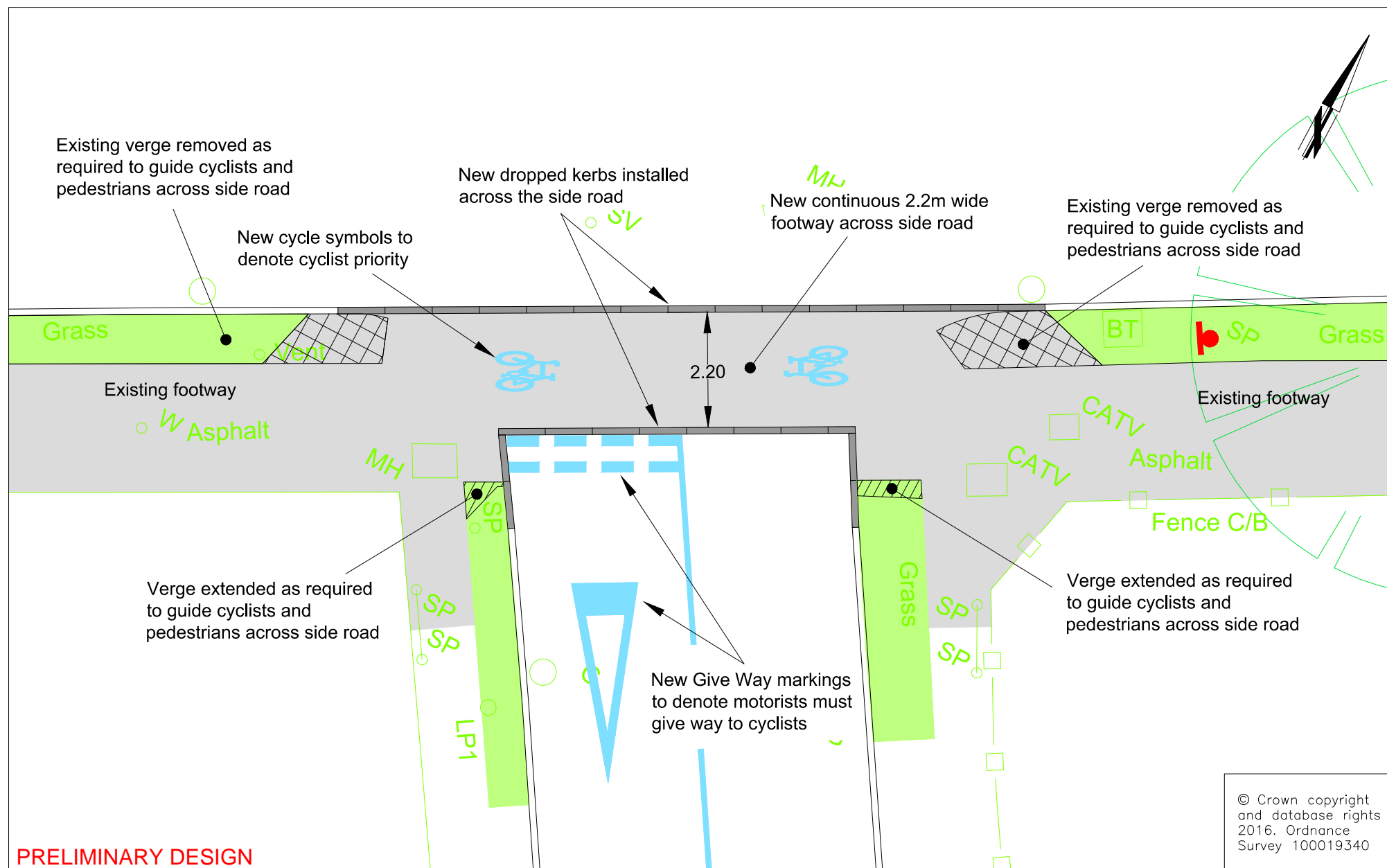
DRAWING TITLE

A11 Newmarket Road Project 31 & 33-Phase 1
Sunningdale Treatment Detail

Page 57 of 124

REV.	DESCRIPTION	CHECKED	DATE

INIT.	DATE	DRAWING No.
PC	2016	PE4120-HP-0100-013
SURVEYED BY	DAG	PROJECT TITLE
DESIGNED BY	DAG	A11 Newmarket Rd Project 31 & 33
DRAWN BY	DAG	Cycling Improvement Scheme
CHECKED BY	NRW	SCALE
		1:125 @ A4
		FILE No.
		PE4120



Report to	Norwich highways agency committee 15 September 2016	Item
Joint Report of	Head of city development services and Executive director of community and environmental services	8
Subject	Transport for Norwich – Dereham Road/Guardian Road/Sweet Briar Road Junction Improvement	

Purpose

To seek approval to consult on the proposals for the Dereham Road/Guardian Road/Sweet Briar Road Junction Improvement project and to begin the statutory processes required for the dedication of allotment land that would be required to implement the proposed scheme as described in this report. Members are also asked to note the Traffic Regulation Orders that would be required to enforce the scheme as described.

Recommendations

That the committee:

1. Approves for consultation the proposals included in the Dereham Road/Guardian Road/Sweet Briar Road Junction Improvement project, including:
 - (a) Provision of a new enlarged (48 metre diameter) roundabout in place of the existing (38 metre diameter) roundabout.
 - (b) Provision of a controlled pedestrian crossing on Dereham Road, immediately east of its junction with Hellesdon Road.
 - (c) Provision of a controlled pedestrian crossing on Guardian Road, Road, approximately 42 metres south of the roundabout.
 - (d) A reduction in the length of the existing Dereham Road city bound bus lane by approximately 59 metres.
2. Notes the following Traffic Regulation Orders/pedestrian crossing notices that would be required for the implementation of the scheme as described in this report, including:
 - (a) The reduction of the existing Norwich bound 24-hour, 7-days a week bus lane on Dereham Road by approximately 59 metres.
 - (b) The provision of the new pedestrian crossing on Dereham Road, immediately to the east of the junction with Hellesdon Road.
 - (c) The provision of the new pedestrian crossing on Guardian Road.
3. Asks the Head of city development services at Norwich City Council to begin the necessary statutory procedures associated with dedicating part of the existing Bellacre and Woodland allotment land to the northwest and northeast of the junction to highway; as required by the proposed scheme.

4. Agrees that the outcome of the proposed consultation will be reported to a future meeting of the committee.

Service Priorities

The project helps meet the Norwich City Council's priorities 'To make Norwich a Safe and Clean City' and 'To make Norwich a Prosperous City'.

This project supports the Norfolk County Council's priorities, by:

- supporting, developing and maintaining the infrastructure that helps our economy to promote real sustainable jobs;
- providing good infrastructure where businesses can succeed and grow;
- helping to improve and safeguard the quality of life for all the people of Norfolk;
- promoting prosperity by championing the best practices, ideas and innovation for local economic success

Scheme Timescales

The preliminary scheme programme is as follows:

- A four week public consultation of scheme proposals in October/November 2016
- Consideration of consultation feedback in November/December 2016
- Refine the proposals where necessary and present the scheme in January 2017
- Start of construction in autumn 2017, with completion within a year

Financial implications

The scheme development and implementation costs of this project will be developed and refined as the design is progressed. The scheme will be funded by from the New Anglia Local Enterprise Partnership and from developer funding via the Community Infrastructure Levy (CIL). The funding of £1.65m for an improvement at this junction is already approved and prioritised through the agreed Transport for Norwich budget via the Greater Norwich Growth Board.

Contact Officers

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Jon Barnard, TfN Manager – Norfolk County Council	01603 224414

Report

Strategic Objectives

1. Norwich and its surrounding area is becoming an increasingly popular area to live, work and visit. It is the number one shopping destination in the Eastern Region and becoming one of the Nation's premier cultural centres. To ensure the Greater Norwich Area continues to be popular and grow, the transport systems need to be able to cope with the increased demand.
2. The Norwich area Transportation Strategy (NATS) now more widely known as Transport for Norwich (TfN) is the adopted strategy which will deliver the transport improvements needed over the next 15 plus years. The strategy recognises everybody's journeys are different and does not look to force people to use one particular mode. It does look to give people viable options on how they choose to travel and actively promote sustainable transport. To do this in some areas of the network there needs to be a re-balance of the highway space available.
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4. The implementation plan for the Norwich Area Transportation Strategy (NATSIP) was agreed by Norfolk County Council in April 2010 and updated in November 2013 ([see link for updated implementation plan](http://www.norfolk.gov.uk/view/NCC158241) <http://www.norfolk.gov.uk/view/NCC158241>). The plan sets out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term.
5. The plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery, given progress with implementation, and now that the growth plans for the area are more clear ([see joint core strategy document: http://www.greaternorwichgrowth.org.uk/dmsdocument/1953](http://www.greaternorwichgrowth.org.uk/dmsdocument/1953)).

Scheme Objectives and Benefits

6. Dereham Road is identified in NATS as one of six Bus Rapid Transit BRT corridors. Improvements on this route will build on those implemented under the Western Corridor Quality Bus Partnership which was introduced in 1998 and delivered 2km of bus lanes, new shelters, raised kerb lines to serve low floor buses, public transport information systems (PTIS) and selective vehicle detection (SVD) to give priority at junctions.
7. Dereham Road is currently a high frequency bus corridor with in excess of 20 buses per hour during peak periods. The bus corridor serves growth and employment areas at Longwater, Lodge Farm, West Costessey (Queens Hills)

and Bowthorpe. An improvement at the Dereham Road junction with the Outer Ring Road is one of the improvement measures identified for bus services on this corridor.

8. The overall objectives are those of Transport for Norwich; within TfN is the desire to create a BRT route, a high quality route for buses, along the Dereham Road corridor to the city centre. Within that context, the objectives of Dereham Road/Outer Ring Road junction improvement is to determine a deliverable new junction form that operates more efficiently for all modes and provides improvements in reliability and journey time for both inbound and outbound bus services on Dereham Road.

Background

9. The need for this project has been identified through two linked spatial planning documents that have been jointly produced by the City and County Councils under the auspices of the Greater Norwich Development Partnership:

Norwich Area Transportation Strategy Implementation Plan – now ‘Transport for Norwich’ (TfN) (adopted in March 2010, with 2013 update that was adopted in November 2013)

<http://www.norwich.gov.uk/CommitteeMeetings/Norwich%20highways%20agency/Document%20Library/71/REP NHAC09 NATS Implementation Plan 2013 09 19.pdf>

Joint Core Strategy for Broadland, Norwich and South Norfolk (adopted in March 2011, and amended by the Broadland Part of the Norwich Policy Area: Local Plan, adopted in January 2014)

<http://www.greaternorwichgrowth.org.uk>

10. The TfN public consultation in October 2009 introduced the principles of a Bus Rapid Transit (BRT) network. Since then, staged implementation of BRT has started, beginning with its roll-out on the Dereham Road corridor. For example, improvements have already been made at the junction with Old Palace Road, and at the Dereham Road junction with Grapes Hill and on Grapes Hill itself. There have also been improvements in the city centre such as those introduced in 2015 on Chapel Field North, and those currently underway at St Stephens and Red Lion Street.
11. The objectives of the brief are enshrined within those of TfN, to create a high quality bus route along the Dereham Road corridor to the city centre.

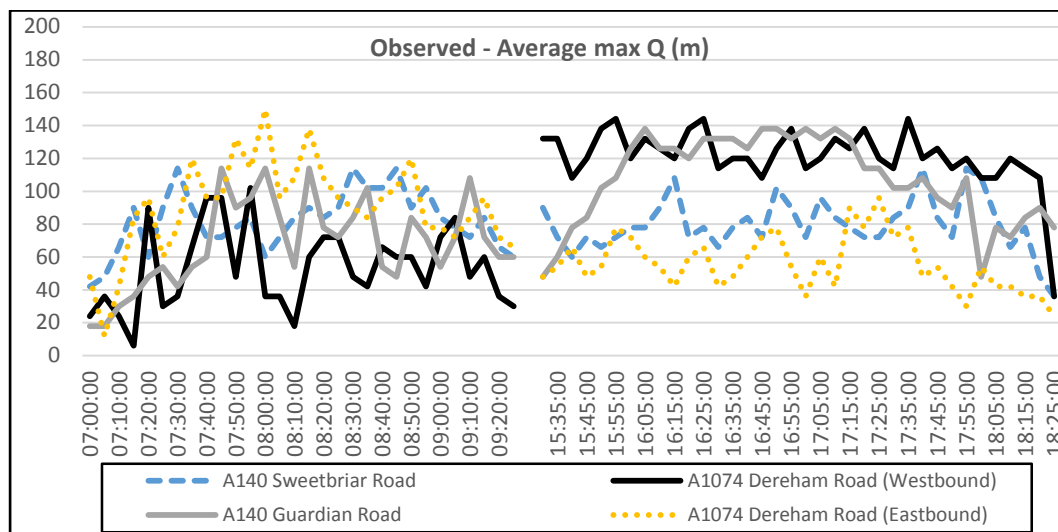
Existing Situation

12. The existing roundabout junction forms part of Norwich’s strategic orbital and radial movement network which provides a link to the A47 trunk road and Norwich city centre to/from Norwich Outer Ring Road.
13. Considering its importance on the highway network, the roundabout is of a relatively small diameter, at 38 metres. There are a number of areas where the current roundabout geometry deviates from the national standards. This means that the entries and exits are close together, which does limit the traffic throughput of the junction and means that the junction experiences congestion at certain times of the day.

14. The A140 southbound arm (Sweet Briar Road) had two inbound lanes, the nearside lane being left and ahead with the offside lane being marked as right only. The A1074 Dereham Road westbound entry to the roundabout is marked likewise. The A140 northbound entry of Guardian Road is marked as ahead and left in the nearside lane, and ahead and right in the offside lane. The A1074 Dereham Road eastbound entry to the roundabout has three entry lanes, these being marked as left, ahead and right – the left turn lane is relatively short at some 28 metres long.
15. On the Dereham Road eastbound arm, there is a bus lane which terminates approximately 43 metres from the roundabout.
16. The current layout for pedestrians and cyclists consists of a mixture of shared use and segregated pedestrian and cyclist facilities, with uncontrolled crossing points via splitter islands on the direct entry/exit point to the junction. There are no controlled crossing points for non-motorised users within the vicinity of the junction.
17. A traffic survey carried out on Tuesday 11th February 2014 recorded 38,958 motorised vehicles and 177 cyclists passing through the junction between 0700-1900hrs. The following table shows how much traffic uses each arm:

Vehicles Cyclists	Total from arm	as % of total	Total to arm	as % of total	Two-way flow	as % of total
A140 Sweet Briar Road	11150 11	29% 6%	12867 20	33% 11%	24017 31	31% 9%
A1074 Dereham Road (westbound)	5637 43	14% 24%	7282 101	19% 57%	12919 144	17% 41%
A140 Guardian Road	11917 20	31% 11%	9628 8	25% 5%	21545 28	28% 8%
A1074 Dereham Road (eastbound)	10254 103	26% 58%	9181 48	24% 27%	19435 151	25% 43%
Total	38958 177	100% 100%	38958 177	100% 100%	77916 354	100% 100%

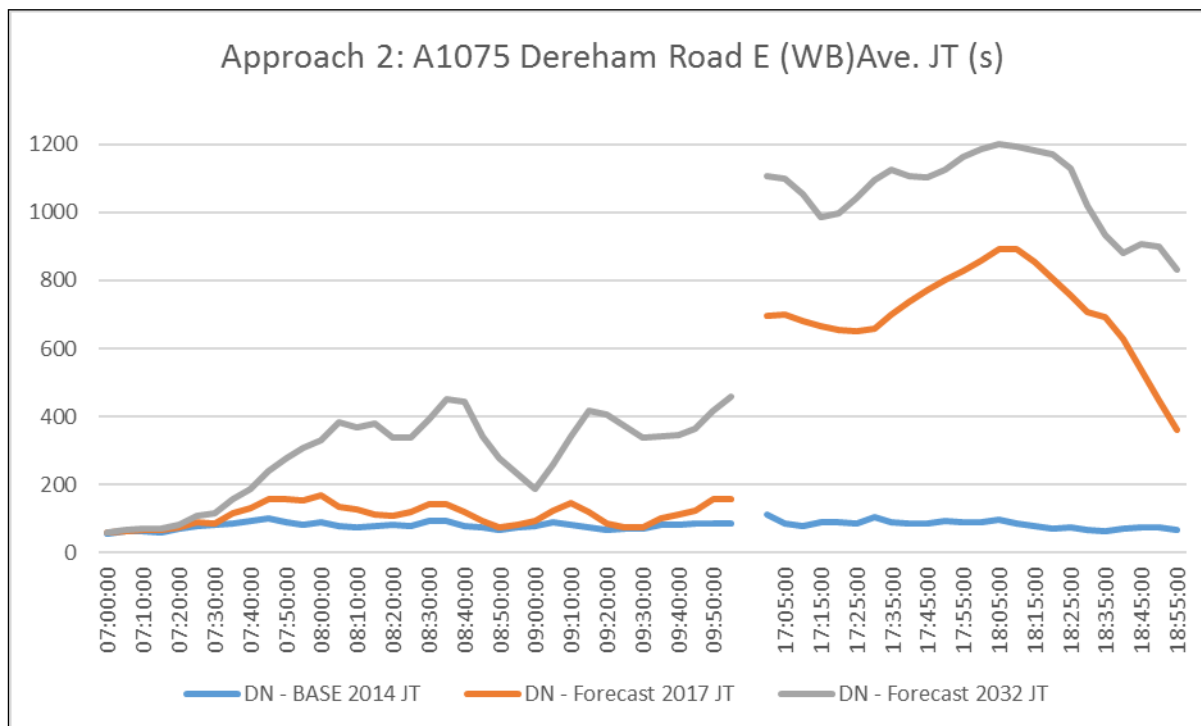
18. The busiest AM peak hour occurred between 07:30 and 08:30 with over 3,700 vehicles (motorised and bicycles) travelling through the junction. The busiest PM peak hour occurred between 16:00 and 17:00 with over 3,600 vehicles (motorised and bicycles) travelling through the junction.
19. A queue length survey was carried out on Tuesday 11th February 2014 between 0700-09:30 and 15:30-18:30hrs. The following table shows the observed maximum queue length at each approach:



20. The existing junction has been tested using three scenarios; the observed (2014) scenario, and two forecast scenarios of traffic level for years 2017 and 2032. The Norwich area strategic traffic model has been used to inform likely changes to traffic patterns at the junction following implementation of the current Transport for Norwich (NATS) Strategy which includes the NDR and city centre measures.
21. A microsimulation traffic model was used to calculate queue lengths and journey times. Journey times were recorded for routes on each approach to the junction with queue lengths recorded back from each stopline or give-way point.
22. Strategic changes in traffic at each approach are summarised in the table below and have been applied to the traffic survey (2014):

Strategic model % change (AADT)	2012 to 2017	2012 to 2032
Scenario	2017 FORECAST	2032 FORECAST
Sweet Briar Road	+4%	+17%
Dereham East (Westbound)	+13%	+7%
Guardian Road	+4%	+17%
Dereham West (Eastbound)	0%	-3%

23. As traffic demand increases over the coming years, the existing junction may begin to fail with extended queues and delay throughout the AM and PM periods. Of all approaches, Dereham Road East (westbound) approach arm is most affected. The table below shows the performance of the junction assuming for the three scenarios in a 'Do Nothing' (DN) option:



24. In the forecast for 2017, Dereham Road East queues could build up in the PM and reach beyond the traffic signal junction with Bowthorpe Road (900m+) at 18:10hrs (Journey times reach a peak of 15 mins). Guardian Road queues reach half a kilometre at 17:25hrs (Journey times reach a peak of 5 mins 15s).
25. In the forecast for 2032, Sweet Briar Road queues are shown to reach half a kilometre at 08:50hrs (Journey times reach a peak of 4 minutes). Dereham Road East (westbound arm) queues reach beyond the traffic signal junction with Bowthorpe Road (900m+) 16:45-19:00hrs (journey times reach a peak of 20 minutes). Guardian Road queues beyond the extent of the model (800m+) from 17:00-18:30hrs (Journey times reach a peak of 6.5 minutes).
26. Dereham Road West (eastbound arm) queues build up in the AM and reach 260m at 08:00hrs (journey time of 2mins 40s).
27. There is no bus lane on the Dereham Road East arm of the junction, so buses are held in the queue on the general traffic lane.

Appraisal of Design Options

28. A pre-feasibility study carried out in 2013 suggested two layouts to be taken forward for further development. These layouts were for a signal controlled junction option, and for a roundabout option. Both these proposals have been developed further and re-assessed using the 2014 traffic survey. For the roundabout option, a further option including a segregated left turn lane from Dereham Road (eastbound) to Sweetbriar Road has been considered.

Signal Controlled Junction Option

29. The signalised junction option that was considered provided significant reduction in journey times and queues in both forecast scenarios both the AM and PM peak. Guardian Road showed a reduction to journey times and queues

in all scenarios, PM peak only.

30. It would be possible to implement a form of bus priority in the traffic signals to enable late buses to get through the junction quicker. A Norfolk County Council study suggests this could save 1 minute per junction, for a bus arriving at the end of the green time (during a 120 second cycle time). However, if bus priority were utilised it is likely to have an impact on the Norwich Outer Ring Road in terms of increased delay. The eastbound bus lane on Dereham Road would be shortened although the inbound general traffic lanes would be extended to the benefit of all traffic.
31. Both pedestrian and cycle crossing facilities could be provided as part of a signalised junction across Guardian Road and Dereham Road West approaches, and as a separate facility across Dereham Road at junction with Hellesdon Road. However, the crossings would have long wait times at peak times and would be staggered (two separate crossings).
32. During periods of low traffic demand outside of peak hours, traffic signals would introduce a level of delay on all approaches that is worse than the existing situation. In the PM peak, Sweet Briar Road would experience a significant increase to journey times and queues in both the forecast scenarios. In the PM peak, Dereham Road West (eastbound) would experience an increase to queues in both scenarios.
33. The introduction of traffic signals would result in a junction that does not provide benefits for all road users due to competing demand of conflicting movements. In order to provide a traffic signal layout which performs better than the existing roundabout, grade separation would be required, which would not be feasible for motorised vehicles in this location.
34. Reduction in journey time at one approach is made possible by increasing journey time at another, and so this option could provide benefits for outbound journey times on Dereham Road (which would benefit buses) however journey times on Sweetbriar Road and Dereham West (inbound) would increase.
35. The signal option would require land outside of the current highway boundary to be acquired on both sides the Guardian Road arm – these areas are mostly residential, with a business at the southwest side of the junction. This option would also require land outside of the highway boundary on the northwest side, with a lesser impact on the northeast side; both these areas are currently designated as allotment land.
36. Given the above issues, a signalled controlled junction was not considered to be practical in this location as it did not meet all of the scheme objectives and would result in a high impact on the local environment. For these reasons, it was decided not to take this option forward for consultation.

Roundabout Option

37. Although the existing junction is a roundabout, it is of a compact design that is of an inadequate size to cope with either the existing or forecast traffic at certain times, resulting in congestion. A larger roundabout has been considered, with changes to the roundabout arms to bring it into line with

national guidance with regards the geometry.

38. The option considered consists of a four arm roundabout with an Inscribed Circle Diameter (ICD) of 48 metres, compared to the existing ICD of some 38 metres. For comparison, the existing roundabout at the Newmarket Road/Daniels Road junction has an ICD of 57 metres while the Grapes Hill/Chapel Field roundabout has an ICD of 70 metres.
39. All entries to the roundabout would consist of two lanes, merging on exit, which allows each straight ahead movement to occur in two lanes on approach and within the circulatory sections of the junction.
40. The location of the proposed roundabout has been designed so that it does not require any land outside of the current highway from the properties on the south side of the junction. The enlarged roundabout will however, require land at both the northwest and northeast corners, currently designated as allotment land.
41. In the proposed layout, Sweet Briar Road would have significant decrease in queues in all scenarios in both AM and PM peaks. Dereham Road East (westbound) would also experience significant reduction to both journey times and queues in forecast scenarios in AM and PM peaks.
42. On Guardian Road, there would be a significant reduction to journey times and queues in all scenarios in the PM peak. Dereham Road West (eastbound) would experience a significant reduction to queues in the 2032 scenario in the AM peak.
43. In this layout, new signal controlled crossings would be provided straight across Guardian Road, with a staggered crossing on Dereham Road, immediately east of the junction with Hellesdon Road. There would be relatively short waiting times for pedestrians at all times of the day.
44. The eastbound bus lane on Dereham Road would be shortened by 59 metres although the inbound general traffic lanes would be extended to the benefit of all traffic.
45. Signal controlled crossings at Guardian Road and Dereham Road West may not be on desire line for some users (north/south, east/west movement). However, uncontrolled crossing points would still be provided at the roundabout splitter islands similar to the existing situation.
46. This option performs significantly better than the existing layout within all scenarios despite the new instances of delay incurred by controlled crossings on two of the four approaches.
47. A segregated left turn lane was considered on the Dereham Road eastbound approach to Sweet Briar Road in the original pre-feasibility study. However, the 2014 traffic counts suggest demand for the left turn does not justify the requirements for a segregated left turn. Modelling this option, which would require additional allotment land from the northwest side, suggests there would be no additional benefit by providing a segregated left turn lane in the existing and forecast scenarios and is therefore not part of the roundabout option.

Recommended Option

48. The junction study investigated into the impact of introducing proposals to reduce congestion and delay at the junction of Dereham Road, Sweetbriar Road and Guardian Road. The study has developed a traffic model using recent traffic count data to build a picture of the existing conditions at the junction, and then to test different improvement proposals.
49. In terms of queues and journey times, the option study identified the following impacts:
- The traffic signal option performed worst with some dis-benefits when compared with the existing layout. Outside of peak hours when traffic demand is low, signals would introduce a level of delay for vehicles (including buses) that could be worse than the existing situation. Limited priority (in terms of time savings) for buses could be provided but this would be to the detriment of traffic on the ring road.
 - The roundabout option performed well in terms of providing junction capacity improvements and benefits for all road users.
50. Considering non-motorised users:
- The traffic signal option provides new controlled facilities across three of the four approaches, all but the Sweet Briar arm while the roundabout option provides for controlled facilities on the Guardian Road and Dereham Road West arm.
 - No dedicated cycle facilities are provided under either option as the preference is to provide wider shared paths rather than segregated narrower facilities, so cyclists are required to mix with either pedestrians or on carriageway with vehicles in both options. Although a traffic signal controlled junction would provide more potential for specific facilities such as Advanced Stop Lines for cyclists, this type of junction would be to the detriment of general traffic. The roundabout option and associated shared paths would provide an improvement that balances the needs of all users.
51. In the roundabout option, the junction capacity is improved despite accommodating signalised pedestrian / cyclist crossing facilities across two arms. Significant reductions to delay and queues at peak times on the Outer Ring Road and Dereham Road East (westbound) approach arms. Considering all approaches, junction performance in terms of queues and delay could be similar in the forecast 2032 scenario to that of the existing situation.
52. For the roundabout option, the PM peak westbound bus service on Dereham Road would benefit significantly from reduced journey times on approach to the junction.
53. It is considered that the roundabout option as described will meet all of the scheme objectives, these being to:
- *Create a high quality BRT (bus rapid transit) route along the*

Dereham Road corridor to the city centre - improved journey time for outbound buses on Dereham Road, particularly in the PM peak is key in providing a better bus network at this location;

- *Determine a new junction form that operates more efficiently for all modes;*
- *Allow priority for both inbound and outbound bus services.*

54. Given the benefits of the roundabout option over the signal controlled junction alternative, it is recommended that the roundabout option is taken forward for consultation and detailed design.

Traffic Regulation Orders/Notices

55. The following Traffic Regulation Orders/Notices would be required to implement the roundabout scheme as proposed:

In relation to bus lanes:

- The modification of the existing Norwich bound 24-hour, 7-days a week bus lane on Dereham Road by reducing its length on the approach to the junction by approximately 59 metres.

In relation to pedestrian crossings:

- The provision of a signal controlled pedestrian crossing on Dereham Road, immediately to the east of the junction with Hellesdon Road;
- The provision of a signal controlled pedestrian crossing on Guardian Road, approximately 42 metres south of the roundabout.

Accident reduction

56. Accident records show that in the past 5 years there have been 32 accidents at the roundabout or on the approaches. Of these, 31 were classed as 'slight' severity while one was classed as 'serious' severity, although this one was at the junction of Waterworks Road with Dereham Road which is at some distance from the junction.

Environmental Impact

57. An Environmental Impact Assessment (EIA) screening has been carried out for this scheme. The screening has identified that Sweet Briar Road Meadow is a Site of Special Scientific Interest (SSSI) located approximately 200m from the junction and there are a number of Priority habitats associated with the River Wensum Valley. The Broads Area surrounding the River Wensum is an Environmentally Sensitive Area.

58. Implementation of the scheme as proposed is likely to result in the removal of a small area of trees and shrubs. The affected areas should be subject to an appropriate ecological survey, and the recommendations of that report, including any landscape mitigation will be taken into account in the detailed design and implemented as part of the scheme. The landscape assessment

will consider the location of any park and recreation spaces and their intervisibility with the site. The site will also be subject to an appropriate visual assessment.

Allotment Land

59. The enlarged roundabout will require land to the north side of Dereham Road, currently outside of the highway – this will be required in order to incorporate the new carriageway alignment and the modified road embankment. These areas are currently under the ownership of Norwich City Council and are designated as statutory allotment land, namely the Bellacre and Woodland allotments. The effect of the scheme will not be significant provided that the appropriate guidelines, procedures and statutory criteria relating to the disposal of allotment land are adhered to and action taken to mitigate those plots lost or partially lost at the sites.
60. At the Bellacre allotment to the northwest side of the junction, there are currently 44 plots. Based on the preliminary layout, it is estimated that seven plots would be permanently affected by the scheme. The preliminary proposals indicates that the main loss will be to the parking area – this will need to be relocated elsewhere on the site. The access to the allotments would need to be modified to suit the revised embankment, and the gate to the allotments would need to be moved northwards to suit the modified highway/allotment boundary.
61. At the Woodland allotments to the northeast side of the junction, there are currently 62 plots. Based on the current scheme layout it is estimated that there are nine plots permanently affected by the proposals. The access is to the eastern side of the allotments and will be largely unaffected by the proposals.
62. As the design of the scheme is refined, the precise impact on the allotments will be confirmed. The final footprint of the scheme will be determined by the extent of the road widening and the gradient/profile of the embankment, and this will determine the precise embankment height. The embankment profile will be finalised during the detailed design phase, following further investigation including the makeup of the underlying soil.
63. There would be a need for temporary access at the bottom of the new embankment for construction purposes on both the Bellacre and Woodland sites. Any allotment plots affected as part of the temporary works would be reinstated as allotment plots, during the construction phase, once works in those areas are completed. The precise requirement for the temporary access areas will be identified as part of the detailed design.

Underground Services

64. There are a number of existing utility apparatus in the area, some of which will be affected by the proposals. Discussions are currently underway with the relevant utility companies in order to determine the precise impact of the scheme on their assets. It is possible that some of the diversions could be carried out prior to the main highway works being started.

Public Consultation

65. Extensive public consultation was carried out for the NATS Implementation Plan (now called Transport for Norwich) in autumn 2009 which resulted in adoption of the proposals in 2010.
66. It is suggested that a 4-week public consultation on these specific roundabout proposals to improve the junction should be carried out and that the results of that consultation are brought to a future meeting. It is planned that information detailing the proposals would be made available on both the Norfolk County Council and Norwich City Council websites. The precise details of the consultation will be advertised within the local press and radio.

Timescales

67. If approval to consult on the scheme is given, the consultation could start as early as October 2016. The results of the consultation would be reported back to NHAC, potentially to the January 2017 meeting depending on the extent and nature of the feedback received.
68. Providing the scheme is approved, construction of the highway works could start as early as September 2017, and be completed within a year. It is possible that some utility diversions required to implement the scheme could be carried out prior to the main highway works; this will be discussed with affected utility companies.

Stakeholder views

69. Stakeholders will be fully engaged during the consultation to make sure their views are taken into account as the scheme details are developed.

Conclusions

70. The project is rooted in strategy documents that have been adopted by Norwich City and Norfolk County Councils and the proposals to improve the junction will provide benefits both to buses on the Dereham Road corridor, and to general traffic using the junction both on Dereham Road and on the Outer Ring Road.
71. If NHAC approves the required Traffic Regulation Orders, construction of this next stage in delivering transport improvements on the Dereham Road corridor for buses could begin in the second half of 2017, and be completed within a year.

Resource Implications

72. Finance: The TfN programme forms an integral part of strategic infrastructure as set out in the Joint Core Strategy. The delivery of this work is funded through a number of sources including additional government grants e.g. Community Infrastructure Levy, and mainstream capital funding LTP and allocated funding from the Local Enterprise Partnership (LEP). The overall funding of the programme has been agreed through the Greater Norwich Growth Board.
73. Staff: The project will be delivered through joint team working involving both County Council and City Council officers.

74. Property: The proposals can be provided within the existing highway boundary.

75. IT: None.

Other implications

76. Legal Implications: None.

77. Human Rights: None.

78. Equality Impact Assessment (EqIA): An EqIA has been completed for the NATS Implementation Plan (TfN). An Equality Impact Assessment for this scheme will be carried out as part of the detailed development, after discussions with the appropriate groups.

79. Communications: None.

Section 17 - Crime and Disorder Act

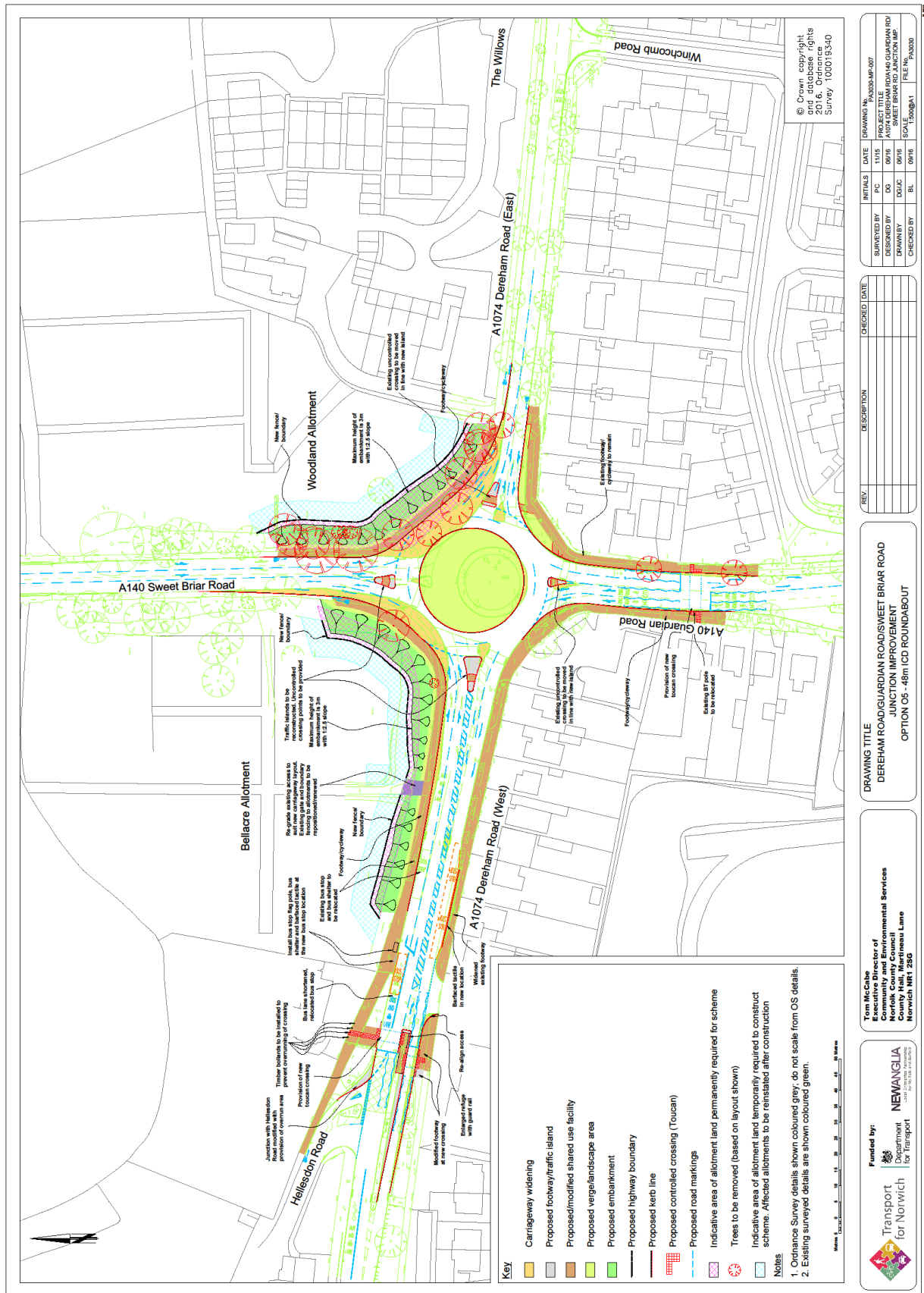
80. The scheme will be designed to ensure it has a positive effect on crime and disorder where possible. Care will be taken during construction to minimise opportunities for crime and disorder, for instance the secure storage of construction equipment and materials.

Risk Implications/Assessment

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

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

Preliminary junction proposals



Report to Norwich Highways Agency committee

Item

15 September 2016

9

Report of Head of city development services

Subject 'A' Boards policy

Purpose

To note the contents of the report that was considered by the city council's cabinet, and to note the new 'A' Boards policy.

Recommendation

That the committee supports the adoption of the A board policy, as outlined in the attached cabinet report.

Corporate and service priorities

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

Financial implications

None

Ward/s: Multiple Wards

Cabinet member: Councillor Bremner – Environment and sustainable development

Contact Officers

Bruce Bentley, Principal Transportation planner 01603 212245
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Joanne Deverick, Transportation & network manager 01603 212461
joanne.deverick@norwich.gov.uk

Background documents

None

Report to Cabinet
14 September 2016
Report of Director of regeneration and development
Subject 'A' boards policy

Item

13

KEY DECISION

Purpose

To note the results of the consultation on - and consider approval of - the new 'A' boards policy.

Recommendations

To approve the new 'A' boards policy as amended following consultation.

Corporate and service priorities

The report helps to meet the corporate priority a prosperous and vibrant city

Financial implications: None

Ward/s: Multiple

Cabinet member: Councillor Bremner – Environment and sustainable development

Contact officers

Andy Watt	Head of city development services	01603 212691
Joanne Deverick	Transportation & Network Manager	01603 212461
Bruce Bentley	Principal transportation planner	01603 212445

Background documents

None

Report

Background

1. The proliferation of 'A' boards across the city has long been a bone of contention among city users with some seeing them as a nuisance and an obstruction particularly to those with mobility problems, which others think they are valuable advertising tools for business and add to the vibrancy of the city. It should be noted that the term 'A' board is being used to described any advertising feature used by a business outside their premises and so, for example, the national lottery sign that is widely seen across the city would be covered by this policy
2. 'A' boards would usually come under the control of the highway authority which is Norfolk County Council; however in 2013 the county delegated their powers under s143 and s149 of the Highways Act to the local district councils to allow them to manage the issues in their respective areas.
3. In order to try and address these concerns officers considered a number of options for dealing with 'A' boards and developed the following policy framework.
 - a) Each business will only be permitted one 'A' board in order to minimise the obstruction to pedestrians and other highway users.
 - b) All 'A' boards must directly adjoin the premises.
 - c) 'A' boards must not exceed a stated size.
 - d) The council may require the immediate removal of any sign, board, display etc. if required by a police officer/ police community support officer or with other reasonable cause, including the need for access to maintain the highway or if it is deemed and obstruction.
 - e) Businesses that put out 'A' boards must have public liability insurance of a minimum of £5 million.
 - f) The 'A' board must be removed when the business is closed.
 - g) The signs or displays must be robust and self-weighted. The use of sand bags to stabilise signs will not be permitted.
 - h) 'A' boards will not be permitted to be tied, chained or in any way attached to other street furniture (lamp posts, trees etc.).
 - i) The 'A' board must be removed when the property is closed or when street cleansing/street works are being carried out.
 - j) All 'A' boards must be temporary in nature and cannot be fixed into or on the highway and no excavation will be permitted to install or remove the item.
 - k) 'A' boards must not obstruct the sight lines of vehicle drivers.

Consultation responses

4. A public consultation was held on the proposed new 'A' board policy in February and March (closed 18 March 2016). A summary of the 20 consultation responses received from the general public is attached as Appendix 1.
5. The public consultation followed from a programme of active stakeholder engagement with various representative groups – stakeholder groups' responses from Norwich BID, Norwich Society, Norfolk & Norwich Association for the Blind (NNAB) and the royal national institute for the blind (RNIB) and Guide Dogs UK are included as appendix 2a-e .
6. In total 20 responses were received during the consultation from members of the public and 5 stakeholders responded;
7. Of the responses received from stakeholders the overarching view is that they support the policy as it stands. There was a general view that the policy was not exactly what any particular stakeholder wanted in its entirety but that it was a reasonable compromise, although the RNIB did call for a complete ban.
8. One issue that was raised was that of the level of insurance cover with some respondents arguing that a requirement for public liability insurance of £5 million was too high. Whilst the council is sympathetic to the idea that this seems high, it is based on best practice and, following conversations with insurance experts, in awareness that this is the level of cover that is reasonable given the level of claim that a business would potentially be liable for.
9. An issue that was raised by several of the responses was the issue of 'A' boards in relation to the market. It is easy to see how market stalls, especially those located in the centre of the market may feel the need to advertise their businesses. This policy only applies to the highway so market stall holders would still be able to place 'A' boards on market land. There is a row of brass studs in Gentleman's Walk which shows the edge of the highway.
10. An issue with the limit to the size of A boards was mentioned and was emphasised that the limit should be one based on a easily available 'A' boards. This is a sensible suggestion and the limit should be set at 600mm wide and 1200mm high. There is a large selection of A1 poster boards within this size range.

'A' board policy to be adopted

11. Having considered the responses to the consultation it is suggested that minor amendments are made to the policy and therefore the proposed policy for adoption is as follows
 - a) Each business premise will only be permitted one 'A' board per frontage. Businesses that front more than one street will be allowed one 'A' board per frontage
 - b) All 'A' boards must directly adjoin the building.
 - c) 'A' boards must not exceed 600mm wide x 1200mm high.

- d) An adequate width for pedestrians must be available past the 'A' board. In streets where there are low pedestrian flows the absolute minimum is 1.2m, this space will proportionally increase in areas with higher footfall
- e) The council may require the immediate removal of any sign, board, display etc. if it is deemed to be a dangerous obstruction or if it blocks reasonable access to the highway.
- f) Businesses that put out 'A' boards must have public liability insurance of a minimum of £5 million.
- g) The 'A' board must be removed when the business or property is closed.
- h) The signs or displays must be static, robust and self-weighted. Rotating signs or the use of sand bags to stabilise signs will not be permitted.
- i) 'A' boards will not be permitted to be tied, chained or in any way attached to other street furniture (lamp posts, trees etc.).
- j) The 'A' board must be removed when street cleansing/street works are being carried out.
- k) All 'A' boards must be temporary in nature and cannot be fixed into or on the highway and no excavation will be permitted to install or remove the item.
- l) 'A' boards must not obstruct the sight lines of vehicle drivers.

Enforcement

12. The success of any 'A' board policy will be in how it is enforced. It is proposed that there will be a dual enforcement mechanism
 - a) Mobile highways officers will monitor A boards as part of their day to day duties and report any that do not conform to the policy to the street works team
 - b) Complaints about 'A' boards breaching the new regulations will be investigated by the street works team.
13. Businesses that break the new policy will receive a written warning that their 'A' boards are in breach of the regulations and they will be given 2 working days to rectify the problem. If that A board is observed after the 48 hour period it will be removed and stored and the business will be charged. Any signs remaining unclaimed for 28 days will be disposed of.
14. If an A board is deemed to be dangerous the business will be given the opportunity to remove it immediately. If they fail to do so it will be removed at the owner's expense and stored for 28 days as above and then disposed of.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Cabinet
Committee date:	
Head of service:	Andy Watt
Report subject:	'A' boards consultation
Date assessed:	22/04/2016
Description:	

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Some disabled people find that the proliferation of A boards makes them less able to go into the city and take advantage of shops and services – limiting the number and spread of A boards will make it easier for disabled people to use the city.
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Tackling the difficulties caused by A boards will enhance opportunities for disabled people to access good and services.
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The spread and number of A boards is seen by many as something that decreases the visual aesthetic of the city and that by enacting this policy we will improve the built environment
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments

	Impact			
Risk management	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Regulating A boards should decrease the risk of serious accident resulting from somebody, for example, tripping over one – the insurance requirement will also protect businesses should they be sued.

Recommendations from impact assessment	
Positive	
	The proposal will make life dramatically easier for a range of groups – including the disabled, elderly and buggy users as well as other pedestrians.
Negative	
	Some businesses believe that A boards are a vital source of advertising and that their businesses will suffer if these are limited. There is very little evidence supporting or negating this idea.
Neutral	
Issues	
	None

Ref	Summary	Officer comments
1	Generally supportive of the proposal but made one suggestion; 'A' boards should be specifically banned from being placed on cycle lanes.	The requirement that 'A' boards should adjoin the business will mean that 'A' boards will not be left in cycle lanes.
2	Supports the policy	Support noted
3	Supports the policy but is disappointed this has not been done before	Support noted
4	Supports the policy but would like to make one addition; thinks 'A' boards should only be permitted where a business is not located directly on the street.	Support noted. The suggestion would likely be difficult to enforce and would generate significant hostility from local businesses.
5	<p>Believes that some 'A' boards can be intrusive, obstructive, some of them don't seem to have any relation to anything nearby.</p> <p>Argues they can make the city look very tatty - and even worse are the shocking yellow signs all over Norwich and beyond advertising a Flea Market or something that seem to pop up overnight and then stay there for weeks after the event has finished. Believes that this makes the place look very tatty and down at heel. Norwich is such a beautiful city - we should keep it that way.</p>	Supports doing something to limit 'A' boards – makes the specific point that many of them seem to refer to shops that are not nearby.

Ref	Summary	Officer comments
6	Considers that the proposal will have an adverse impact on their business as it is down a small side alley. Also considers that 'A' boards on Gentleman's Walk that their shop put out do not cause an obstruction.	This business is a successful one and it seems unlikely that this success is down to the existence of an 'A' board. Furthermore, businesses choose premises down alleyways/ Also, preventing the spread of 'a' boards over the city and away from businesses to which they are advertising was one of the key aims.
7	Respondent said that tackling 'A' boards is a waste of time.	
8	Is keen to see the number of 'A' boards reduced - ideally banned completely but accepts that this is unlikely. Had some questions about whether the council received income from 'A' boards and whether the law around A boards had changed Also emphasised the importance of enforcement.	The council does not receive any revenue from 'A' boards. There has been no change in law where 'A' boards were previously not permitted but now are.
9	Business owner who argues that as his business is mobile it should be exempt from the restrictions.	This would be difficult to enforce and would lead to a situation where some businesses were able to put A boards wherever they want.

Ref	Summary	Officer comments
10	<p>Believes 'A' boards are ugly, unsightly and unnecessary. Respondent made the point that one of the reasons for the increase in 'A' board number is that once one shop gets one the others do and that this continues.</p> <p>Suggested that businesses should be given special dispensation for 50 days a year to have an 'A' board (for special offers etc.) and the rest of the time would not be allowed one.</p> <p>Respondent did say that regardless of whether their suggestion was added to the policy that they were pleased the council is doing something about 'A' boards.</p>	<p>Agree with the respondent that competition for advertising between shops is one of the factors that drive up the number – the proposed limit of one per businesses will prevent this.</p> <p>Regarding the idea of banning them and then giving permits for a specified number of days – the likelihood is that this would be a huge and costly administrative burden on the council. Furthermore, it is possible that if we did this businesses might all put 'A' boards out at certain times of the year (e.g. January sales) creating a massive and sudden increase at certain times of the year.</p>
11	<p>Objects to the proposal as 'A' boards are part of the shopping experience and that doing something about it is pandering to a few people.</p>	<p>'A' boards do present a genuine obstacle for many people and the council is proposing an approach that balances the needs of multiple groups. We are not banning 'A' boards completely.</p>

Ref	Summary	Officer comments
12	<p>Explains that they adhere to the entire policy with the exception of the number of boards explaining that they normally have three Boards abutting their building and believes they OPEN should receive an exemption on the following grounds:</p> <ol style="list-style-type: none"> 1. With a Grade II Listing we are unable to attach signs to the building explaining what we do 2. Unlike retailers, OPEN does not have a shop window so we need hanging frames to inform passers-by of what happens within OPEN 3. We rely on those hanging frames for the sustainability of the OPEN Youth Trust charity 4. We are effectively three organisations in one – a music and event venue, conference and meeting rooms and a youth charity - therefore we should be entitled to three boards 5. We are at Bank Plain, with a fairly light footfall compared to London Street 	<p>The policy will likely be unsuccessful if individual businesses/ charities are offered exemptions Several of these criteria could be applied to many other organisations or businesses in the city and they would then all likely feel they should be allowed an exemption.</p>

Ref	Summary	Officer comments
13	<p>Detailed objections to the policy including several legal points.</p> <p>Respondent does not feel that there is any need for 'A' boards and that the council should implement a licensing system and only issue licenses where <i>"it is in the public interest to be authorised to place the structure on the highway"</i>.</p> <p>The respondent also believes the council's proposed policy is illegal and may lead to an increase in the number of 'A' boards.</p>	<p>Licensing is not the preferred solution for a number of reasons – the cost of setting up and administering a system of licensing 'A' boards would likely be relatively high.</p> <p>Enforcement of a licensing system would also be unnecessarily complex.</p> <p>Coming up with a policy that was a compromise between various stakeholders was one of the important parts of this project – compliance is likely to be higher where every interested party feels they have at least been given a say.</p> <p>This policy was designed to be one that reduced the number of 'A' boards, improve accessibility by preventing the spread of 'a' boards and also allow businesses to retain the ability to advertise. There is no evidence that limiting businesses to one each is likely to increase the number of 'A' boards – if a business does not have an 'A' board now they are unlikely to choose to have one after the policy is implemented.</p>
14	<p>Believes A boards to be a 'menace' also mentions doing something about banners on railings.</p>	<p>The policy will reduce the number of A boards considerably – banners are not part of this project.</p>

Ref	Summary	Officer comments
15	Explains that as the partner of a wheelchair user he feels that we should not allow A board use on flat pavements in roads that are otherwise cobbled. Appreciates that the boards cannot be on the cobbles as delivery vans etc use them but for wheelchair users it is very difficult to move on the cobbles.	Whilst the council does understand this point it is not really feasible to provide exemptions like this as there is a risk that this would be seen as unfairly advantaging some shops over others. It is worth pointing out that if a an officer deems a specific 'A' board to be an obstruction (or the council receives and verifies a complaint about a specific A board) then a board can be removed.
16	Generally supportive of the proposal although is concerned that the policy does not mention bikes used for advertising.	A reasonable point but as this policy does apply to advertising structures on the highway there is some flexibility in its enforcement. From a legal perspective bikes are a little more complicated but it is possible that the council could remove them (often they are tied to things such as street furniture which isn't allowed regardless so can still be removed).
17	Is pleased that 'A' boards will have to adjoin buildings but is disappointed the policy does not go further.	The policy aims to balance the needs to shopkeepers and highway users and is aimed at creating a workable compromise – any further would have involved banning 'A' boards which would be strongly opposed by business owners.
18	Would like to see the council do something about charity fundraisers working on streets.	This issue is separate from 'A' boards.

Ref	Summary	Officer comments
19	<p>Generally supportive but with certain amendments – public liability insurance requirement should be dropped from £5 million to £2 million, opposes the requirement to adjoin to buildings (especially at the market), the maximum size requirement should be based on easily available ‘A’ boards</p> <p>Also supports tackling pavement parking.</p>	<p>The intention is to use available ‘A’ board sizes as the maximum.</p> <p>The requirement to adjoin to the premises is key to preventing the spread of ‘A’ boards – however, the point about this affecting the market is noted.</p> <p>The figure of £5 million was selected for a number of reasons; best practice from other authorities, standard Norwich city council practice, and to ensure that businesses are covered against more claims.</p>
20	<p>Thinks there should be a requirement to enable sufficient space for a wheelchair</p>	<p>Minimum pavement width was considered but it was decided that allowing a more flexible approach – where the council could remove a board if it was an obstruction covered this issue whilst still allowing an element of flexibility as well as meaning that officers did not have to measure pavement widths.</p>
21	<p>Feels A boards should be banned – feels that they don’t serve any real advertising purpose</p>	<p>Whilst banning A boards would be possible the aim has been to create a solution that brings people together.</p>

Ref	Summary	Officer comments
22	Doesn't feel adjoin is adequately defined or that the policy does anything to prevent 'A' boards being placed away from shops. Thinks it is strange that the policy says that the view of drivers should not be blocked but doesn't say anything about obstructing pedestrians. Doesn't understand how council officers will enforce the system given they have allowed the proliferation of 'A' boards.	By saying that 'A' boards must adjoin to the premises the council has made it against the rules to place 'A' boards away from shops – they must adjoin to the building. Preventing the blocking of line of sight of drivers is a safety precaution predominantly applied at junctions. One of the primary aims of the policy has been to limit obstruction to pedestrians. As the council does not currently have a coherent policy on 'A' boards it has been hard for officers to know what to look for – this policy addresses that.
23	Suggested that shops share an 'A' board – one board between two shops	This would obviously reduce the number more than a limit of one per shops. However, it is highly unlikely that this would be useful for shops as neighbouring shops often have different requirements.
24	Respondent was disappointed that we are not proposing banning 'A' boards completely.	The aim of this policy is to come to a workable compromise – a complete ban was considered unworkable and undesirable.
25	Generally supportive with exceptions - £5 million public liability is too high; 'A' boards should not be placed on pedestrian footpaths; consideration should be made for partially sighted persons.	The figure of £5 million was selected for a number of reasons; best practice from other authorities, standard Norwich city council practice, and to ensure that businesses are covered against more claims.
26	Generally supportive but believes shops that are more than one premises (e.g. their shop which is two premises) should be allowed more than one	This idea would add confusion and undermine the policy. A shop that takes up two shops still only seems as one shop and, therefore, the one 'A' board limit would still apply.

Ref	Summary	Officer comments
27	Supports limiting A boards but favours a complete ban.	The aim of this policy is to come to a workable compromise – a complete ban was considered unworkable and undesirable.
28	Believes one 'A' board per business is fine. Mentions issues with A boards at Earlham House	Support noted

Jonathan,

Please find response, also sent to transport email.

1. Each business will only be permitted one A-board in order to minimise the obstruction to pedestrians and other highway users.
 - We believe that this should be altered to reflect the wide term “business”. For example Windsor Bishop is technically 1 business, but pays 2 business rates and 2 BID levies and is classed as 2 separate hereditaments. Does this get 1 A-Board or 2?
 - How does this reflect a larger business with multiple entry points – M&S, John Lewis, Jarrolds? These are technically only 1 business and therefore only 1 A-Board, but have multiple entrances on multiple different streets?
2. All A-boards must directly adjoin the premises.
 - Agreed, as per national legislation
3. A-boards must not exceed a stated size.
 - Agreed, as per national legislation. Though this will need to be clarified and communicated. For this consultation it would be wise to state this from the outset, therefore allowing all interested parties to support/object based on full information. The statement does not provide clarity or transparency; especially if you later state that the stated size is 1 foot square.
4. The council may require the immediate removal of any sign, board, display etc. if required by a police officer/ police community support officer or with other reasonable cause, including the need for access to maintain the highway or if it is deemed an obstruction.
 - I think that there needs to be a common sense approach to this stating removal within a reasonable time frame. Eg if the business owner is on their own and will therefore have to close the business or leave it unattended to comply with this request. A more logical approach would be at the end of trading, unless it is of a clear and present danger to others.
 - We believe there should be some specification set as to what is an “obstruction”, not just that a PCSO decides it is an obstruction, what training or guidance do they have to make that subjective or judgement decision. Need to provide clarity so that there is confidence in the methodology and therefore no perceived prejudice or inconsistency of application.
5. Businesses that put out A-boards must have public liability insurance of a minimum of £5 million.
 - Agreed, this would provide security for injury
6. The A-board must be removed when the business is closed.
 - Agreed, this should be for actively trading businesses
7. The signs or displays must be robust and self-weighted. The use of sand bags to stabilise signs will not be permitted.
 - Agreed, this will provide assurance that damage or injury should not occur. Though there may be extreme weather conditions that may still knock over appropriately weighted boards and a business should not be held accountable as failing to meet your guidance in these circumstances.

8. A-boards will not be permitted to be tied/chained or in anyway attached to other street furniture (lamp posts, trees etc.).
 - Agreed, this does not look appropriate and has a negative impact on the street scene.
9. The A-board must be removed when the property is closed or when street cleansing/street works are being carried out.
 - When closed should be removed, but do not see how a business can be made to bring in/out as per street cleaning. How will this be communicated to the business community to make them aware of every cleaning schedule for every street or changes to schedule. This is impracticable and unreasonable for a business to close or be left unmanned while a sign is moved or stored. A single business may not have a space to store on site while the cleaning is completed. Feel this is impractical and difficult to enforce.
10. All A-boards must be temporary in nature and cannot be fixed into or on the highway and no excavation will be permitted to install or remove the item.
 - Agree, these must be temporary or they are not a-board and would need planning consent.
11. A-boards must not obstruct the sight lines of vehicle drivers.
 - Relevance of this stipulation? Do not see what scenario that this is ensuring does not occur? If they are limited by size, then this would ensure no sight hazard. Clarity needs to be provided on this.

Enforcement

Enforcement of the new rules on A-boards will be a dual enforcement mechanism:

1. Highways officers will monitor A-boards as part of their current duties monitoring the highway.
2. Reactive – we will respond to complaints about A-boards breaching the new regulations. Shops that break the new policy will receive a written warning that their A-boards are in breach of the regulations and on a second occasion the sign will be taken away and the business will be charged – if the business does not want the sign back, we will dispose of it.
 - How will this process be moderated to ensure that there is transparency and effectiveness? If there is only one written notice, how will this be ensured it is received, as post is not the most effective means of communication (lost mail?). A scenario where a letter is sent and never received and then the first interaction would be the business having it's a-board removed and charged. I feel this is not appropriate and will lead to confusion and resentment. There should be a more considered approach, either a call or email as well as a letter to notify the business or that the post is sent signed for?

Stefan Gurney

Executive Director

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Response to Proposed 'A' Board regulations.

1. Allowing 'A' Boards at all is in contradiction of the Council's own *Streetscape Design Manual* of 2006 and the Highways Act 1980, section 137 which says it is an offence to "in any way wilfully obstruct the free passage along the highways"; this should be acknowledged.

The proposed allowance is being made across the city making no distinction between central areas of congestion, heavy footfall and very narrow pavements and, say, Ber Street or St Stephen's – or indeed outer areas. One-size-fits-all does not seem appropriate; why not 2 zones: (1) the City Centre: e.g. the Lanes, Exchange Street, London Street and Gentleman's Walk areas (2) all other areas?

2. That 'A' Boards need to 'directly adjoin' the premises needs to be very specifically defined since they can easily be knocked about, moved or blown in high winds. However, in our view it is these 'A' Boards close to the premises which are the least justifiable in that you are already close to the shop when you see them so that, unless they advertise a special offer or event, they are redundant.

Recommendations and guidelines should be made to encourage first floor hanging signs which are decorative and attractive (see Elm Hill and pubs for examples) – this could be a special Norwich feature. A totem pole (or similar) signage needs to be installed at the Swan Lane junction with London Street and the Market Plan needs to be made obvious.

3. 'A' Boards must not exceed a stated size. The measurements must be included in the consultation and we suggest a standard or a selection of standard designs.

4. Enforcement. How will transgressions be communicated to the owner? Monitoring - PCSOs were cited but how often do they patrol? Could City Hosts be involved? Which City departments will be responsible for administration, fines and removals?

5. How will businesses be checked for annual public liability insurance? (We believe that insurance for public liability off the owner's premises may not be included in standard policies.) And will their sign be removed if they do not comply?

6. OK

7. OK

General remarks

There are no proposals for the content and style of the 'A' Boards and no mention of aesthetics which are so important – and were recognized as important in the City's *Streetscape Design Manual*. Not so long ago the City was bidding to be a city of culture. We recommend a review after 12 months and if it isn't working that a ban be imposed. *End.*

VM

March 16 2016

Contact: admin@thenorwichsociety.org.uk



Patron: Her Majesty the Queen

CEO: Mr M.C. Talbot
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
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NR3 1JH

T: 01603 629 558
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www.nnab.org.uk

Date

A-Boards Policy Consultation

The Norfolk & Norwich Association for the Blind, (NNAB) met with Jonny Hughes, Transportation Planner, on 10 September 2015 regarding A-Boards. We are aware that an official A-boards policy has now been drafted and is being consulted upon. The NNAB wish to submit this response to the draft policy.

Key to Abbreviations used in the report:

VIPs = Visually Impaired Person(s)

NNAB = The Norfolk & Norwich Association for the Blind

Introduction

A-boards, as with any temporary and unexpected obstruction on the highway, can cause difficulties for the visually impaired and as representatives of one of the disabled groups most affected by the issue we have considered the matter in some depth.

The NNAB is not in favour of a complete ban and consider that regulation is the way forward. We consider that a ban would have a detrimental effect on the life of the City and that the visually impaired would suffer from this as much as any other section of society.

We believe a third way compromise is possible providing certain details on positioning and the style of boards is addressed within the policy. We have read the Consultation Document and note the procedural issues raised but here we are considering how A-Boards effect the visually impaired using the city.

In an ideal world A-Boards would be:

1. In a predictable & consistent place.
2. Of a consistent shape.
3. A consistent colour.
4. Of consistent materials.

In a Predictable & Consistent Place

Not all A-Boards cause a problem with their positioning. A consistently placed A-Board very quickly becomes a navigation point for VIPs and this fact can be used to advantage in many situations.

We are aware of the outcome of discussions with Jonny Hughes and Guide Dogs. We further reviewed our thoughts on the positioning of the A-boards and we are satisfied that enforcing business owners to position their A-boards directly onto their premises would be the best compromise for the visually impaired and would hopefully work for the majority. However, we would also ask that the policy expands slightly further on this and request that it is also positioned in same place each time it is put out as much as possible.

Also at:

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



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We are also happy to endorse that the policy states that businesses are only permitted one A-Board.

Consistent Shape, Colour and Material

Standardising the shape, colour and materials will assist those with some residual sight and for those that use a mobility cane to be able to easily recognise and identify A-Boards.

We would like all A-boards to:

- Have solid base that is 'closed'.
- Be a minimum height of 1 metre.
- Framed in a defined colour range and, vitally, have good colour contrast.

It might be possible to offer some colour variations to businesses to allow for differentiation between them. There would obviously be content flexibility for each business to individualise their A-board but we would request that very specific guidelines are given within the policy which must be adhered to.

Educating Business Owners

When launching the policy city wide we would also suggest that the Council consider a way of educating the business owners as to why this new policy is being enforced and why positioning, shape, colour and material are so important to pedestrians with a sight loss.

Conclusion

A-Boards are an important part of the life of businesses and the city and we do not consider that they represent an insurmountable difficulty. The draft policy goes some way to cover a middle ground between the needs of the visually impaired and the needs of local businesses. However, for us to fully support the policy it is important that guidelines on style and design of the A-boards be expanded upon. We are happy to provide consultation in any design process.

We would like to thank the Council for finally tackling the issue of A-boards, which has for a many years been a known problem for the visually impaired of Norwich, and that we are all working together towards a solution.

Yours sincerely

Edward Bates

Equipment & Information Centres Adviser
The Norfolk & Norwich Association for the Blind
edbates@nnab.org.uk

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, Royal Street, Great Yarmouth, Norfolk. NR10 1RR T: 01493 745 973

Submission to Norwich City Council: A-board policy consultation March 2016

Submission made by Emily Papaleo, RNIB Regional Campaigns Officer, East of England.

Royal National Institute of Blind People (RNIB) is the largest organisation of blind and partially sighted people in the UK and the UK's leading charity providing information, advice and support to almost two million people with sight loss. RNIB (Royal National Institute of Blind People) is a membership organisation with over 24,000 members throughout the UK and 80 per cent of our Trustees and Assembly members are blind or partially sighted.

There are an estimated 32,110 people living with sight loss in Norfolk. Of this total, 3,970 are living with severe sight loss (blindness). By 2020 the number of people living with sight loss in Norfolk is projected to have increased to 39,840; and the number of people with severe sight loss will have increased to 5,040.ⁱ

RNIB is privileged to have officers based in each of the England regions, who are in the unique position to work with blind and partially sighted people locally, to challenge a range of issues; from street obstacles and social care, to transport and support at the time of diagnosis.

RNIB is pleased to have the opportunity to respond to this consultation.

emily.papaleo@rnib.org.uk

01603 455676

A-board policy consultation

RNIB welcomes Norwich City Council addressing the proliferation of Advertising boards or A-boards in Norwich. A-boards physically obstruct the pavement, block routes and present trip and collision hazards, particularly for people who cannot see them. The temporary and mobile nature of these boards generally makes the street look untidy and makes pedestrian areas difficult to use and potentially dangerous. A-boards often restrict the space available to people with mobility needs to negotiate an area, and create places that disabled people avoid.

We also welcome the Council clarifying the powers it will exercise in removing all signs, boards, displays etc that provide an obstruction to the highway.

RNIB is, however, concerned that Norwich City Council is proposing to allow businesses to continue to use A-boards, albeit restricted to one per business. While this will be an improvement on the current free for all, it will still result in a significant number of A-boards on every street, and will not remove the problem people with sight loss have navigating the city centre.

We urge the Council to go further than the proposed policy and ban A-boards altogether. They are an illegal obstruction of the highway and dangerous to visually impaired and other pedestrians. We encourage the Council to look at other Councils that have banned A-boards, and to work with businesses to develop alternative forms of advertising, in order to keep the streets of Norwich clear.

The difficulties A-boards cause

It is essential for many people including blind and partially sighted people to have a clear route along a pavement. The proliferation of A-boards can make it difficult for blind and partially sighted people to negotiate the path. This can result in people walking into A-boards and injuring themselves, or inadvertently walking into the road whilst attempting to avoid an A-board.

Swinging or rotating A-boards are particularly hazardous when windy, while A-frame boards or those without a firm base can easily be missed by someone using a cane, creating both trip and collision hazards. A-boards which are not weighted fall over easily, creating an addition hazard.

Research by RNIB showed 95% of blind and partially sighted people had collided with an obstacle in their local neighbourhood, with A boards one of the most common obstacles (49%)ⁱⁱ. Nearly a third of people who responded had been injured. One said “I could show you the bottom of my legs. I have a fair amount of bruising, cut, and old scars from walking into advertising boards.” Some even said they were so intimidated by the risks outside they ended up staying at home and becoming isolated.

Falling over an A-board can be painful, and can adversely affect a person's confidence and mobility. RNIB campaigns for a complete ban on the use of A-boards as we consider that this is the only realistic way to prevent the proliferation of A-boards enabling blind and partially sighted people to walk along their local streets without fear of injury.

Other cities, such as Chelmsford and Hull, have a zero tolerance policy on A-boards without reporting a negative impact on businesses. Indeed, Chelmsford is currently looking at extending the ban. We encourage the Council to look at what other Councils are doing and to work with businesses to find alternative forms of advertising, such as using overhead signs on shop walls, to ensure the city centre works for everyone who uses it.

The law in relation to the use of A-boards

We have briefly set out the legal provisions below.

The Highways Act 1980

The Highways Act places certain obligations on highways authorities to prevent obstruction to the highway in particular:-

- Section 130(3) states that it is the duty of a council who is a highway authority to prevent, as far as possible, the stopping up or obstruction of the highway

Much of the case law around obstruction focuses on whether the obstruction in question was a reasonable use of the highway, however, case law has determined that a permanent obstruction (i.e. one that is not **purely** temporary in nature) to the highway is never a reasonable use of the highway. 'De minimus' obstructions are not considered to be obstructions and some obstructions may be considered reasonable.

In RNIB's view it is highly likely that the majority of A-boards placed on the highway would be considered unlawful obstructions for the following reasons:-

- The obstruction caused by the A-board is not purely temporary in nature
- There is no element of necessity in its deployment (as with, say, scaffolding),

- The obstruction caused would not be considered 'de minimus' (as their 'footprint' is not insubstantial) and
- They are nothing to do with the use of a highway as a means of transit (rather they are there to attract customers to the premises).

If an A-board constitutes an obstruction, the Council has a duty to remove it.

Advertisement Control

The Town and Country Planning (Control of Advertisements) (England) Regulations 2007 regulate the placement of outdoor advertisements. The regulations set out a number of categories of deemed consent but these categories will not generally apply to A-board advertising. Any advert not benefitting from deemed consent will require the express consent of the relevant local planning authority provided via an application for planning permission. Displaying an A-board without consent is a criminal offence and prosecution can result in a fine of up to £2,500. If an A-board is placed on the highway without consent then it will not be considered a reasonable use of the highway and will therefore constitute an obstruction in breach of the Highways Act (Westminster City Council v. Moran 1999 77 P & CR 294).

The Equality Act

Under the provisions of the Equality Act 2010 it is unlawful for a public authority to discriminate in the exercise of its public functions. This includes highways functions.

Section 19 of the Act makes it unlawful to indirectly discriminate against disabled people. Indirect discrimination may occur when a service provider applies an apparently neutral provision, criterion or practice which puts disabled people at a particular disadvantage.

Section 20 (3) requires that where a provision criterion or practice puts a disabled person at a substantial disadvantage in comparison to a person who is not disabled, an Authority must take such steps as is reasonable to avoid the disadvantage.

Section 20(4) requires that where a physical feature puts a disabled person at a substantial disadvantage in comparison to a person who is not disabled, an Authority is required to take such steps as is reasonable to have to take to avoid the disadvantage.

Local Authorities, and highways and planning authorities in particular, are also subject to the Public Sector Equality Duty (PSED) and are required to have "due regard" to equality outcomes in everything they do. Councils are required to ensure that they eliminate discrimination, advance equality of opportunity and foster good relations between, amongst others, disabled and non-disabled people.

A Highways Authority that has a policy of allowing the use of A-boards and/or a practice of not taking action against those which obstruct the pavement may be considered to be indirectly discriminating against blind and partially sighted people.

A Planning Authority which has a practice of not taking action against A-boards placed without consent may be considered to be indirectly discriminating against blind and partially sighted people.

The duty to change practices, policies and procedure is likely to extend to changing policies which unreasonably prevent advertising on walls forcing advertising onto the streets in the form of A-boards which disadvantages blind and partially sighted people.

A-boards are likely to constitute physical features under the Equality Act and so the Highways Authority will need to take action to ensure that these boards do not place blind and partially sighted people at a substantial disadvantage.

Similarly Authorities which have a policy of allowing A-board obstructions etc will need to impact assess these arrangements to ensure that they meet the requirements of the PSED. It is likely that this will require local authorities to specifically consult with blind and partially sighted people. Where negative impacts are identified, the local authority will need to consider changes to the policies/practices in order to eliminate discrimination and better promote equality of opportunity and good relations between disabled people and non-disabled people (including traders). Simply stating that having an agreed standard approach to use the use of A-boards "would go some way" to mitigating their impact is unlikely to be sufficient.

Summary of the legal position

In summary, it is clearly unlawful to place an A-board on the street without explicit advertisement consent from the local planning authority.

If an A-board is placed without the necessary advertising consent it is unlawful and would therefore be considered to be an unreasonable obstruction to the pavement requiring the highways authority to take action.

Whilst a planning authority has the power to grant advertisement consent to an A-board, in deciding whether to grant permission they will need to give consideration to safety issues which arise for vulnerable pedestrians.

In addition advertisers would need to obtain the consent of the local highways authority as 'owners' of the land on which the A-board is placed as part of the application process. In determining whether to grant consent, the highways authority will need to consider whether any obstruction caused is 'de minimus'. If it was not considered 'de minimus' the highways authority would then need to consider whether the obstruction was reasonable in any event. They will also need to consider their duties under the Equality Act and in relation to the PSED.

A local authority which fails to take action against unlawful advertisements or obstructions to the pavements leaves itself open to Judicial Review action to enforce the requirements of the Highways Act and/or the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 and /or the Public Sector Equality Duty. They will also leave themselves open to a County Court action for breach of the Equality Act. Where a person is injured following a collision with an A-board the Council is also potentially liable for any personal injury claim.

The policies of other local authorities

RNIB considers that the approach of Councils who have no policy (effectively allowing A- boards without any restriction), have informal guidelines or operate a licensing regime is unlawful and increasingly places these Councils at serious risk of litigation.

Surrey County Council have adopted an informal approach and they are currently facing legal action from a blind man who fell over an A-board injuring himself. The legal action is brought on the basis of breach of the Equality Act (in particular a failure to enforce the requirements of the guidelines) and a personal injury claim.

If a Council adopts a similar (guidelines) approach to that adopted by Surrey County Council and a blind or partially sighted resident is injured

falling over an A-board it is likely that the Council will face similar action. While Norwich City Council is proposing that businesses with A-boards must have public liability insurance of a minimum of £5 million, if a business complies with the Council's A-board policy it is likely that the Council will be liable should someone get injured.

Hull City Council has a zero tolerance policy towards A-boards, as does Chelmsford City Council.

Possible way forward

RNIB campaigns for a zero tolerance approach to A-boards. However, we have also suggested a compromise position which we think will address the needs of blind and partially sighted people and other vulnerable pedestrians and the needs of small business who believe they are likely to be adversely affected by a complete ban. Crucially, we consider that the proposal outlined below is also within the law.

Councils could adopt a general policy of zero tolerance of A-boards. However, the policy should make clear that in exceptional circumstances a trader may still make an application to the local planning authority for advertisement consent (as the law requires) for an A-board where they can demonstrate that their business would suffer a significant detriment by not having an A-board.

The application would need to demonstrate to the satisfaction of the highways team (as owners of the land) that the placement of the board would not constitute an (unreasonable) obstruction and would not place vulnerable pedestrians at risk. They would also need to demonstrate that they have explored alternative forms of advertising but that these are not feasible. In determining the application for advertisement consent the planning authority should consult blind and partially sighted people in accordance with section 175A of the Highways Act.

As part of the duty to make reasonable adjustments, the planning team would also need to give serious consideration to any alternative forms of advertising suggested and the Council's policy would make clear that alternative forms of advertising would be considered.

We believe the above approach would serve to limit the number of A-boards on the streets to those small businesses who could demonstrate that it was imperative for their business to have one and there was no other way of meeting their advertising needs. In Norwich this might include the stall holders of the covered market, though we would

encourage the Council to work with them to find an alternative way to advertise. This approach would also ensure that both the Council and blind and partially sighted people are aware of the locations of approved A-boards. This should make any enforcement easier and assist blind and partially sighted people in navigating the streets.

Conclusion

While RNIB welcomes Norwich City Council addressing the current proliferation of A-boards in the city, we urge the Council to go further than the proposed policy and ban them altogether. They are an illegal obstruction of the highway and dangerous to visually impaired and other pedestrians. We encourage the Council to look at other Councils that have banned A-boards, and to work with businesses to develop alternative forms of advertising, in order to keep the streets of Norwich clear.

ⁱ RNIB Sight Loss Data Tool, <http://www.rnib.org.uk/knowledge-and-research-hub-key-information-and-statistics/sight-loss-data-tool>

ⁱⁱ RNIB, *"Who put that there!" – The barriers to blind and partially sighted people getting out and about* (2015)

Response from Guide Dogs for the blind

Comments I would make are:

You have outlined a good policy and thank you for doing this. It is excellent that you have put a restriction of one A-Board, and size however, you do not outline the size? Have you got a size?

It would be excellent if at all possible there could be something in the policy regarding "good use of colour contrast". One of the problem with people who are partially sighted, is that they may be able to outline an object if they have good colour contrast.

The other point which maybe worth noting for addition or thought would be to have a minimum pavement size for an A-Board to be placed. This would then restrict any A-Boards being placed on a narrow pavement which restricts the pavement even more.

Once again many thanks

Kind Regards

Helen Sismore

Office: 08453727425 (3p charge) or 0118 983 8741

Report to Norwich Highways Agency Committee
15 September 2016
Report of Head of city development services
Subject Proposed variations to car park fees and charges

Item

10

Purpose

To give members the opportunity to comment on proposed revisions to car park fees and charges, prior to the proposals going before the city council's cabinet for decision.

Recommendation

Members are asked to support the proposed revised fees and charges as set out in **appendices C and D** of the report, to take effect from 14 November 2016.

Corporate and service priorities

The report helps to meet the corporate priority "a prosperous city" and the service plan priority to achieve sustainable income growth of off-street parking.

Financial implications

The current car park income projection forecast for 2016-17 is £5.45 million. Based on the current level of demand for city centre parking, the recommended increases, if implemented on 14 November 2016, could generate additional estimated income of £26,500 during the current financial year and £84,250 over a full financial year.

There will be estimated costs of £2,500 for the preparation of notices, advertising and changes to signage.

Ward/s: All wards

Cabinet member:

Councillor Stonard – Resources and Business liaison

Councillor Bremner – Environment and sustainable development.

Contact officers

David Rogers, Client property and parking manager 01603 212463

Background documents

None

Report

Background

1. The provision of adequate off street car parking is an important part of maintaining and improving the economic wellbeing and vitality of the city centre. The city council also generates significant income from parking fees and charges, currently projected to be £5.45 million for 2016-17.
2. Off-street and on-street parking capacity serving the city centre increased by 2028 spaces to over 10,000 public spaces during the course of 2005 but since that time the Anglia Square multi-storey car park has closed reducing the number of spaces available.
3. Despite this reduction in spaces there remains considerable competition for business between operators. This competition has had the effect of driving down some major private operators tariffs (Chapelfield and the Mall) leaving the city council, in most cases, as one of the higher priced volume operators within the city centre.
4. Park and Ride currently provides 6 sites of which 5 provide services to the city centre. These are operated by Konect, on behalf of the county council offering 3704 spaces at extremely competitive prices compared with city centre car parking.
5. Access to the city provided through good rail links, bus routes, park and ride and off street car parks means that the number of visitors to the city continues to hold up well and the local economy continues to thrive.
6. The city council's car parks continue to be an important factor in providing high quality and centrally located parking facilities which support access to the city for visitors. However, in order to maintain both standards and income, the council will need to continuously re-invest in its car parks. To this end the city council built and opened a new multi-storey car park at the junction of Rose Lane and Mountergate and has carried out major repairs to St Andrews car park during 2015/16.
7. The city council currently has 20% of public off-street car parking serving the city. A list of current public car parks forms Appendix E.
8. The purpose of this tariff review is to ensure that the council's car parks continue to operate competitively within the wider off-street parking market in Norwich, to effectively manage demand and to generate sufficient income to be able to adequately maintain and re-invest in those facilities.

Proposed revisions to fees and charges

9. Parking tariffs were last revised by the city council in November 2015.

10. There remains very little scope within the current market for across the board price increases. Consequently it is proposed to make selective adjustments to charges where the market and demand will permit.

Short and Medium stay proposals

11. Comparisons with local competitor short and medium stay charges are set out within **Appendix A**.
12. Comparisons with other regional cities whilst of interest are not material factors given the local parking market in which the council's car parks must compete.
13. Most city centre short stay facilities are priced between £1.00 and £1.80 per hour. With the exception of two sites, the multi-storey car parks at St Stephens Gate and Riverside, the city council's short stay car parks are the highest priced at £1.80 per hour.
14. There are however, some very central car parks in the council's portfolio which are relatively small in size and where demand is very high. At these sites a higher tariff can be set in order to manage that demand and ensure continued parking use for the land.
15. There are also some very central car parks where a high tariff is justified in order to maintain availability throughout the day for visitors.
16. The following recommendations are highlighted with regard to short to medium stay tariffs:
- a) Increase the hourly rate (and multiples as laid out within *Appendix C* up to any maximum day-time rates) to £1.90 (currently £1.80) at Chantry, St Giles, Chapelfield East and Pottergate
 - b) Increase the hourly rate (and multiples as laid out within *Appendix C* up to any maximum day-time rates) to £1.50 (currently £1.40) at Monastery Court
 - c) Increase the hourly rate (and multiples as laid out within *Appendix C* up to any maximum day-time rates) to £1.30 (currently £1.20) at St Crispins.
17. Maximum day-time rates apply to the period between 05:00 and 18:30 only. The evening rate applies from 18:30 through to 05:00. Where a parking duration crosses over between the day-time and evening periods then the two charges are added together.
18. A full list of the proposed tariff changes is set out within *Appendix C* to this report.
19. On-street parking is charged at a premium rate during the day between Monday and Saturday, but is currently free of charge in the evenings and on Sundays and this provides an incentive to park on-street at these times. Review of on-street charges is a function of Norwich Highways Agency Committee and the introduction of any charges for parking on Sunday or during the evening would first require a consultation process and changes to Traffic Regulation Orders.

Maximum stay proposals

20. Comparisons with competitor long stay charges and standard bus fares are set out within **Appendix B**.
21. Competitor long stay surface car parks in the Anglia Square area offer all day parking at £5.00. NCP have continued to offer reduced price long stay parking, at £6.30 all day compared to £13.00 previously, at their St Stephens Gate multi-storey car park.
22. Park and Ride cash charges are currently £3.50 per adult all-day or £2.50 per person after 12:00 daily. Further concessions are available for groups travelling in the same vehicle.
23. Equivalent bus fares for journeys into the city using First's bus services are currently:
- City Centre from/to All zones = £4.80 round trip
- Zones typically extend out to towns such as Wroxham and Aylsham to the North of the City and to Loddon, Long Stratton and Wymondham to the South.
24. The following recommendations are highlighted with regard to maximum stay day-time tariffs:
- Taking account of current usage trends, competitor tariffs and local transportation strategies, it is recommended to increase the day-time maximum stay rates as follows; at Rouen Road to £5.20 (currently £5.10), and at Westwick Street to £4.90 (currently £4.80).
25. See 17 above regarding the treatment of charges for evening and day-time periods.

Evening tariff

26. Taking account of the value provided by the evening tariff when compared to day-time tariffs, but wishing to continue to encourage visitors to the city during the evening, it is recommended that the evening tariff be increased to £2.00 (currently £1.80) for all car parks.
27. A full list of the proposed tariff changes is set out within **Appendix C** to this report.

Season Tickets and Contract Parking proposals

28. Taking account of usage trends, competitor tariffs and local transportation strategies it is recommended to increase the following season ticket and contract parking tariffs as follows:

Season tickets

No variations to season ticket tariffs are recommended at this time.

Contract parking

No variations to contract parking tariffs are recommended at this time.

29. It is recommended that the client property and parking manager retains the authority to negotiate price based on volume for organisations seeking to purchase season tickets or contract parking.

30. A full list of the proposed season ticket and contract parking tariff changes is set out within **Appendix D** to this report.

Blue Badge concessions

31. In recognition of the additional time required by disabled people, it is recommended that the council continues to offer time concessions to blue badge holders, as approved by cabinet 16/02/2011.

These time concessions are:

At St Andrews, St Giles, Chantry, Chapelfield East, Pottergate, Rouen Road and Magdalen Street car parks:

- a) Buy one hour and get one additional hour free
- b) Buy two hours and get two additional hours free
- c) Buy three hours and get three additional hours free
- d) Buy four hours and park all day.

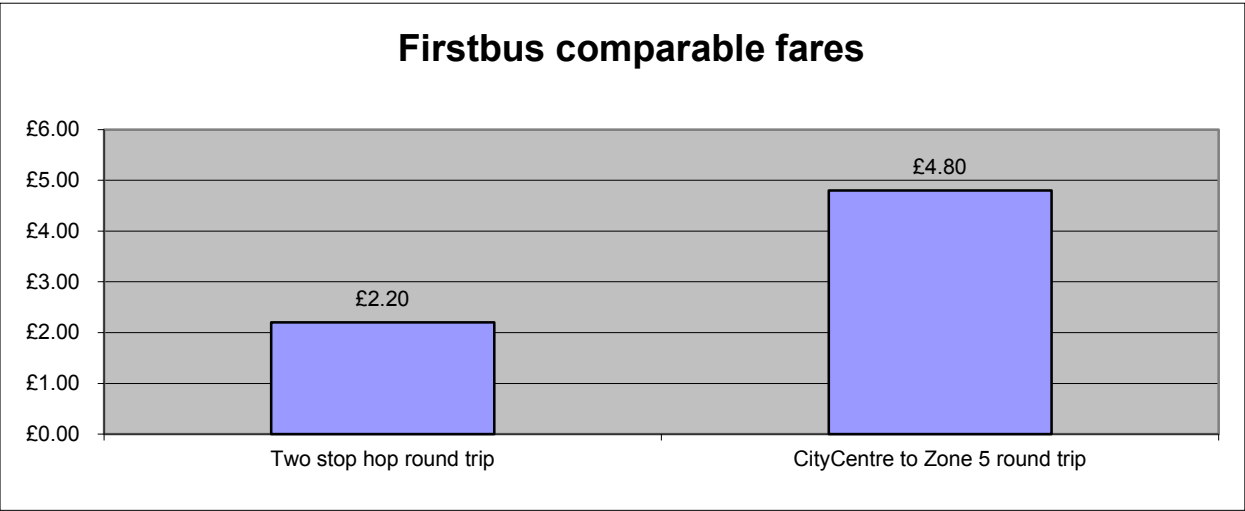
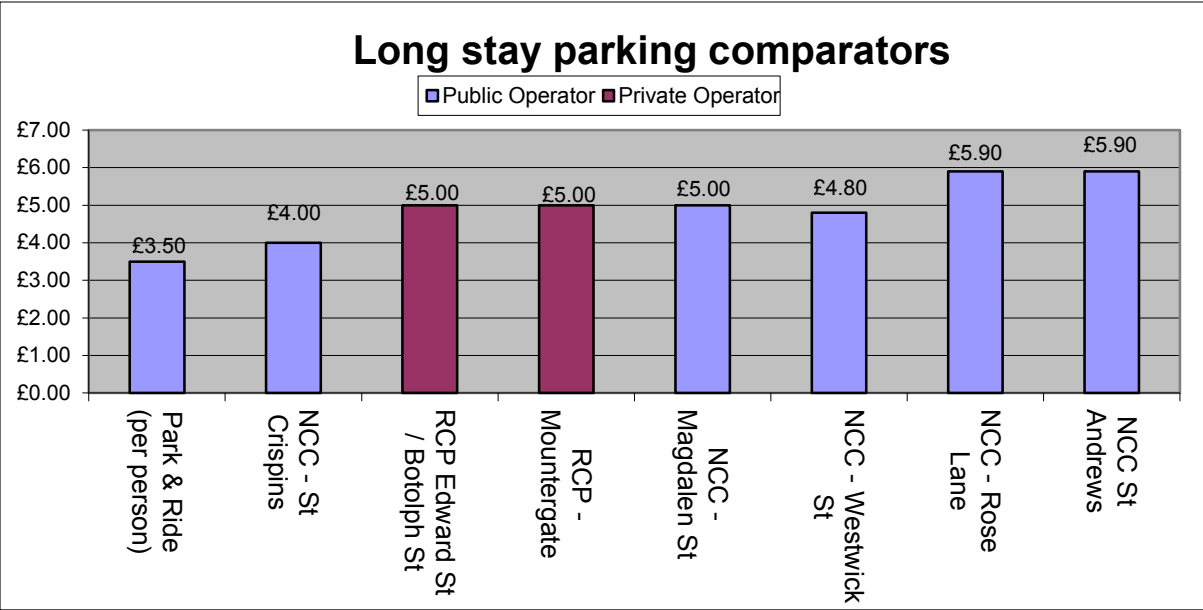
32. At Barn Road, Colegate, Monastery Court, Queens Road, Rose Lane, St Crispins and Westwick Street car parks, it is not cost effective to replace payment machines to comply with the relevant British Standard, and where a valid blue badge is properly displayed, parking remains free of charge.

APPENDIX A

Norwich parking comparitors

Norwich Comparators		Spaces	Mon to Saturday 0500 to 1830						
Car Park	Operator		1 hr	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	Eve.
Botolph Street	Regional Car Parks	160	1.00	2.00	3.00	4.00	5.00	5.00	n/a
Anglia Square MSCP	Anglia Square/R CP	Closed							
Anglia Square surface	RCP	138	1.20	2.40	3.60	4.80	5.50	5.50	n/a
Riverside MSCP (rail users £6 up to 24hrs)	X-Leisure (National Express)	738	2.00	2.00	3.00	4.00	5.00	20.00	n/a
St Stephens MSCP * If arrive before 9.30am.	NCP	260	2.60	4.10	6.30 *	6.30 *	6.30 *	6.30*	n/a
Castle Mall MSCP	Mall Corporation	800	1.20	2.30	3.50	4.70	8.00	12.00	1.50
John Lewis mscp (non-shoppers in brackets)	John Lewis	650	1.00 (1.50)	2.00 (3.00)	3.00 (4.50)	4.00 (6.00)	6.50 (8.00)	10.00 (12.50)	n/a
Forum	Mill Co	204	1.80	3.60	5.40	7.20	9.00	10.80	1.80
Chapelfield	Intu	1000	1.30	2.60	3.90	5.20	8.00	8.00	2.50 from 3pm
NCC Short stay	Norwich CC	647	1.80	3.60	5.40	7.20	8.50	15.00	1.80
NCC Medium stay	Norwich CC	1016	1.30 to 1.40	2.60 to 2.80	3.90 to 4.80	4.40 to 5.90	4.40 to 5.90	4.40 to 5.90	1.80
NCC Long stay	Norwich CC	74	1.20	2.40	3.60	4.40	4.40	4.40	1.80
NCC St Andrews MSCP	Norwich CC	1084	1.70	3.40	5.10	5.90	5.90	5.90	1.80

Long stay and bus fare comparators



Zone 1 typically extends to Magdalen Street and Bracondale.

Zone 2 typically extends out to villages such as Spixworth, Rackheath, Blofield, Newton Flotman, Costessey and Horsford.

Zone 5 typically extends out to towns such as Wroxham and Aylsham to the North of the City, Easton to the West, Acle to the East and to Loddon, Long Stratton and Wymondham to the South.

APPENDIX C

Summary of proposed revisions to parking charges

Current and proposed parking charges for Council car parks				Mon to Sun & Bank Hols 0500 to 1830						Mon to Sun & Bank Hols
Car Park	Total spaces	Tariff type ***		Up to 1 hr	Up to 2 hr	Up to 3 hr	Up to 4 hr	Up to 5 hr	5hr +	1830 to 0500
St Andrews MSCP	1084	S/M	Existing	1.70	3.40	5.10	5.90	5.90	5.90	1.80
			Proposed	No change						2.00
St Giles MSCP	330	S	Existing	1.80	3.60	5.40	7.20	8.50	15.00	1.80
			Proposed	1.90	3.80	5.70	7.60	8.50	15.00	2.00
Barn Road	147	M	Existing	1.30	2.60	3.90	5.20	5.20	5.20	1.80
			Proposed	No change						2.00
Chantry	78	S	Existing	1.80	3.60	5.40	7.20	8.50	15.00	1.80
			Proposed	1.90	3.80	5.70	7.60	8.50	15.00	2.00
Chapelfield East	17	S	Existing	1.80	3.60	5.40	7.20	8.50	15.00	1.80
			Proposed	1.90	3.80	5.70	7.60	8.50	15.00	2.00
Colegate	94	M	Existing	1.40	2.80	4.20	5.60	8.00	8.00	1.80
			Proposed	No change						2.00
Magdalen Street	206	M	Existing	1.30	2.60	3.90	5.00	5.00	5.00	1.80
			Proposed	No change						2.00
Monastery Court	55	S	Existing	1.50	3.00	4.50	6.00	8.00	15.00	1.80
			Proposed	1.60	3.20	4.80	6.40	8.00	15.00	2.00
Pottergate	26	S	Existing	1.70	3.40	5.10	6.80	8.00	15.00	1.80
			Proposed	1.90	3.80	5.70	7.60	8.50	15.00	2.00
Queens Road	61	M	Existing	1.30	2.60	3.90	5.20	6.50	8.00	1.80
			Proposed	No change						2.00
Rouen Road	187	M	Existing	1.30	2.60	3.90	5.10	5.10	5.10	1.80
			Proposed	No change			5.20	5.20	5.20	2.00
St Crispins	74	L	Existing	1.20	2.40	3.60	4.40	4.40	4.40	1.80
			Proposed	1.30	2.60	3.90	No change			2.00
Westwick Street	107	M	Existing	1.30	2.60	3.90	4.80	4.80	4.80	1.80
			Proposed	No change			4.90	4.90	4.90	2.00
New Rose Lane MSCP	600	S/M	Existing	1.70	3.40	5.10	5.90	5.90	5.90	1.80
			Proposed	No change						2.00

*** Tarrif type S = Short M = Medium L = Long

APPENDIX D

Summary of proposed revisions to season ticket and contract parking charges

Current and proposed charges for Council car park season tickets			Price per annum		
Season Ticket	Car parks included		5 day/wk	6 day/wk	7 day/wk
St Andrews	St Andrews MSCP, New Rose Lane MSCP* (*when open)	Existing	£1,000	£1,200	£1,400
		Proposed	No change		
Category A	Queens Rd, Barn Rd, Colegate, Rouen Rd, Magdalen Street, St Andrews, Existing Rose Lane (surface), Westwick St, St Crispins.	Existing	£2,380	£2,856	£3,332
		Proposed	No change		
Category B	Magdalen St, St Crispins, Existing Rose Lane (surface), Westwick St, St Andrews.	Existing	£1,195	£1,434	£1,673
		Proposed	No change		
Category C	Magdalen St, Westwick St, Existing Rose Lane (surface), St Crispins.	Existing	£980	£1,176	£1,372
		Proposed	No change		
Category D	St Crispins.	Existing	£780	£936	£1,092
		Proposed	No change		

Current and proposed charges for Contract Parking		Price per annum		
Permit/car park		5 day/wk	6 day/wk	7 day/wk
St Andrews	Existing	£1375	£1650	£1925
	Proposed	No change		
Colegate	Existing	£2600	£3120	£3640
	Proposed	No change		
Barn Road	Existing	£1,100	£1,320	£1,540
	Proposed	No change		
Westwick Street	Existing	£1,100	£1,320	£1,540
	Proposed	No change		

APPENDIX E

Summary of public parking spaces available

	Car Park	Operator	Standard spaces	Disabled spaces
	On Street pay and display	City/County Council	650	59
	Sub Total		650	59
Multi-storey	St Andrews	City Council	1032	52
	St Giles	City Council	319	11
	St Giles	City Council	560	35
	Chapelfield	Capital Shop Centres	954	50
	Castle Mall – Farmers Ave	The Mall Group	76	5
	Castle Mall – Rose Lane	The Mall Group	702	25
	The Forum	Forum	192	12
	Riverside	X-Leisure	735	22
	John Lewis	JLP	635	15
	Anglia Square	Closed	0	0
	St Stephens Gate	NCP	260	2
	Sub Total		5465	229
Off Street Pay and Display	Barn Road	City Council	143	7
	Colegate	City Council	88	5
	Chantry	City Council	75	4
	Chapelfield East	City Council	17	1
	St Crispins	City Council	74	0
	Monastery court	City Council	52	3
	Rouen Road	City Council	179	9
	Magdalen Street	City Council	191	10
	Pottergate	City Council	24	2
	Queens Road	City Council	59	3
	Westwick Street	City Council	105	3
	Assembly House	Assembly house	48	3
	Botolph Street	RCP	160	0
	Edward Street	RCP	22	0
	Lower Clarence Road	RCP	385	0
	Anglia Square	RCP	95	0
	St Helens Wharf	Jarrold	134	4
	Mountergate	RCP	120	0
	Hollywood Cinema	RCP	69	0
	Riverside surface		1062	27
	Sainsbury Queens Road	Sainsbury	335	16
	Toys R Us	Euro car parks	242	8
	Rear of NCFC	NCFC	400	18
	Sub Total		4079	123
Park & Ride	Postwick	County Council	527	25
	Airport	County Council	591	29
	Sprowston	County Council	756	36
	Harford	County Council	1039	49
	Thickthorn	County Council	750	36
	Costessey	County Council	1051	49
	Sub Total		4714	224
	Total		14908	635

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

Item

11

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 Bert Bremner – Environment development and transport

Contact officers

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tedleggett@norwich.gov.uk

01603 212073

Background documents

None

Report

Background

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

City Centre remodelling scheme

5. The introduction of two-way traffic on Farmers Avenue and Golden Ball Street has been completed, with the remodelling of the junction at Rouen Road. Works will take place in October to complete the final works to Cattle Market Street. This will involve up to three weeks of closures to the northbound carriageway
6. Works are in progress at Finkelgate, Ber Street and Queens Road to remodel the junctions to allow a smoother flow of traffic, including the introduction of a mini roundabout on Ber Street and the widening of the bell mouth on Finkelgate. The final section of this junction remodelling will be on the junction of Hall Road and will take place during autumn half term. Thorn Lane has now been permanently closed as part of this scheme.

City Centre 20mph scheme

7. Works on Ber Street and Westwick Street have been completed to allow installation of build outs and speed cushions in various locations
8. Works on Duke Street are due to commence in early October to allow installation of build outs and speed cushions in various locations along the street. These works will mostly be completed with lane closures, but there are three Sundays in October for overnight closures of Duke Street and some associated closures of side streets as works progress (Colegate, Muspole Street, St Marys Plain)

Transport for Norwich Cycling scheme schemes

9. Works are in progress on the remodelling of the Fifers Lane/Ives Road junction and have recently started on the Hall Road scheme
10. Works have been completed at the Catton Grove Road/Woodcock Road roundabout

11. Subject to the agreement of this committee, work to implement the St Clements Hill scheme will commence in October 2016

Network Rail

12. The railway bridge has been successfully replaced over the August bank holiday weekend. Long John Hill will remain closed for an extended period of time whilst remedial works and landscaping take place

National Grid upgrades

13. National Grid Gas main upgrades within the city are largely completed with only Westwick Street outstanding, due for completion on 16/09

Works in progress

Location	Lead Authority	Type of scheme	Traffic management	Due for completion	Remarks
Finkelgate/Ber Street/Queens Road	County	Push the Pedalway	One way closure of Finkelgate with lights and priority working	16/09/2016	These works will also incorporate essential resurfacing of Ber Street
Westlegate/ Golden Ball Street	Norfolk County Council	Remodelling scheme	Permanent closures of Westlegate and Thorn Lane, all other works done under traffic lights	Spring 2017	Works to Cattle Market Street will take place in October, then works will be put on hold until Jan 2017

Planned future works

Location	Lead Authority	Type of scheme	Traffic management	Anticipated dates	Remarks
Finkelgate/Ber Street/Queens Road	County	Push the Pedalway	One way closure of Finkelgate with lights and priority working	TBC (but completed before end of summer holidays)	These works will also incorporate essential resurfacing of Ber Street
Hall Road / Old Hall Road	City	Push the Pedalway	Positive Traffic Management with short term closures of minor side road junctions	Early October to mid December	

Location	Lead Authority	Type of scheme	Traffic management	Anticipated dates	Remarks
Duke Street	City	City Centre 20mph	Lane closures with three overnight closures on Sunday evenings in October	02/10/2016 – 11/11/2016	
Constitution Hill	City	City Centre 20mph	Closure followed by lights	24/10-28/10 for closure	
Constitution Hill/St. Clements Hill	City	Push the pedalway	Closure of Constitution hill as dates, further minor closures TBC	24/10-28/10 for closure	Timed in conjunction with above works

