



Norwich Highways Agency committee

Date: Thursday, 20 September 2018

Time: 10:00

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

Members:

**County
Councillors:**

Fisher (chair)*
Vincent *
Bills
Jones (C)
Thomson

City Councillors:

Stonard (vice chair)*
Stutely*
Malik
Carlo
Peek

**For further information please
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Agenda

Page nos

1 Apologies

To receive apologies for absence

2 Public questions/petitions

To receive questions / petitions from the public

Please note that all questions must be received by the committee officer detailed on the front of the agenda by **10am on Monday, 17 September 2018**

Petitions must be received must be received by the committee officer detailed on the front of the agenda by **10am on Wednesday, 19 September 2018**

For guidance on submitting public questions or petitions please see appendix 1 of the council's constitution.

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 - 16

To approve the accuracy of the minutes of the meeting held on 7 June 2018

5 Transport for Norwich – 20mph Areas Associated with the Blue and Yellow pedalways – Consultation Results

17 - 50

Purpose - To consider responses from consultation and approve installation of the northern and southern 20mph speed restriction orders with associated traffic calming and waiting restrictions

- 6 Transport for Norwich – Earlham Road - Outer Ring Road to Heigham Road safety scheme 51 - 80**
- Purpose** - To consider the responses from the consultation, approve installation of the Earlham Road / Outer Ring Road to Heigham Road safety scheme and agree advertising and consultation on further improvements described in this report.
- 7 Transport for Norwich – Earlham Fiveways Roundabout 81 - 98**
- Purpose** - To consider the responses from the consultation and approve installation of the Earlham Fiveways safety scheme.
- 8 Lakenham Area Permit Parking Review 99 - 112**
- Purpose** - To advise members of the responses to the recent consultation in the Lakenham area which covered those homes previously excluded from the permit parking scheme installed last year.
- 9 Goldsmith Street Area Parking and 20mph Proposals 113 - 128**
- Purpose** - To advise members of representations to the recent consultation on parking and speed management in the Goldsmith Street area and to propose a way forward.
- 10 Transport for Norwich – Rose Lane and Prince of Wales Road 129 - 140**
- Purpose** - To agree changes to the proposed layout of the junction of Rose Lane with Prince of Wales Road and agree to advertise revised Traffic Regulation Orders to facilitate the revised layout.



MINUTES

Norwich Highways Agency committee

10:00 to 11:15

7 June 2018

Present: **County Councillors:** **City Councillors:**
 Fisher (chair) (v)* Stonard (vice chair) (v)
 Bills (v) (as substitute for Councillor Vincent) Stutely (v)
 Thomson Carlo
 Peek

Apologies: County Councillors Vincent and Jones (C)

*(v) voting member

1. Public Questions/Petitions

Public question - Fairfield Road

Councillor Stutely, Town Close ward councillor, to ask question on behalf of Dr Pauline Bryant, Lime Tree Road, as follows:

“Please could the committee consider the likelihood that cars will drive down Fairfield Road to get out of a traffic jam at the lights on Lime Tree Road. Fairfield Road has no footpath. An increase in traffic would be a safety hazard for pedestrians.”

Councillor John Fisher, chair, replied on behalf of the committee as follows:

“Fairfield Road is a private road; it is narrow and the planting on either side of the road that encroaches into the carriageway gives the appearance of a private driveway rather than a road. For drivers who are unfamiliar with the area there would be nothing to suggest that it provided a link through to Town Close Road. It is therefore thought unlikely that drivers will use this route.

The effects which Dr Bryant describes are considered to be possible only in the very short term after the changes are introduced, when drivers are getting used to the changed timings of the signals. This is one of the reasons that the changes are planned to be introduced during the summer when traffic levels are less subject to peak flows, to give drivers the opportunity to find suitable alternative routes to complete their journeys.”

(Notice of another public question had been received but had not been processed due to an oversight by the committee officer. This question was taken under item 4, below)

Petition – Roadworks in Eaton Village

Councillor James Wright, Eaton ward councillor, by way of introduction to the petition said that residents and businesses were concerned about the proposed five week road closure for cycle improvements, and querying the cost of the scheme which had it been implemented with the Cringleford scheme would have saved £200,000. He then presented the petition, comprising 800 signatures, as follows:

“Eaton Village Residents' Association (EVRA), local councillors, businesses and residents have significant concerns about the proposed transport changes coming to road works in Eaton Village and feel that councillors and officers at Norwich City Council and Norfolk County Council are failing to take on board these views.

We the undersigned, therefore, urge you to consider the following:

- (1) It is wholly inappropriate to spend such a large sum of money (£600,000) on changing the short section of cycle track near The Cellar House pub in Eaton. We do not believe that the outcome will benefit either cyclists or the general public and we ask you to reconsider undertaking this work.
- (2) If the work has to go ahead, then we ask you to look again at the necessity of closing the slip road - especially for so long - with its adverse effect on both residents and businesses.”

Councillor Fisher, chair, replied on behalf of the committee as follows:

“The funding that is allocated to the delivery of this phase of the project covers a range of works. In addition to the widening of the existing cycle track near The Cellar House pub, works will also include resurfacing the carriageway, improved lining within the junction, replacement of the traffic signals with more advanced equipment, moving the vehicle stop line back in Bluebell Road so buses and other large vehicles can turn left from Eaton Street more easily, reducing traffic speeds through traffic calming and the introduction of a 20mph restriction.

Closure of the slip road is required to ensure the safety of operatives who will be delivering the works on the ground. All efforts will be made to reduce the length of the closure, which will be clearly communicated should this be possible. Access to businesses and residential areas of Eaton will be maintained and officers and contractors will be liaising with relevant people throughout the works to ensure deliveries to businesses continue with minimum disruption. Advanced communication of the works will be undertaken to raise awareness.

It should be remembered that this scheme has been subject to a full consultation process which resulted in significant changes being made to the scheme to take account of local concerns; it has also been subject to a rigorous democratic process through this committee.”

The transportation and network manager, Norwich City Council, said that members of this committee had taken into account that the Cringleford scheme would cost £300,000 and the Eaton scheme £600,000 when making its decision on the Eaton Village scheme at its meeting on 20 July 2017.

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 22 March 2018.

(Plans and slides were displayed during the consideration of the following items.)

4. Transport for Norwich - A11 Newmarket Road – A140 Mile End Road Improvements to relieve congestion at the Daniels Road Roundabout

(The following public question was taken under this item as it had been overlooked by the committee officer despite notice being given.)

Dr Barbara Goodwin, Lime Tree Road, asked the following question:

“Could the committee ensure that warning and informative temporary signs announcing the changed timing of the lights will be placed at relevant access points to the side roads (for example, at the Ipswich Road/Lime Tree Road junction) in order to deter through-traffic and rat-runners from using these roads, and to prevent congestion in the side roads in the initial period of implementation?”

The transportation and network manager replied on behalf of the committee and confirmed that there would be temporary signs positioned near the junctions of Ipswich Road and Lime Tree Road and Christchurch Road and Unthank Road. It was proposed to implement the trial changes to traffic signal timings over the summer while traffic was relatively quiet and then carry out the assessment in September when traffic was at its peak.

The chair introduced the report and moved the recommendations which he considered offered a better solution to traffic congestion at this time.

Councillor Lubbock, Eaton ward councillor, addressed the committee and raised a number of questions relating to the report and residents' concerns about access and queuing in the side roads and pointed out that implementation of the traffic signal timings coincided with the five week road closure at Eaton. In reply, the transportation and network manager referred to the report and explained the locations of the lights and signals that would be affected by the trial. She noted that the yellow boxes on the Daniels Road roundabout needed to be repainted and that local members would like highways officers to attend a site visit. Delaying the implementation of the trial until

after the closure of the Eaton Slip Road would be counterproductive as it was intended for traffic on the A11 and A140 run smoothly. The impact assessment in the report had been prepared for the previous scheme and was correct in that there were 40,000 vehicles each day on the A11 and maintaining traffic flow would reduce pollution and offset the impact of cars queuing on the side roads. The NATS/city agency manager, Norfolk County Council, referred to the report and explained that an application was in the process of being submitted for Department of Transport Transforming Cities Funding. The application comprised 1500 words and set out the vision of what the capital funding would be used for. There had been no specific consultation conducted with the general public as part of putting this application together because the vision encompassed the aims of the Greater Norwich growth agenda, improved links to the north east of the city and Research Park, and had taken on board emerging consultation responses from stakeholders and the general public in response to the Transport for Norwich Strategy.

Discussion ensued in which the vice chair spoke in support of the recommendations and said that it was a case of balancing competing needs. Members of the committee had listened to the concerns of local residents and decided not to remove the traffic signals at this time. However, it was important to keep the 40,000 vehicles that used the A11 each day moving.

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

- (1) note that a current bid to the Department for Transport (DfT) which includes a full appraisal of the entire transport corridor between Wymondham and the city centre along the Newmarket Road, would mean that any major interventions at this time are likely to be premature;
- (2) note that a trial of changes to traffic signal timings at junctions and crossings on both the A11 and A140 are to be carried out to determine whether this will improve capacity on the main road network;
- (3) ask that a report on the outcome of both the bid to the DfT and the trial of traffic signal timing changes is presented to a future meeting.

5. Norwich Area Transportation Strategy Implementation Plan – Rose Lane and Prince of Wales Road

The chair introduced the report.

During discussion the principal planner (transportation), Norwich City Council, referred to the report and answered members' questions. He confirmed that traffic modelling demonstrated that the removal of the bus lane and the works to the King Street junction would avoid delays and improve bus flows. Members were also advised that access to Mountergate would be in both directions. Services under Prince of Wales Road constrained tree roots and lighter planting was being proposed. There was a hackney cab rank on Prince of Wales Road. There was an informal arrangement where pre-booked private hire vehicles could pick up in Castle Meadow. The first phase would include the works to Rose Lane and King Street.

The vice chair said that he welcomed the proposed scheme which would improve traffic flow in this area. In reply to his question, the principal planner (transportation) said that there the SOS bus would be catered for as part of the proposals. .

RESOLVED, unanimously, to:

- (1) note the results of the consultation on the Rose lane / Prince of Wales Road project and that as a result of that consultation 3 elements have been added to the overall scheme, these being:
 - (a) an additional loading bay on Market Avenue;
 - (b) no loading at any time along the entire length of Rose Lane and Market Avenue except in the specifically designated loading bays;
 - (c) a length of bus lane on Market Avenue;
- (2) approve the general principles of the overall Rose Lane / Prince of Wales Road scheme, including:
 - (a) re-aligning the road between the end of Mountergate and Prince of Wales Road, creating a new public space on Prince of Wales Road and a two-way link between Prince of Wales Road and Mountergate;
 - (b) closing Eastbourne Place to motorised traffic;
 - (c) narrowing Rose Lane to two traffic lanes along the majority of its length, providing wider pavements, an off-carriageway cycle route, landscaping and loading bays. The current bus lane is to be removed;
 - (d) converting King Street between Prince of Wales Road and Rose Lane to a pedestrian / cycle zone and close it to through motorised traffic at its junction with Prince of Wales Road, significantly upgrading this section of National Cycle Route No. 1. The direction of traffic flow along King Street to be reversed from Rose Lane through to the Greyfriars Road junction;
 - (e) moving the disabled space from King Street to Greyfriars Road;
 - (f) providing a cycle track through Cattlemarket Street from Rose Lane, linking with the existing facility;
 - (g) providing an enhanced pedestrian / cycle facility on Market Avenue;
 - (h) creating a contra-flow cycle lane on Bank Street, moving the disabled parking to the south side of the road;
 - (i) adjusting the layout of Agricultural Hall Plain to take account of the closure of King Street providing a new cycle link to Castle Meadow from Prince of Wales Road and wider pavements;
 - (j) maintaining Prince of Wales Road as a one-way route for motorised traffic, installing an off-carriageway contra-flow cycle route to the south side by narrowing the carriageway (but maintaining two lanes of traffic);
 - (k) closing St Faiths Lane to motorised traffic at its junction with Prince of Wales Road, maintaining two-way cycling and enhancing pedestrian provision;

- (l) Considering proposals to visually upgrade the area around the Foundry Bridge.
 - (m) Creating an additional loading bay on Market Avenue
 - (a) Introducing a no loading at any time restriction along the entire length of Rose Lane and Market Avenue except in the specifically designated loading bays
 - (b) Creating a length of bus lane on Market Avenue
- (3) agree to implement the first 2 phases of the scheme which are the closure of King Street and the works on Rose Lane, Cattlemarket Street and Market Avenue, including the two-way link from Mountergate to Prince of Wales Road.
- (4) ask the head of city development services to complete the statutory procedures associated with the following traffic regulation orders associated with phase 1 and 2 that have been advertised.
- (a) Close King Street to through traffic just north of its junction with Greyfriars Road, creating a pedestrian and cycle zone with access only
 - (b) Rescind the current one-way order on this part of King Street, reversing the traffic flow for that section between Rose Lane and Greyfriars Road only
 - (c) Introduce a with flow cycle track on Rose Lane
 - (d) Introduce a 'loading only' restriction in the proposed pedestrian areas
 - (e) Introduce no waiting and no loading restrictions along both sides of Rose Lane
 - (f) Introduce dedicated loading bays on Rose Lane
 - (g) Relocate the disabled bay on King Street to Greyfriars Road.
- (5) ask the head of city development services to commence the statutory processes for the additional traffic regulation orders identified in the report that are consequent on detailed design changes and consultation responses to include:
- (a) an additional loading bay on Market Avenue;
 - (b) no loading at any time along the entire length of Rose Lane and Market Avenue except in the specifically designated loading bays;
 - (c) a length of bus lane on Market Avenue.
- (6) delegates consideration of any objections to these traffic regulation orders to the head of city development services, in consultation with the chair and vice chair;
- (7) note that detailed design work continues on the future phases of the scheme and that further reports detailing these will be presented to future meetings;
- (8) note that the details of these proposals are shown on Plan contained in Appendix 5.

6. Thorpe Road Area Permit Parking Consultation

The principal planner (transportation) advised members that two further representations had been received in relation to the consultation that were opposed to the proposals; one against permit parking in the area at all and suggesting that there should be more short stay parking in Wellesley Lane South; and, one representation on behalf of two households, supporting the proposals. Any further comments that were received would be discussed with the chair and vice chair.

The chair commented that the people who had parked in these streets for the football for 20 to 30 years would need to be dealt with sensitively when the scheme was first implemented.

In reply to a question, the principal planner (transportation) explained that the Thorpe Road area controlled parking zone was adjacent to zones which operated either 08:00 to 18:30 or 24/7, and that residents could apply for 4 hour visitor passes or up to 60 scratch-cards for all day parking by visitors each year.

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

- (1) note the responses to the permit parking consultation;
- (2) agree to implement a 24 hour seven day a week permit parking scheme in Cintra Road, Ranson Road (remaining properties only), Stanley Avenue, Telegraph Lane East (part) Thorpe Road and Wellesley Avenue South, and the double yellow lines on Stanley Avenue as shown on the plans (nos. PL/TR/3584/437C) attached in Appendix 1;
- (3) delegate the consideration of any representations to minor amendments to the extent of the originally proposed short stay parking area in Wellesley Avenue South to the head of city development services, in consultation with the chair and vice chair;
- (4) note that double yellow lines will be implemented on the south side of Thorpe Road in the Broadland district council area to complement the recommended extension to the Controlled Parking Zone (CPZ):
- (5) ask the head of city development services to complete the statutory processes to implement these proposals.

7. Transport for Norwich – Earlham Road/Outer Ring Road to Heigham Road Safety Scheme

The principal planner (transportation) introduced the report and pointed out a minor amendment to the scheme to introduce a full speed table across the junction of Earlham Road, Heigham Street and West Pottergate instead of the separate road humps shown on the plan in appendix 4. This alternative proposal had the support of local members. In relation to appendix 1, an amendment was proposed to change the pavement between Earlham Road and Gypsy Lane to shared pedestrian/cycle use to

enable cyclists to travel from Earlham Road (inbound) into Gypsy Lane and to connect with the new toucan crossing facility.

Councillor Carlo, Nelson ward, welcomed this scheme and said that she had witnessed the increase in traffic on Earlham Road over the last 30 years and considered that it was no longer safe. Many years ago Sustrans had proposed reducing speed in Earlham Road but this had been considered too radical at the time. There was support for speed reduction measures from local residents but this was based on signage rather than speed tables.

The vice chair said that there was a need to look at cycle safety in Earlham Road. Many cyclists used West Pottergate and The Avenues to avoid Earlham Road. The recommendations provided a good compromise.

RESOLVED, unanimously, to:

(1) approve for consultation the scheme which includes:

(a) Earlham Road / ORR roundabout (Appendix 1):

- (i) Upgrading existing signalled pedestrian crossing to a toucan crossing;
- (ii) Building a new cycle zebra crossing on Earlham Road (eastern arm);
- (iii) Connecting the toucan crossing and cycle zebra with a shared path facility;
- (iv) Modifying the central island of the roundabout and splitter islands;
- (v) Converting the pavement between Earlham Road and Gypsy Lane to a shared cycle/pedestrian path;

(b) Earlham Road between A140 and Christchurch Road (Appendix 2):

- (i) Implementing 1.5m wide light-segregated cycle lanes on both sides of the carriageway;
- (ii) Creating a new raised table and cycle zebra crossing at the junction with Christchurch Road.

(c) Earlham Road between Christchurch Road and Heigham Road (Appendix 3):

- (i) Introducing a 20mph restriction and in the side streets;
- (ii) Installing a new zebra crossing near to Wellington Road;
- (iii) Building pedestrian priority crossings on side roads;
- (iv) Making changes to waiting restrictions.

(d) Heigham Road/ Mill Hill Road / Earlham Road junction (Appendix 4):

- (i) Improving junction including narrowing of the carriageway;
- (ii) Installing cycle zebra over Earlham Road;
- (iii) The closure of West Pottergate at its junction with Heigham Road / Earlham Road to motor-vehicular through traffic.
- (iv) Installing a speed table across the entire junction;

- (3) ask the head of city development services to carry out the necessary statutory procedures to advertise the road notices and traffic regulation orders for the safety scheme on the Earlham four-ways roundabout, and Earlham Road through to the Heigham Road / Mill Hill Road / West Pottergate junction, and to note that all responses will be considered at a future meeting of the committee.

8. Transport For Norwich – Earlham Five Ways Roundabout Safety Scheme

The principal planner (transportation) introduced the report and answered members' questions. He explained there were longstanding issues with the use of the garage forecourt and queuing back onto the highway. To some extent these had been mitigated a few years ago when the council convinced the operator to reverse the flow of the one way system on the forecourt, which meant that the queues moved from the main Earlham Road and onto the less busy Earlham Green Lane. He said there was nothing more the council could do to ease the queues.

Councillor Bills said that he represented Cringleford, Bowthorpe and Colney and that he welcomed measures to improve the flow of traffic through this five way island, particularly for blue light vehicles.

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

- (1) approve for consultation the scheme which includes:
 - (a) Upgrading three existing signalled pedestrian crossings to Toucan crossings;
 - (b) Connecting all four Toucan crossing with an improved shared path facility;
 - (c) Building splitter islands on the four arms of the roundabout;
 - (d) Resizing the central island to reduce the width of circulatory lanes;
 - (e) Building a new raised table on Gypsy Lane near to the roundabout and implementing a 20mph speed limit on this connecting arm;
 - (f) Installing new street lighting on the central island.
- (2) ask the head of city development services to carry out the necessary statutory procedures to advertise the road notices and traffic regulation orders for the safety scheme on the Earlham Five Ways roundabout;
- (3) note that all responses will be considered at a future meeting of the committee.

9. Waggon and Horses Lane; proposed traffic management

The vice chair commented that Councillor Jones, Thorpe Hamlet division, supported the proposal.

The chair in moving the recommendations stated that the reason for the traffic regulation order was to protect the building.

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

- (1) ask the head of city development to undertake the necessary statutory procedures and implement an Experimental Traffic Regulation Order (TRO) for the closure on Waggon and Horses Lane to through traffic.
- (2) agree to delegate to the head of city development services that within the first six months, three closure points may be trialled.
- (3) agree that within the first six months of the experiment, its effects will be monitored and appraised by officers and reported to a future meeting of Norwich Highways Agency committee for members to determine whether to further amend, end or make permanent the experiment.

10. Transport for Norwich – Cycling improvements, Edward Street / Heath Road / Magpie Road junction

The transportation and network manager introduced the report and updated members on the proposed works to the tree surround. As the tree was not in good health it would be replaced with one at grade tree rather than one in a raised bed. She then referred to the report and answered a members' question about the impact of cycling improvements in the city and that there had been an increase in cycling despite public perception that the cycle ways were not being used. The implementation of schemes would be complemented by parallel work to support training for cyclists and working with schools on cycle safety.

The vice chair said that with only two pedalways in place, cycling had increased in the city by 40 per cent. The chair suggested that the communications officer provided a press release on the impact of the pedalways programme and increase in cycling in the Norwich area.

RESOLVED, unanimously (with all 4 voting members voting in favour);

- (1) approve installation of the scheme as shown on Plan No.PEA009-MP-008 including:-
 - (a) a cycle only direct crossing over Magpie Road between Edward Street and Heath Road with low level cycle signals and push button control.
 - (b) a new cycle track through city council land next to No.82 Magpie Road to give a more direct route to cyclists between Edward Street and the new crossing to Heath Road.
 - (c) retention of the existing two stage signal crossing for pedestrians to use.
- (2) ask the head of city development services to carry out the statutory legal procedures to:
 - (a) finalise the traffic regulation order (TRO) for necessary amendments of residents parking, limited waiting and double yellow lines in Heath Road and Esdelle Street

(b) finalise the prohibition of driving order for Heath Road.

(c) confirm the Edward Street and Heath Road cycle order.

CHAIR

Report to	Norwich Highways Agency committee 20 September 2018	Item
Report of	Head of city development services	5
Subject	Transport for Norwich – 20mph Areas Associated with the Blue and Yellow pedalways – Consultation Results	

Purpose

To consider responses from consultation and approve installation of the northern and southern 20mph speed restriction orders with associated traffic calming and waiting restrictions.

Recommendation

To:

- (1) approve installation of the 20mph scheme for the northern and southern areas and associated amended traffic calming and waiting restrictions including:
 - (a) installation of speed cushions on Constitution Hill;
 - (b) the retention of the two signalised pedestrian crossings on Woodcock Road and the amended traffic calming comprising of speed cushions, needing further advertising as below.
 - (c) highway improvement of widening a section of footpath outside St Andrew Churchyard on Church Lane as shown on plan No.CCAG2/21/25;
 - (d) installation of sinusoidal humps on Eaton Road;
 - (e) installation of a mini roundabout, speed cushions, reduced double yellow lines and bus stop clearways on Coleburn Road, Sandy Lane and Theobald Road;
 - (f) installation of a pedestrian refuge and speed cushions on South Park Avenue
- (2) ask the head of city development services to carry out the statutory legal procedures to:
 - (a) finalise the speed restriction orders for the northern and southern areas as outlined on plans CCAG2/21/05 and 06, excluding the area as shown on plan No. CCAG2/21/06/A
 - (b) finalise the traffic regulation order for amended double yellow lines in Astell Road, Coleburn Road, Sandy Lane and Thobald Road as shown on plan No.CCAG2/21/23, and

- (c) finalise the traffic regulation order for changing a section of permit parking to double yellow lines in Eaton Road as shown on plan No.CCAG2/21/21;
- (d) advertise and consult on the revised proposals for traffic calming on Woodcock Road as shown on plan No.CCAG2/21/08A;
- (e) advertise and carry out a 12 month experimental extension of a 20mph zone with minimum traffic calming in the Eaton area shown on plan No.CCAG2/21/06/A.

Corporate and service priorities

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

Financial implications

£300,000 to be funded from CCAG2 budget.

Ward/s: Multiple Wards

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Linda Abel, senior transportation planner 01603 212190

Joanne Deverick, transportation and network manager 01603 212461

Background documents

Consultation responses

Report

Background

1. The blue and yellow pedalways form a significant part of the pedalway network. They cross Norwich from north to south, through major residential areas such as Lakenham, Eaton and Catton. It is not always appropriate to install cycle tracks or other facilities in these residential areas. However, reducing traffic speeds gives a more balanced environment, helping people feel safer to cycle and walk.
2. On 22 March 2018, this committee agreed to consult on a proposal to install 20mph speed restrictions in all suitable residential streets within 400m of the blue and yellow pedalways. This is in line with the policy for implementing 20mph restrictions in residential areas agreed in an earlier meeting on 16 March 2017.
3. To manage the size of adverts published, the scheme was divided into two and advertised as the northern area and the southern area. This report will address these two areas separately.

THE NORTHERN AREA

Public consultation

4. The consultation for the northern area was held from 29 June to 24 July 2018. The area covered by the consultation is shown on plan No. CCAG2/21/5 and attached as appendix 1. The consultation plans outlining the traffic calming scheme are Plan Nos. CCAG2/21/03, 08 and 09. Documents can be seen on the Norwich web site www.norwich.gov.uk/tro
5. Details of the proposal were advertised in the local press, road notices were erected, statutory consultees and transportation consultees were directly informed. Local residents and businesses in the roads where traffic calming and waiting restrictions were proposed were written to. Details were posted on the web sites of Norwich City Council and Norfolk County Council.

Responses

6. In total 28 responses were received to the consultation. 14 respondents agreed to the 20mph areas, three respondents objected. The remaining respondents did not give an opinion on the 20mph, but expressed issues about the proposed traffic calming. A summary of responses is attached to this report as appendix 2
7. Eight residents were concerned with the proposed removal of the existing signal controlled pedestrian crossings on Woodcock Road and replacing them with zebra crossings on raised tables. They expressed concern that drivers would not stop for pedestrians on the zebra crossing and advised a person had been recently knocked over on the zebra on Woodcock Road near the roundabout junction with Catton Grove Road. There has also been an incident where a vehicle collided with a child on one of the signalised pedestrian crossings when the lights were red for traffic.

8. Four people requested a pedestrian crossing on Woodcock Road near the entrance to St Clements Park or the junction with St Clements Hill as it was stated that many people, including children from Sewell Academy cross in this location and it is difficult to cross, especially during peak traffic flows.
9. Of responses who objected to the traffic calming, four thought speed cushions were ineffective in reducing speeds.
10. Norfolk Recovery Ltd which is located on Arminghall Close, objected to the proposed raised tables at the zebra crossings on Woodcock Road. Norfolk Recovery use very large recovery vehicles to tow damaged HGVs and buses. They need to have access to their premises on Arminghall Close whilst towing these vehicles. It was explained that traffic calming such as the speed cushions already on Woodcock Road do allow their vehicles to pass, but travelling over raised tables can damage the vehicle being towed.
11. Norwich Cycling Campaign welcomes the extension of the 20mph zone but objects to the use of speed cushions. These are unpleasant for cyclists to ride over and if avoided, place cyclists in the wrong position on the road which could cause a dangerous situation. Would prefer sinusoidal humps are used as traffic calming.

Considerations

12. Most specific concerns received have been for the proposed removal of the signalised pedestrian crossings on Woodcock Road. These pedestrian crossings are used well on route to the local schools as well as shops. However, as the road is proposed to have a 20mph speed restriction, it is thought more appropriate for these crossings to become zebra crossings as these provide priority to pedestrians, reduce time the pedestrian has to wait before crossing and helps to calm traffic due to the intermittent nature of needing to give way. The proposal also included installing the zebra crossings on raised tables which gives a prominence for the crossing but also a physical traffic calming effect. This approach has been successfully adopted at other sites across the city.
13. The existing signal pedestrian crossings on Woodcock Road were installed twelve years ago. Under the county council maintenance programme for signal controls on the highway, these signals would have a further eight years before needing replacement. Traffic signals are expensive to maintain, if we were to replace these signal crossings with a zebra crossing, there would still be the flashing beacons to maintain, but this would be a considerable cost saving for the county maintenance contract.
14. Department for Transport advice is that zebra crossings are a suitable crossing provision on roads with moderate traffic flows and 85th percentile speeds under 35mph. Woodcock Road is proposed to have a 20mph speed restriction, with proposals for traffic calming measures. Traffic flows are under 10,000 a day which is considered to be moderate. Therefore it is considered that taking everything into account, zebra crossings are appropriate in this location. A recent analysis on recorded collisions on zebra crossings in Norwich in the last 10 years, have found them to have a good overall safety record.

15. The request for a further pedestrian crossing on Woodcock Road by St Clements Park and its junction with St Clements Hill is understandable. At the time of designing the traffic calming, it was considered locating a raised table in the area of the park entrance to facilitate an unofficial crossing point but due to restrictions on the highway such as vehicle access to drives and street trees it was not possible. However, a crossing point near to the junction with St Clements Hill would be useful for pedestrians to the park walking from the east, but also school children from Sewell Academy. A pedestrian crossing at this location is not possible under this scheme, but a full pedestrian crossing assessment for this area will be instigated to gain the evidence needed to work towards funding any recommended solution identified in the report.
16. The concerns from Norfolk Recovery are justified. It is important for this local firm to be able to carry out its work without damage to vehicles. Due to recent highways projects their access routes to their premises have been limited because of the introduction of necessary pedestrian refuges and road layouts. There are now only two routes they can use from the outer ring road, neither of these are the most direct. The proposed raised tables would limit this access further, only leaving one route which is a considerable detour for their access.
17. Support from Norwich Cycling Campaign for the 20mph speed limits are appreciated, however their consideration that speed cushions are not cycle friendly has to be balanced with the benefit of slower traffic, smoother travel for buses, disabled travellers and emergency vehicles. Sinusoidal humps are installed where possible on pedalways and important cycle connecting routes.
18. Two residents were concerned with the possibility of the traffic cushions obstructing access to their drives. The cushions will be located so they do not obstruct any access.

Conclusion

19. The existing signal crossings on Woodcock Road are in good working order. As many residents are concerned about replacing these with zebra crossings, mainly due to traffic speed/driver awareness, and the problems the associated raised tables will cause a local business (Norfolk Recovery), it is recommended to leave them in place. As the associated raised tables will not be installed, there is a need to provide additional speed cushions to manage traffic speeds. Proposed amended traffic calming for Woodcock Road is shown on plan No. CCAG2/21/08A, attached as appendix 3 It is anticipated that once the crossings do become obsolete or need replacing (possibly in 8 years), that would be the opportunity to consider changing them to zebra crossings.
20. With the response greatly in favour of the 20mph speed limit, it is recommended the SRO for the 20mph speed limits in the northern area with the traffic calming on Constitution Hill should be installed as advertised.
21. On Woodcock Road the amended proposed traffic calming as shown on plan No. CCAG2/21/08A (appendix 3) should be advertised with a road hump notice. It is suggested consideration of any comments received from this consultation is delegated to the head of city development services, in discussion with the chair and vice chair of this committee.

THE SOUTHERN AREA

22. The consultation for the southern area was held from 3 August to 29 August 2018. The area covered by the consultation is shown on plan No. CCAG2/21/6 and attached as appendix 4. The consultation plans outlining the traffic calming scheme are Plan Nos. CCAG2/21/04, 07 and 11 to 23. Documents can be seen on the Norwich web site www.norwich.gov.uk/tro.
23. Details of the proposal were advertised in the local press, road notices were erected, statutory consultees and transportation consultees were directly informed. Local residents and businesses in the roads where traffic calming and waiting restrictions were proposed were written to. Details were posted on the web sites of Norwich city council and Norfolk county council.

Responses

24. In total 234 responses were received to the consultation. 120 respondents agreed to the 20mph areas, 41 respondents objected. The remaining respondents did not give an opinion on the 20mph, but expressed issues about the proposed traffic calming. A summary of responses is attached as Appendix 5.
- (a) the Eaton Village Residents Association (EVRA), supported by local councillors expressed a desire to have the 20mph speed limit but not formal traffic calming in Church Lane and Greenways. They believe the proposals were not appropriate and will not prove to be effective. They were pleased that the traffic calming features did not include speed humps, but expressed concerns about the following;
 - (b) the pedestrian refuge is in the wrong location,
 - (c) the changes to the Church Lane/Greenways junction would be less safe for pedestrians,
 - (d) the priority give way features would not work during heavy traffic at school opening/closing and would delay the bus
 - (e) the footpath buildouts at junctions would make manoeuvring for large vehicles difficult and reduce visibility for pedestrians at the crossing point.
 - (f) additional signage would adversely affect the look and character of Eaton village.
25. At a meeting with representatives of EVRA and the two ward councillors, it was requested the pedestrian refuge proposed on Church Lane moved to outside the village hall and a section of footpath outside Eaton St Andrew Churchyard on Church Lane which is very narrow and impassable for mobility scooter or wheel chair users, be widened.
26. Many residents from the Eaton area expressed the same views as the EVRA, many went further to explain in detail their own experience. Many were concerned that the traffic calming would change the character of the area, but not for better.

27. Many residents were concerned that the proposals would make the bus route more difficult to manoeuvre and a response by Go-Ahead bus company stated the 20mph limits will not hold up their services, but requested buses are not restricted by footpath buildouts.
28. The Eaton residents who objected to the 20mph in general, explained that they thought the existing 30mph speed limit was sufficient and there had been no road safety issues they were aware of. Many Eaton residents also expressed a desire not to “suffer” from further roadworks in their area.
29. From Eaton Road residents the response has been mixed. Of the 18 responses, 11 were in favour of the 20mph, 5 against and 10 objected to the traffic calming. No objection has been received to the change in waiting restrictions proposed west of the City of Norwich School entrance. Four residents have asked for more restrictions and a further five asking for grass verge protection. The main objection to the traffic calming was residents not wanting sinusoidal humps on their road which they believe would cause more noise and pollution and also damage vehicles.
30. The responses from residents and businesses in the Sandy Lane area were mainly concerning the extent of the proposed double yellow lines designed to give easier access for the bus service. 14 respondents thought the restrictions were excessive and would not leave sufficient space for residents, visitors or customers to park. Two thought the mini roundabout would not slow down traffic and two requested extra double yellow lines to stop cars parking south of the railway bridge as passing cars need more space to manoeuvre. Many commented that since the opening of Asda and Aldi on Hall Road, traffic has increased; many of the drivers are not experienced at judging the giveway restriction at this tunnel under the railway and cause congestion.
31. The responses from local businesses were concerns for the double yellow lines which they thought would have a negative effect on their businesses. The local convenience shop and newsagent were concerned for the loss of passing trade if there was no convenient place to park. It was stated that these local businesses have been badly affected by the recent opening of nearby supermarkets.
32. Ten responses were received for the South Park Avenue proposals. 5 were in agreement with the 20mph speed limit and one objected. Five did not agree with the proposed traffic calming, one of those were concerned about access to their premises. Again the main objection to the proposed speed cushions was that they believe would cause more noise and pollution and also damage vehicles.
33. Norwich Cycling Campaign agrees with the introduction of the 20mph speed limits. However, they expressed concerns for the use of speed cushions as they are not considered cycle friendly as they force cyclists into unsafe positions on the road and considered most drivers ignore cushions as they are narrow. Objected to the changes proposed for the Church Lane/Greenways junction as there is no provision/assistance for cyclists travelling southeast on the purple pedalway.

34. Norfolk/Suffolk Constabulary stated the stance of Norfolk Constabulary is that any 20mph has to be self-enforcing. General compliance needs to be achievable without the excessive reliance on enforcement. The police will always support appropriate limits as long as they look and feel like the limit in place, providing a safe environment without reliance on enforcement.
35. A ward councillor requested Unthank Road inside the outer ring road be included in the 20mph speed limit. The reasons given for this are; this would be safer for all road users, provide consistency with the shopping area, make it easier to join Unthank Road from its side roads, more appropriate environment for residents with better air quality and less noise. It was suggested speed activated signs would work here and the phase of lights at Colman Road junction could be changed to dissuade drivers.
36. A ward councillor acknowledged there is resident support for the 20mph limit but little support for the proposed traffic calming in Church Lane and Greenways. Requested consideration is given to introducing a 20mph limit without traffic calming measures proposed. Concurs with the EVRA's views. Also expressed satisfaction that both Eaton Road and South Park Avenue are through roads and will probably benefit from the speed calming proposed, while all the other roads will have signs only.
37. Norwich Conservatives support the proposed 20mph speed limits. However, they are concerned that Trafford Road and Grove Road do not have proposed physical traffic calming and suggested camera enforcement.
38. Seventeen replies were generally for the overall southern 20mph project. Out of these, 10 supported the scheme and 4 were against the speed limit. Six expressed they did not agree with traffic calming.

Considerations

39. The majority of responses have been from people living in the Eaton area. Many of these are in agreement with the EVRA, along with the ward councillors and this helps to give a collective picture of what the majority of residents would like in their community.
40. The request to install the 20mph speed limit without traffic calming would not accord with the policy on when to use traffic calming in 20mph areas that was agreed by this committee in 2017.
41. Norfolk Constabulary has made clear that the police consider a 20mph zone should be self-enforcing. With limited resources they do not have the ability to enforce regularly and they are concerned about the public's expectations.
42. The request to move the proposed pedestrian crossing on Church Lane to a position where more people choose to cross outside the village hall would give the traffic calming effect needed, but this is not possible due to highway and access restrictions. As some residents did ask for a crossing aid in this area, it would be appropriate to undertake a pedestrian crossing assessment for this area to decide and seek funding for this once the assessment has been done.
43. The request to widen the footpath outside St Andrew Churchyard on Church Lane could act as a mild form of traffic calming by providing a pinch point on

this long length of straight road and will mean that it is no longer necessary for some users to walk in the road. This has been designed and is shown on plan No CCAG2/21/25 (appendix 6) and can be delivered through this project.

44. Through discussions with ward councillors and the EVRA, there seems to be no suitable traffic calming that is acceptable to residents for Church Lane and Greenways. These roads are both large cul-de-sacs and therefore receive no through traffic, only access to houses and Eaton Primary School. Traffic increases considerably during school open and closing times, but at other times it is a typical resident's only area.
45. In discussion with the road safety team at Norfolk County Council, it was suggested it may be appropriate to trial the residents' request of no traffic calming on Church Lane and Greenways on an experimental speed restriction order. In this way the 20mph could be installed, with up to 12 months to decide if the speed restriction does perform and make the area better for cyclists and pedestrians. During this time traffic speeds will be monitored and other evidence such as residents' comments and road collision data will be collected. After approximately 6 months, the evidence can be studied and a decision made whether the scheme should be made permanent. However, if this course of action is taken, and the scheme does not prove to be acceptable, the only option will be to revert from the experimental 20mph scheme on Church Lane, Greenways and surrounding roads, back into 30mph. There will be no budget available for consideration of new traffic calming. The area proposed for this experimental 20mph speed restriction order is shown on plan No.CCAG2/21/06A, attached as appendix 7.
46. Forty one responders to the southern Speed Restriction Order voiced the opinion there is no justification for the proposals, many citing they are not aware of road accidents happening. This is understandable as there is no evidenced safety issue on these residential roads. The purpose of this scheme is to improve the environment by reducing traffic speeds and encouraging people to cycle and walk.
47. Many respondents thought the scheme was a waste of public money and suggested the money was spent on road maintenance. As previously stated, this scheme is to encourage cycling and walking. This has many health benefits for the public and great benefits to the road network too. If the public are encouraged to use alternative forms of transport rather than their own vehicles, the road is less worn this in turn reduces maintenance issues.
48. There was no objection received to the advertised changes to waiting restrictions on Eaton Road which will help to ease congestion at the City of Norwich School (CNS). Therefore this restriction should be installed. Four responders requested more restrictions are introduced near the CNS to stop parents from parking in Eaton Road. This is not considered appropriate as it would further restrict residents and their visitors. CNS have always been active in discouraging their students from driving or being driven to school, but the school has a very large catchment area so it is inevitable that some will chose to do so.
49. The main concern for the proposed traffic calming on Eaton Road was the belief that road humps cause noise, pollution and damage to vehicles. This has

not been proven. If drivers keep to a level speed of 20mph the speed humps can easily and smoothly be driven over, without increase in traffic noise or possible pollution. There is also no damage to road worthy vehicles when driven in this appropriate manner.

50. The concerns of loss of parking space for residents of the Sandy Lane area are understandable as this area is heavily parked, but it is very important to keep these bus routes through residential areas. If drivers are parking in accordance with the Highway Code, there would not be any problems, but as in all densely populated areas, parking is a premium. There have been concerns from the bus company that at times the route is blocked and often the disability access points at the bus stops are not accessible, leaving passengers to get on or off the bus in the road.
51. The extent of the double yellow lines has been studied and it is possible to reduce the restriction in some areas whilst still keeping the route passable for the buses. The double yellow lines can be reduced without the need for further consultation as this is deemed less of a restriction. In addition the proposed restriction at each bus stop will be replaced with a bus stop clearway, which gives a part time restriction, more aligned to the bus service. No Traffic Regulation Order is needed for these bus stop clearways, so they can be easily changed if the bus companies choose to amend their bus timetables. Plan No.CCAG2/21/23A attached as appendix 8 shows the essential double yellow lines needed in this area with the proposed bus stop clearways to operate 9am to 5pm Monday to Saturday on Coleburn Road and Theobald Road. The bus stop clearways on Sandy Lane will operate 7am till 6:30pm Monday to Saturday.
52. The concern from some residents that the mini roundabout proposed for the Sandy Lane/Coleburn Road junction will not slow traffic down is unsubstantiated, these have proven in many areas to do so. The concern that a bus would not be able to negotiate them is unfounded as they can be slowly driven over.
53. The concern for traffic management at the railway bridge has been considered but is not a proven road safety or major traffic management issue. The request for extra double yellow lines in this location cannot be provided within this scheme.
54. The five responses from South Park Avenue not in agreement with the proposed traffic calming were again concerned with traffic noise and increased pollution. As above this is not proven and appropriate driving will decrease any need for sharp acceleration and braking.
55. The response from Norwich Cycling Campaign to the southern area 20mph proposals was similar to their response to the northern area 20mph. The officer response is the same as before, with the recognition that Church Lane is on the purple pedalway.
56. The request for extending 20mph limits on Unthank Road is not possible. The extent of the restrictions has been chosen in agreement with the report "Guidance on the use of 20mph speed restrictions" this committee agreed to in

2017. For reasons detailed in appendix 5, it is not suitable to install 20mph on this road.

57. Norwich Conservatives requested traffic calming is installed on Trafford Road and Grove Road. It is not suitable to do this as the traffic calming has been proposed in agreement with the above guidance. Camera enforcement was also requested and this is only used where there is a road safety issue. There is no evidence of such an issue on these roads.

58. In general, the majority of respondents supported the introduction of 20mph speed limits on the advertised roads. Where there were concerns, they were mainly due to traffic calming being thought of causing drivers to drive erratically and increasing air pollution, noise and vibrations. Some thought the traffic calming would encourage drivers to rat run. None of these issues have been proven.

Conclusion

59. It is recommended to install the permanent 20mph in the southern area as advertised except for the Greenways area off Church Lane as shown on plan No.CCAG2/21/06A which should be advertised and introduced as an experimental 20mph area with minimal traffic calming of one section of footpath widening on Church Lane, repeater signs and temporary 20mph awareness posters.

60. The traffic calming on Eaton Road, Sandy Lane and South Park Avenue should be installed as advertised, including the advertised double yellow lines on Eaton Road.

61. The advertised double yellow lines in the Sandy Lane area should be reduced and installed as shown on plan No.CCAG2/21/23A.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	20 September 2018
Director / Head of service	Andy Watt, head of city development services
Report subject:	20mph areas associated with the blue and yellow pedalways – consultation results
Date assessed:	31 August 2018

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme is viewed as value for money.
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme helps to encourage sustainable travel to benefit the city and all who live and work in the city.
Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme promotes and encourages cycling which is a low cost form of transport, widely accessible to most.
<hr/>				
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme promotes road safety for all road users and seeks to improve facilities for both cyclists and pedestrians.
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments

	Impact			
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed 20mph speed limits will help to encourage more walking and cycling which has been shown to benefit health. If drivers are encouraged to walk or cycle for some of their shorter journeys, these individuals will not only improve their own wellbeing, but produce less pollution into the environment..
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme aims to improve facilities for all cyclists and pedestrians and increase road safety for all road users.
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme helps to meet the corporate priority of a safe, clean and low carbon city. Improving facilities for sustainable modes of transport.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will help the natural environment by encouraging people to cycle or walk instead of using motorised travel, thereby reducing air pollution.

	Impact			
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The existing signalised pedestrian crossing facilities on Woodcock Road will continue to be used until they need replacement.
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will help improve air quality by encouraging non motorised forms of travel
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No specific comments
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The scheme is safety audited to ensure that the measures implemented create a safe environment.

Recommendations from impact assessment	
Positive	
The scheme should be installed as advertised with recommended amendments as in attached report.	
Negative	
No specific comments	
Neutral	

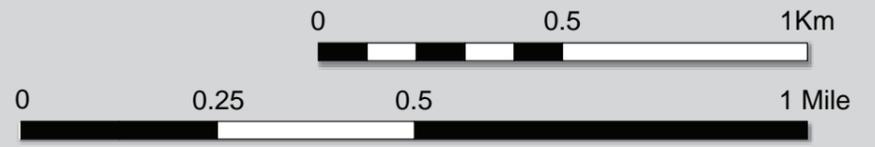
No specific comments
Issues
No specific comments



North City 20mph Consultation

-  Road to be traffic calmed
-  Existing 20 mph roads
-  Proposed 20 mph roads
-  Roads to retain 30mph limit
-  Roads to retain 40mph limit
-  Roads outside of study area or private roads
-  Norwich City Council boundary

This plan is schematic - map layout is simplified for clarity.



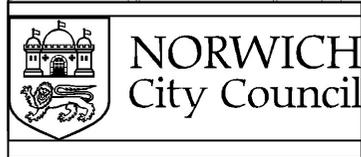
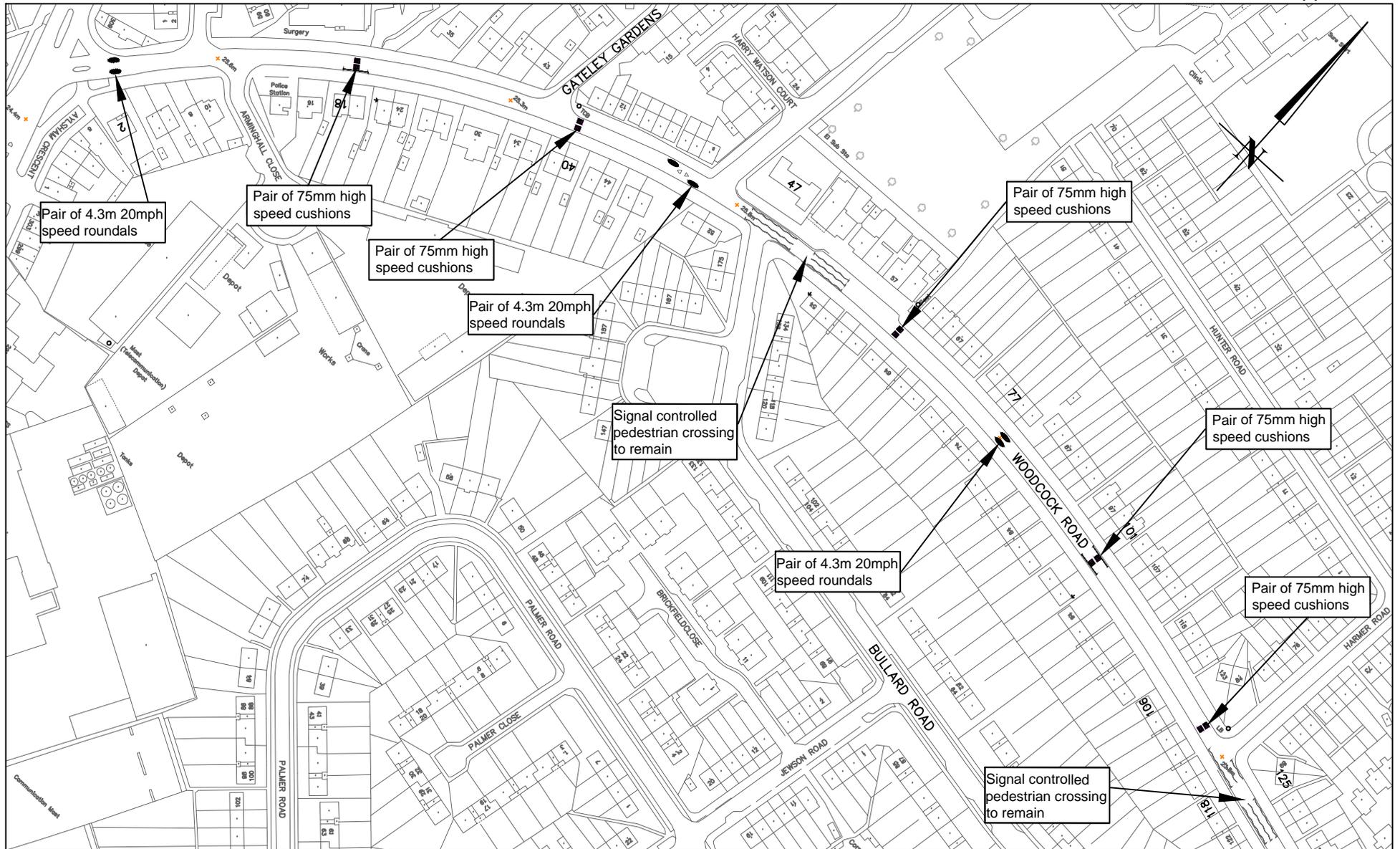
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Consultation responses for the proposed 20mph speed limit and traffic calming in the Northern Area

Objection / Comment	No. of responses	Officer Comment
Agree with the 20mph speed limit proposals	14	
Object to the 20mph speed limit proposals	3	
Objects to the replacement of the signalised crossings on Woodcock Road with zebra crossings on raised tables.	8	
Zebra crossings are unsafe, especially for Children and vulnerable people	8	It is considered a zebra crossing would give appropriate crossing aid to school children and disabled people. Zebra crossing are used all over Norwich with a good safety record; many of these are on routes to school. The proposed crossings will be installed on raised tables to slow traffic.
Zebra crossings will cause traffic holdups at school times.	2	Where the flow of pedestrians is continuous, zebra crossings can cause congestion. However, the main flow of school children is only for short periods and as the location is a distance from the school, the flow of pedestrians will naturally have gaps.
Speed cushions are not effective at slowing vehicles.	4	Speed cushions do reduce speeds but allow smoother travel for buses and emergency vehicles
Road humps cause traffic noise and pollution.	1	Traffic noise and pollution are only increased if the driver chooses to accelerate sharply between traffic calming features and needs to brake hard. If a slower constant speed is maintained, there is no significant increase in noise or pollution.
Proposed speed cushions will obstruct access to private drives.	2	The proposed traffic calming has been placed to not affect any access to properties.

Objection / Comment	No. of responses	Officer Comment
Speed humps are uncomfortable and painful for disabled people in vehicles.	1	This concern is understandable; however the speed cushions we are aiming to install allow smoother travel for all vehicles if the driver slows down and positions the vehicle correctly. The raised tables at the crossings are designed to DfT guidance and if the vehicle is going slow, can be driven over gently and smoothly.
More speed enforcement is needed	2	Norfolk Constabulary does not have the resources to physically enforce 20mph limits. They request that all 20mph speed limits are self-enforcing which is why we intend to install traffic calming.
More traffic calming requested.	3 Including Catton Grove Primary School and Constitution Hill nursery school	In Weston Road – extra 20mph roundels will be installed as road markings on Weston Road, including close to the school entrance. In Silver Road – this road is out of the scheme area, but it is agreed that extra 20mph roundels would help to enhance the existing 20mph speed limit in Silver Road. This will be carried out with this installation. In Constitution Hill – the proposed traffic calming has been designed to slow traffic down for the complete length of Constitution Hill. There is no need for further speed cushions.
The proposals are a waste of public money.	3	The proposals are funded by government as part of a larger project to encourage cycling and less use of motorised vehicles. The effects of these proposals will take time to be seen, but since the start of the whole City Cycling Ambition Grant project (2013), manual cycle monitoring has shown a 40% increase in cycling over Norwich. On the pink pedalway, the first pedalway to be improved, the increase has been recorded as an average of 65.6% increase in cycling.

Objection / Comment	No. of responses	Officer Comment
20mphs do not make roads safer.	2	It is proven that road collisions at lower speeds result in less severity of casualties. The intention of this 20mph scheme are not just to increase road safety, but to encourage more walking and cycling which in turn will improve the environment.
Requested a pedestrian crossing is needed on Woodcock Road at the junction with St Clements Hill or near St Clements Park	4	This request will be taken forward and a full pedestrian crossing assessment carried out to determine what type of crossing is suitable in this position.
Advised that Layson Drive is an unadopted road and should not be included in the proposed speed limit.	1	Advice accepted, Layson Drive was included in the Speed Restriction Order by mistake and will be taken out.
Many drivers ignore the bus gate on Catton Grove Road	1	This is an ongoing concern we are aware of. We are working with officers at Norfolk County Council to find a solution.
Welcomes the extension of the 20mph zone but objects to the use of speed cushions. These are unpleasant for cyclists to ride over and if avoided, place cyclists in the wrong position on the road which could cause a dangerous situation. Would prefer sinusoidal humps are used as traffic calming.	Norwich Cycling Campaign	Support for the 20mph welcomed. Speed cushions have been chosen as they do reduce speeds but allow smoother travel for buses, disabled travellers and emergency vehicles. They can be an inconvenience to cyclists, but this needs to be balanced with the benefit of slower traffic.
Concerns with the company's ability to transport large vehicles to their property on Arminghall Close. Raised tables can damage large vehicles they are towing.	Norfolk Recovery Services Ltd	The concerns from Norfolk Recovery are justified. Due to recent highways projects their access routes to their premises have been limited because of the introduction of necessary pedestrian refuges and new road layouts. A solution is needed if the traffic calming proposals go ahead.
Supports the 20mph speed restriction and believes this will reduce the current risk of collisions on the estate and road junctions.	Templemere residents association	Support welcomed.



Title
 20mph Area Speed Limit
 Woodcock Road Traffic Calming
 General Layout Plan 1 of 2

No.	Date	Notes	REVISIONS	Int.	Ckd.	Date	Scale(s)
A	08/18	Remove zebra xings		TC		06/18	1:2000
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						TC	TC
						Checked By	NEG. No.
						LA	
						DWG. No.	
						CCAG2 21 08 Rev A	

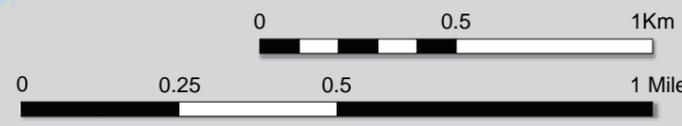
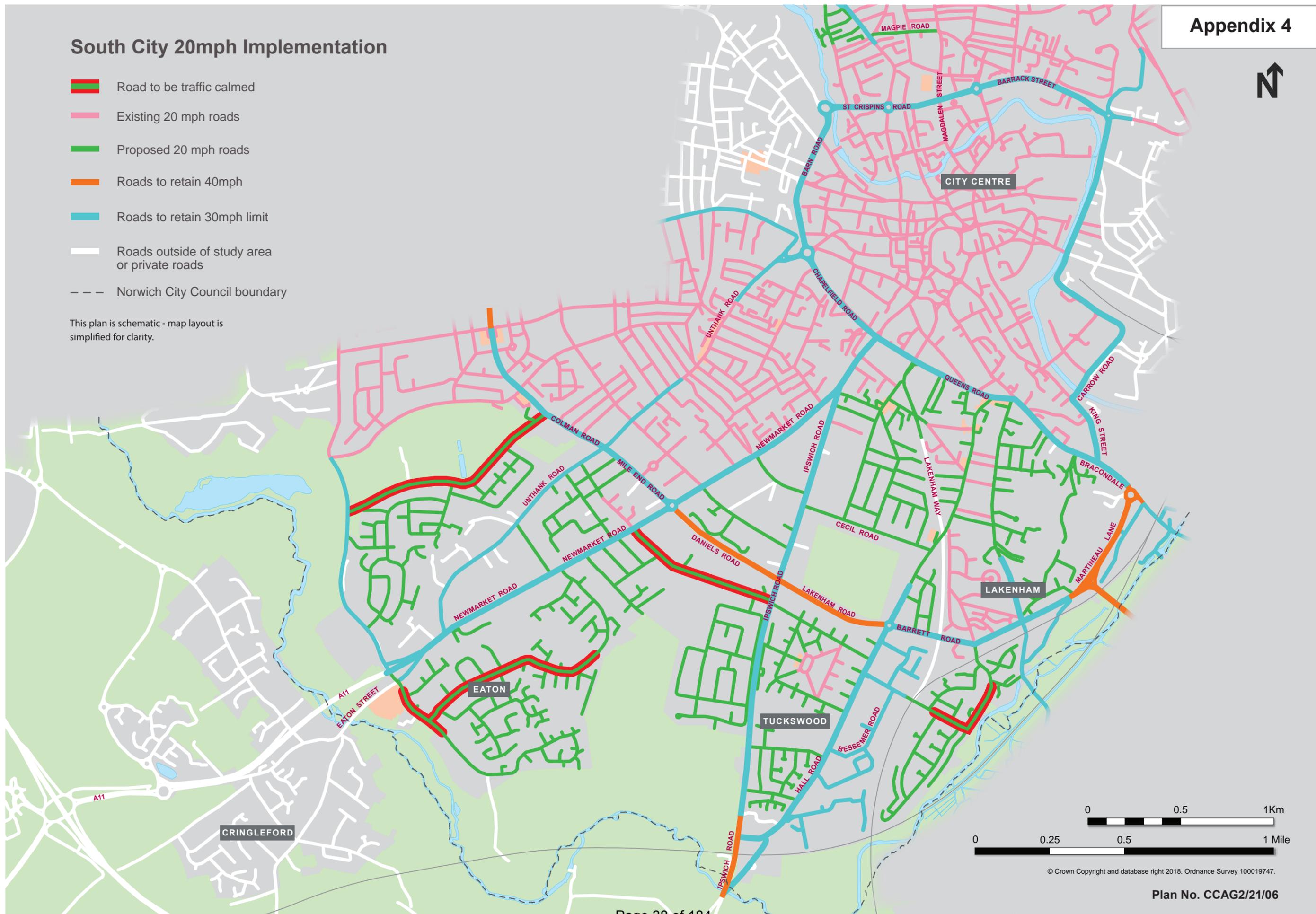
Andy Watt
 Head of City Development Services
 City Hall, Norwich, NR2 1NH
 tel 0344 980 3333
 highways@norwich.gov.uk



South City 20mph Implementation

- Road to be traffic calmed
- Existing 20 mph roads
- Proposed 20 mph roads
- Roads to retain 40mph
- Roads to retain 30mph limit
- Roads outside of study area or private roads
- Norwich City Council boundary

This plan is schematic - map layout is simplified for clarity.



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Consultation responses for the proposed 20mph speed limit and traffic calming in the Southern Area

Objection / Comment	No. of responses	Officer Comment
Overall	234	
Agree with the 20mph speed limit	120	
Object to the 20mph speed limit	41	
Disagree with proposed traffic calming	157	
Suggests money should be spent on road maintenance	13	This scheme is funded from a grant specifically for improving cycling facilities. If more journeys are carried out on cycles rather than motorised vehicles, there will be less wear on the highway, which means less maintenance issues.
Concerns of traffic calming obstructing access to property	4	The proposed traffic calming has been placed to not affect any access to properties. Detail design will ensure that no accesses are blocked.
No justification for 20mph and/or traffic calming	41	The 20mph speed limits have not been proposed for road safety reasons only. The intention of this 20mph scheme are not just to increase road safety, but to encourage more walking and cycling which in turn will improve the environment. The Department for Traffic and Norfolk Constabulary expect a 20mph to be self enforcing so as not to increase the need for speed enforcement.
Speed humps are not cycle friendly or good for vehicle occupants	8	It is correct that cyclists and vehicle occupants have a more comfortable journey if the road is smooth, level and no obstructions. However, this type of environment increases traffic speed. It is necessary to balance the needs of cyclists and vehicle occupants with the benefits of reduced traffic speeds.
The traffic calming will encourage drivers to rat run	7	Some drivers do choose to rat run. However, the roads where traffic calming is proposed do not have easy alternative routes to use, so this will be unlikely.

Objection / Comment	No. of responses	Officer Comment
Proposals are a waste of public money	27	The proposals are funded by government as part of a larger project to encourage cycling and less use of motorised vehicles. The effects of these proposals will take time to be seen, but since the start of the whole City Cycling Ambition Grant project (2013), cycle monitoring has shown a 40% increase in cycling over Norwich. On the pink pedalway, the first pedalway to be improved, the increase has been recorded as an average of 65.6% increase in cycling.
Considers the 20mph should be extended into more roads	12	The areas have been chosen in agreement with the report "Guidance on the use of 20mph speed restrictions" that this committee approved on 16 March 2017. The roads requested to be included were sections of Bluebell Road, Hall Road, Long John Hill and Unthank Road. These roads are all residential to some extent, but also have high numbers of through traffic. The open feeling of these roads and lack of community services such as shops and community halls that generate footfall, give the driver a feeling of dominance. Recent speed monitoring shows that the existing 30mph speed limit is generally complied with, to reduce this to 20mph would mean intensive traffic calming which would not be appropriate for these roads and would probably encourage unsuitable rat running.
A 20mph with traffic calming will increase pollution.	7	Driving at a speed of 20mph in the appropriate gear does not increase pollution. If a driver chooses to accelerate and brake sharply between traffic calming features that will increase vehicle emissions and pollution. As more areas of 20mph restrictions are introduced, the public acceptance and attitude towards slower driving in residential areas should improve.

Objection / Comment	No. of responses	Officer Comment
A 20mph does not increase road safety.	1	It is proven that road collisions at lower speeds result in less severity of casualties. As stated above, the intention of this 20mph scheme are not just to increase road safety, but to encourage more walking and cycling which in turn will improve the environment.
Cyclists do not use existing cycling facilities.	3	There is no legal requirement for cyclists to use cycle lanes etc as they are entitled to use the road with the rest of traffic if they so choose. The more confident cyclist who can keep up with traffic may find it quicker to stay on the road. However, manual cycle monitoring since the City Cycling Ambition Grant project in 2013, has shown a 65% increase in cycling on the pink pedalway, the first pedalway to be improved.
Speed humps will damage cars	8	The proposed traffic calming features are designed to Department for Transport guidelines. If the vehicle is driven at the correct speed, there will be no damage to vehicles suitable for the highway.
Specifically for the Eaton Area		
Agree with the 20mph speed limit	73	
Object to the 20mph speed limit	28	
Disagree with proposed traffic calming	130	
Are pleased no road humps are proposed but would like to see 20mph roundels and speed activated signs used instead of proposed traffic calming. The proposed priority giveways will create gridlock and increase pollution at times. Additional signage would adversely affect the look and character of Eaton village. Considers there is insufficient vision for drivers at the amended ...	Eaton Village Resident Association	All points are discussed separately below.

Objection / Comment	No. of responses	Officer Comment
<p>.. junction layout at Church Lane / Greenways. The proposed pedestrian refuge is in the wrong place and would be better as a zebra crossing. The footpath outside the cemetery on Church Lane should be widened for wheelchairs etc. The footpath buildouts at junctions at the east end of Greenways are too tight for vehicles and will be a problem for the bus route into Bradenham Way.</p>		
<p>Supports the views of the Eaton Village Resident Association (EVRA)</p>	28	
<p>Church Lane pedestrian refuge is in wrong position / not needed</p>	12	<p>It is understood that the existing bank on Church Lane will close soon, but it was considered helpful to include in the proposals a refuge that will not only help residents cross Church Lane on their way to the shopping area, but will also have a gentle traffic calming effect as it narrows the road.</p>
<p>Church Lane, Greenways and other roads in Eaton do not have direct crossing points for wheelchair users. This leaves people travelling on the road to find a dropped kerb for access onto the footpath.</p>	2	<p>The proposal for the pedestrian refuge on Church Lane would help this situation. This issue has been forwarded to highways maintenance who may be able to provide dropped kerbs in some areas pending budget.</p>
<p>Church Lane / Greenways junction changes are not suitable / will be unsafe.</p>	43	<p>The change of priority at this junction was chosen as a form of traffic calming for Church Lane. The need to stop and consider traffic from Greenways ensures drivers are aware of other traffic and reduces the possibility of gaining speed on Church Lane. Some responses have suggested a mini roundabout at this junction too which would have the same effect.</p>

Objection / Comment	No. of responses	Officer Comment
The proposed traffic calming will be detrimental to the look and feel of the Eaton area.	8	All traffic calming has some effect on street clutter. However the change in appearance of the road has to be balanced with the benefit of slower traffic.
Church Lane and Greenways priority giveways will cause congestion / access issues / increase pollution.	76	The proposed priority giveways will be located not to obstruct driveways. The features will stop the flow of some vehicles, but no more than when passing other obstacles on the highway such as parked cars or buses. If drivers adjust their speed accordingly there will be minimum changes to car emissions.
Greenways footpath buildouts at junctions will make it difficult for large vehicles to turn such as buses and / or reduce visibility.	28	The junction layout changes will slow vehicles down when turning into and out of side roads. The footpath buildouts mean pedestrians have a shorter distance to cross the road. All road junctions have been tested to ensure it is possible for the safe passage of large vehicles and buses.
Prefer to have speed restriction signed only, including speed activated signs.	28	Speed activated signs are a useful tool for traffic calming where there is through traffic. In areas such as greenways where the majority of travellers are local residents or repeatedly go to the same address, a speed activated sign is often ignored. They have no greater effect than a static sign or roundel.
Extra signage for the restriction will be unsightly.	2	The correct signage has to be installed to inform the driver of the restriction. All signage will be kept to a minimum within the DfT guidelines.
More double yellow lines to stop parking is needed at junctions in Eaton.	7	It is not the policy of this council to install double yellow lines at junctions in a residential area, unless there are other traffic management issues. Yellow lines are a drain on the maintenance budget and enforcement is limited in the outer area of Norwich. The roads leading to Eaton Primary School off Greenways have been protected at the junctions recently. This is considered suitable for the area.

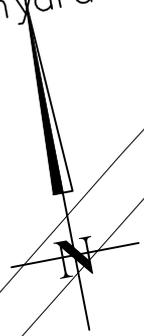
Objection / Comment	No. of responses	Officer Comment
Police enforcement is needed	12	It is the consideration of Norfolk constabulary that a 20mph speed limit should be self enforcing. The police do not have the necessary resources to provide manual enforcement on restrictions where there is no evidenced road safety issue.
Specifically for Eaton Road area		
Agree with the 20mph speed limit	11	
Object to the 20mph speed limit	5	
Disagree with proposed traffic calming	10	
Further requests for more parking restrictions in Eaton Road near the CNS.	4	CNS has a large catchment area and as such there are a number of parents who chose to drive their children to the school. The existing parking restrictions are flexible to allow for this and the proposed change to add further double yellow lines to the west of the school entrance should ease congestion further.
School parking issues and grass verge damage	5	The large grass verge on Eaton Road has a parking restriction. This can be enforced when our enforcement officers are present. As with all schools in Norwich, the increase in traffic and parking is for a short period twice a day. It is inappropriate to consider further interventions such as bollards.
Specifically for the Sandy Lane area		
Agree with the 20mph speed limit	17	
Object to the 20mph speed limit	0	
Disagree with proposed traffic calming	4	

Objection / Comment	No. of responses	Officer Comment
Objections to the proposed double yellow lines in the Sandy Lane area. Concerns of limited parking space for residents and businesses	14	It is necessary for the buses to provide a service in these residential roads and they must have a clear way through. However, it is possible to reduce the extent of double yellow lines to provide some assistance to the bus drivers, whilst retaining as much roadside parking space for residents.
Considers the mini roundabout proposed for Sandy Lane is not needed	7	The reason the mini roundabout has been proposed is not to give assistance to drivers entering and exiting Coleburn Road, although this is an extra benefit. The aim is to slow traffic by drivers needing to give way to traffic from the right at this junction.
Specifically for the South Park Avenue area		
Agree with the 20mph speed limit	4	
Object to the 20mph speed limit	2	
Disagree with proposed traffic calming	5	
Suggested traffic calming on Colman Road is needed, maybe speed activated signs.	Colman Infant School	Colman Road is outside the scope of this scheme. If there was evidence of a road safety issue on Colman Road then a separate study would be needed and funded.
Stakeholders		
Agrees with the introduction of the 20mph speed limits. Speed cushions are not cycle friendly as they force cyclists into unsafe positions on the road. Most drivers ignore cushions as they are narrow. Object to the changes proposed for the Church Lane/Greenways junction as there is no provision/assistance for cyclists travelling southeast on the purple pedalway.	Norwich Cycling Campaign	Support for the 20mph welcomed. Speed cushions have been chosen as they do reduce speeds but allow smoother travel for buses, disabled travellers and emergency vehicles. They can be an inconvenience to cyclists, but this needs to be balanced with the benefit of slower traffic. The Church Lane/Greenways junction is discussed above, but it is acknowledged that this junction is on the purple pedalway.

Objection / Comment	No. of responses	Officer Comment
The stance of Norfolk Constabulary is that any 20mph has to be self-enforcing. General compliance needs to be achievable without the excessive reliance on enforcement. The police will always support appropriate limits as long as they look and feel like the limit in place.	Norfolk / Suffolk Constabulary	Support welcome and the need to ensure excessive enforcement is not needed acknowledged.
Unthank Road inside the outer ring road should be included in the 20mph speed limit. This would be safer for all road users, provide consistency with the shopping area, make it easier to join Unthank Road from its side roads, more appropriate environment for residents with better air quality and less noise. Speed activated signs would work here and the lights at Colman Road could be changed to dissuade drivers.	Eaton Ward County Councillor	The extent of the restriction has been chosen in agreement with the report "Guidance on the use of 20mph speed restrictions" that this committee approved on 16 March 2017. Unthank Road is residential, but also has high numbers of through traffic. The open feeling of this section of Unthank Road and lack of community services such as shops and community halls that generate footfall, give the driver a feeling of dominance. To reduce this to 20mph would mean intensive traffic calming which would not be appropriate for these roads and would probably encourage unsuitable rat running. The use of speed activated signs would probably not give sufficient / consistent lowering of speed.
There is resident support for the 20mph limit but little support for the proposed traffic calming in Church Lane and Greenways. Consider introducing a 20mph limit without traffic calming measures proposed. Concurs with the EVRA's views. Satisfied that both Eaton Road and South Park Avenue are through Roads and will probably benefit from the speed calming proposed, while all the other roads will have signs only.	Eaton Ward City Councillor	It would not be in agreement with DfT guidance to install a 20mph on Church Lane and Greenways without traffic calming. It is understood that residents would like to see speed activated signs used, but as discussed earlier, these are not considered appropriate on an enclosed road system with no through traffic. Support for the other areas in Eaton Ward welcomed.

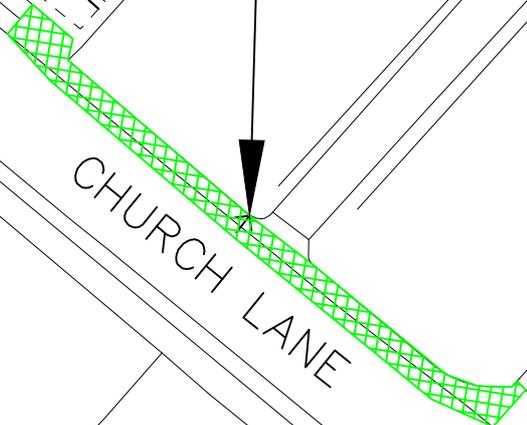
Objection / Comment	No. of responses	Officer Comment
Supports the proposed 20mph speed limits, However is concerned that Trafford Road and Grove Road do not have proposed physical traffic calming. Suggested camera enforcement.	Norwich Conservatives	Support is welcome, but in accordance with the policy of introducing 20mph speed limits, Trafford Road and Grove Road do not have the requirements for traffic calming. Camera enforcement of restrictions is only used where there is a road safety issue. There is no evidence of such an issue on these roads.
The 20mph limits will not hold up our services, but please ensure buses are not restricted by footpath buildouts.	Go-Ahead bus company	All footpath buildouts will be tested to ensure there is sufficient room for large vehicles such as buses to manoeuvre without problems.

Eaton St Andrew Churchyard
(extension)



Narrow existing carriageway
by 0.8m to 6m by widening
footpath to 1.8m

CHURCH LANE



34

65

69

36

Andy Watt
Head of City Development Services
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highways@norwich.gov.uk

Title
Carriageway Narrowing
on Church Lane
General Layout

Date Sept 18	Scale(s) 1:500
Drawn By TC	Designed By TC
Checked By LA	NEG. No.
DWG. No. 18462 21 25	

No.	Date	Notes	REVISIONS	Int.	Ckd.

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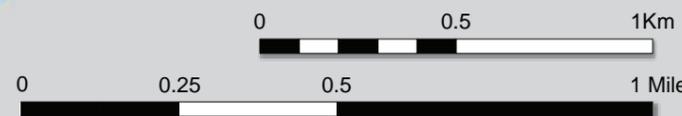
South City 20mph Implementation Amendment

-  Road to be traffic calmed
-  Existing 20 mph roads
-  Proposed 20 mph roads
-  Roads to retain 40mph
-  Roads to retain 30mph limit
-  Roads outside of study area or private roads
-  Norwich City Council boundary

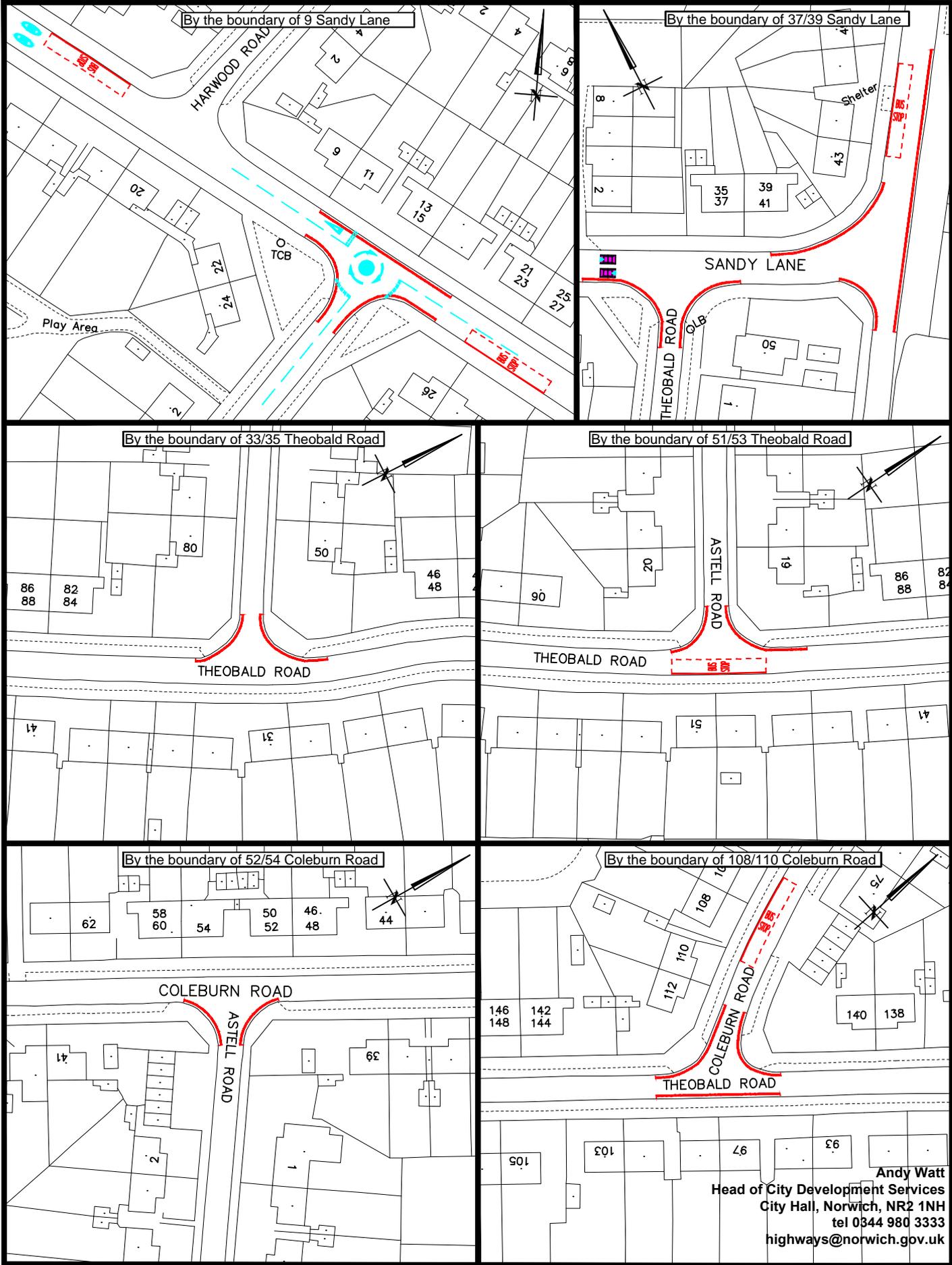
This plan is schematic - map layout is simplified for clarity.



Eaton area to be included in the experimental 20 mph limit.



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Title
 Blue & Yellow
 20mph Restrictions
 Proposed 'No Waiting At Any Time' Double Yellow Lines & Bus Stop Clearways
 at Astell Road, Coleburn Road, Sandy Lane and Theobald Road

Date	Scale(s)	No.	Date	Notes	REVISIONS	Int.	Ckd.
July 18	1:1000	A	Sep 18	Lines amended		TC	LA
Drawn By TC	Designed By LA						
Checked By LA	NEG. No.						
DWG. No. CCAG21,23							

Report to Norwich Highways Agency committee
20 September 2018

Item

Report of Head of city development services

6

Subject Transport for Norwich – Earlham Road / Outer Ring Road
to Heigham Road safety scheme

Purpose

To consider the responses from the consultation, approve installation of the Earlham Road / Outer Ring Road to Heigham Road safety scheme and agree advertising and consultation on further improvements described in this report.

Recommendation

To:

- (1) approve the installation of the scheme including:-
 - (a) Earlham Road / ORR roundabout (Appendix 2);
 - (i) Upgrading the existing signalised pedestrian crossing to a toucan crossing;
 - (ii) Building a new cycle zebra crossing on Earlham Road (eastern arm);
 - (iii) Connecting the toucan crossing and cycle zebra with a shared path facility (excluding proposed shared path adjacent to Colman Road) ;
 - (iv) Modifying the central island of the roundabout and splitter islands;
 - (b) Earlham Road between A140 and Christchurch Road (appendix 3);
 - (i) Implementing 1.5m wide light-segregated cycle lanes on both sides of the carriageway;
 - (ii) Creating a new raised table and cycle zebra crossing at the junction with Christchurch Road;
 - (c) Earlham Road between Christchurch Road and Heigham Road (Appendix 4);
 - (i) Introducing a 20mph restriction including the side streets;
 - (ii) Installing a new zebra crossing on a raised table near to Wellington Road;
 - (iii) Building pedestrian priority crossings on side roads;
 - (iv) Making changes to waiting restriction but existing waiting restrictions outside St Thomas Church to remain unchanged;

(d) Heigham Road/ Mill Hill Road / Earlham Road junction (Appendix 5):

- (i) Improving junction including narrowing of the carriageway;
- (ii) Installing cycle zebra over Earlham Road;
- (iii) Constructing a raised table across the junction;
- (iv) The closure of West Pottergate at its junction with Heigham Road /Earlham Road to motor-vehicular through traffic.

- (2) ask the head of city development services to carry out the necessary statutory procedures to:
 - (a) finalise the traffic regulation order for the necessary amendments of no waiting restriction on Earlham Road;
 - (b) finalise the speed restriction order on Earlham Road and side roads;
 - (c) finalise the Traffic Management Order for West Pottergate;
- (3) agree for consultation the proposed extension of the 20mph zone (including traffic calming features) to include the area between Christchurch Road and the Outer ring road (Appendices 6 and 7);
- (4) delegate consideration of any comments received from the consultation to the head of city development services, in discussion with the chair and vice chair of this committee.

Corporate and service priorities

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

Financial implications

The proposed scheme is estimated to cost £1,600,000. This will be funded from £560,000 of pooled community infrastructure levy (CIL) funding and £1,040,000 from Department for Transport (DfT) Cycle Ambition Safety Funding.

The CIL funding has been agreed by the three district councils (Norwich, South Norfolk and Broadland) and was formally signed off by the Greater Norwich Delivery Board on 12 March 2018.

Ward/s: Mancroft, Nelson, University and Wensum

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Ed Parnaby, Transport planner 01603 212446

Joanne Deverick, Transportation and network manager 01603 212461

Background documents

None

Report

Background

1. Norwich has seven colour coded strategic cycle routes. The green pedalway runs from Bowthorpe in the west of the city through to Broadland Business Park in the east via the city centre. A feasibility study, funded by Norfolk county council, was completed in January 2018 and identified the locations where design interventions were needed to remedy a poor environment for walking and cycling and a high accident record overall.
2. The scheme area includes the Earlham Road / ORR roundabout and Earlham Road through to and including its junction with Heigham Road / Mill Hill Road.
3. In the 5 years ending September 2017, there were 38 accidents in the scheme area, 18 of which involved cyclists. The main cycle related casualty issues that were identified as needing to be addressed were:
 - (a) Interactions with motor vehicles at the Earlham Road / ORR roundabout; 17 accidents, 7 involving pedal cycles and one involving a pedestrian;
 - (b) Motor vehicles emerging from side roads along the link between Christchurch Road and Heigham Road – 21 accidents 11 involving pedal cycles and 3 involving pedestrians. It should be noted that although it is outside of the five year study period, there was a fatal accident in 2010 involving a cyclist being hit by a car emerging from a side road along this link.
4. The numbers of cyclists along this route are increasing; between 2013 and 2017, the 12 hour cycle count along Earlham Road (east of ORR) more than doubled from 192 to 402. With 2,500 homes due to be built in the next few years needing to access the city centre along this section of the green pedalway, the numbers of cyclists are expected to increase considerably, which amplifies the need to redesign the highway to reduce their exposure to the risk of collisions.
5. In February 2018, the DfT released information about funding for cycle safety schemes that the Cycle City Ambition Cities were eligible to bid for. These cities were allowed to submit up to two schemes that address safety where there is an established recorded injury data for cycling. Two schemes were submitted, these being for the Earlham Road / outer ring road roundabout through to the Earlham Road / Heigham Road junction and second smaller scheme for Earlham Five Ways roundabout. In July 2018 the DfT formally announced that both of funding applications were successful.

Public consultation

6. In June 2018, members of this committee gave permission to advertise and consult on the Earlham Road / Outer Ring Road to Heigham Road safety scheme. This consultation was held from 29 June to 24 July 2018.
7. Details of the proposal were advertised in the local press, road notices were erected, statutory consultees and transportation consultees were directly informed. Local residents and businesses were written to and details were posted on the websites of Norwich City Council and Norfolk County Council.
8. Along with press adverts, stakeholder emails, street notices and webpage content; 2,113 letters were sent to nearby residents and businesses.

Responses

9. In total, 159 responses were received from the consultation, 65 supporting the scheme as it was proposed or supporting but suggesting minor changes, 24 requests for the 20mph to be extended further along Earlham Road, 15 responses with an objection to the mandatory lane and associated parking restriction and 14 people objecting to the 20mph restriction on Earlham Road. The remaining responders commented on associated issues. A summary of the responses can be seen attached in Appendix 1.
10. There was strong support both for the scheme (65 supporting responses) and a clear desire for 20mph to be extended further than proposed (24 responses).
11. There were 14 responses contending the 20mph speed restriction on Earlham Road citing that traffic doesn't travel that fast, the potential to push traffic into side roads and the suggestion of increasing pollution.
12. At the roundabout 15 responses called for an improved or formal crossing facility over Colman Road and 10 people called for an improved or formal crossing over Earlham Road (western arm).
13. From the responses, 12 people called for speed cameras or speed reactive signs to be used and 11 felt there was a danger posed by drivers to those using crossings, some of whom stated a signalled crossing would be better.
14. There was some concern over the removal of the centre line with 11 people citing this would not be desirable, although it was noted that this was partly due to misunderstanding that this scheme would not leave a remaining carriageway that would allow for two passing buses.
15. From the responses 10 people felt that the scheme would encourage more cycling on footway and that some solution was needed to prevent this.
16. Via the Labour group, 16 responses were received where residents had completed a questionnaire on a leaflet provided to gather views from residents. Five gave outright support; five supported some elements of the scheme and five were largely objections.

17. The Royal National Institute of Blind People (RNIB) response welcomed the upgrading of the signalised crossing over Farrow Road but highlighted concerns with Toucan crossings and shared paths stating that they should include separation between the pedestrian area and the cycle lane through the use of corduroy paving on the approaches and marked lines through the crossing. The RNIB stated that blind and partially sighted people experience anxiety when interacting with Toucan crossings. The RNIB response did not consider the proposed shared use zebra to be a safe crossing point for blind or partially sighted people because there is no audio or tactile cue and that without separation this was aggravated further. Although traffic calming and pedestrian priority over side roads was welcomed, concerns were raised over the proposed raised table from the perspective of cane users and guide dogs who find flush kerbs difficult to navigate.
18. The Norwich Cycling Campaign (NCC) welcomed the improved facilities for crossing the Earlham Road / Outer ring road roundabout and the redesigned geometry to slow vehicle speeds. However it was felt that the delay in using the Toucan crossings was still unreasonably long and improved timings were requested. They also made a case for continuing cycling facilities along Earlham Road between the two proposed roundabout schemes.
19. The NCC were disappointed that a segregated cycle track had not been proposed and cited the recent Magdalen Road scheme to have provided a step change in improvements for cycling in this kind of environment. Concerns were raised as to whether a mandatory lane would be respected by drivers and whether the separators were frequent enough and whether they would be replaced if damaged by vehicles.
20. The proposed shared zebra crossing at Christchurch Road was welcomed by the NCC but it was felt that the 20mph zone/limit should be extended further west and consideration given to the hazard presented by the proximity of the bus stop and the potential for a bus stop island.
21. The NCC welcomed the extended double yellow lines and the pedestrian priority over side roads which it was suggested would make it safer for cycling and walking.
22. The NCC supported the closure of West Pottergate provided that suitable dropped kerbs were in place to allow safe access for cycling from carriageway. There was concern over what type of provision best caters for crossing over Heigham Road and it was felt that the short section by St John's Cathedral should be made part of the 20mph zone.

Considerations

23. Along with the strong overall support for 20mph speed restrictions that were proposed, the 24 responses requesting that more of Earlham Road should be included within the proposed 20mph zone warrants further consideration. The length of Earlham Road between the Outer ring road and Christchurch Road is within the proposed scheme area and forms part of the green pedalway. There

is merit to extending the 20mph zone to include this section and it would encourage better compliance for cars approaching the city. For this restriction to be self-enforcing, additional speed calming would be required and careful consideration of the budget required. The second section of Earlham Road in question, between Heigham Road and Unthank Road, is not part of the scheme area or pedalway network and the pedestrian bridge over Grapes Hill does not allow cycling. It is therefore recommended that a revised proposal that includes taking the 20mph zone west to the Outer ring road along with additional speed calming on this section is to be taken to consultation (Appendix 6).

24. The RNIB response outlined the potential for concerns of blind and visually impaired people caused by Toucan crossings and the need for separation between those walking and cycling. Toucan crossings do not allow for the separation of users through the crossing and it is not possible to design out the potential for paths to need to cross and maintaining a safe crossing that can be used by those walking and cycling over the Outer ring road. Where kerbs are at the same level as the carriageway such as with raised tables, tactile paving will be used in accordance with national practice and will be outlined at the detailed design stage.
25. The concern over waiting times for those using the Toucan crossing raised by NCC has been referred to signal engineers at Norfolk County Council who agree that it may be possible to synchronise signals more closely to reduce waiting times. This will be confirmed as part of the detailed design.
26. NCC raised a question over whether the cycling facilities could be extended to the section of Earlham Road west of the Outer ring road that connects the two schemes. Whilst it is known that this is a popular route for cycling, it is outside the scheme area and did not show an established accident record which was one of the criteria for funding. With the strict need for the scheme to be delivered within budget this is not an aspect we can consider at this time.
27. The NCC were disappointed that a kerb segregated track had not been proposed on Earlham Road between the Outer ring road and Christchurch Road. This type of facility was not proposed as there are concerns over the potential drainage difficulties it would present due to the existing levels and felt that the increased cost to achieve a kerb segregated track on this section would not present good value. The spacing of the segregators and concerns over replacement are noted. To minimise vehicle strikes, the frequency and visibility of the bollards are important considerations and will be investigated at the detailed design stage.
28. The consultation response was overall against the removal of existing double yellow lines outside St Thomas Church (largely due to the safety of those travelling to/from Edinburgh Road) so it is recommended that these changes to these waiting restrictions are not implemented.
29. The significant numbers of responses calling for improved pedestrian crossing facilities over Colman Road and Earlham Road (western arm of roundabout) raises an important point about this busy roundabout. Whilst it is clear that that Colman Road and Earlham Road (western arm) crossings have limited facility, there is very little that can be done here that will not directly impact on the

vehicular capacity of the outer ring road. The transport strategy in Norwich centres on alleviating residential side streets and focusing traffic on the most suitable parts of the highway. As such, the capacity of the Outer ring road must be maintained. Owing to concerns regarding the safety of cycling across Colman Road, the proposed sections of shared path either side of Colman Road are no longer being proposed. A signalised Toucan crossing across Farrow Road will be provided that will cater for walking and cycling across this junction. Further to the changes in geometry of the roundabout shown in the consultation proposals; an additional tightening of the radii to reduce speed and shorten crossing distances will make crossing of Colman Road less challenging than at present. A revised outline design for consultation is shown in Appendix 6.

30. The significant objection to the mandatory lane on the northern side of Earlham Road due to the loss of on street parking is noted and poses a key challenge for the scheme. Safe and efficient movement of people along Earlham Road has been the chief objective and providing a safe and viable cycle facility is needed. If this lane is regularly parked in, the safety benefit will be substantially reduced. All properties fronting the cycle lane have off street parking. Loading will be maintained but a small amount of parking from residents and their visitors may be displaced to the side roads.

Conclusion

31. The proposed Earlham Road / Outer ring road to Heigham Road safety scheme should be installed as advertised except for the existing no waiting restrictions outside St Thomas Church which will remain.
32. The proposed extension of the 20mph zone (including traffic calming features) between Christchurch Road and the Outer ring road to be taken to public consultation following approval from this committee.
33. To delegate consideration of any comments received from the consultation to the head of city development services, in discussion with the chair and vice chair of this committee
34. To ensure that the spend profile of the bid is met; construction will take place in 2019.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency committee
Committee date:	20 September 2018
Director / Head of service	David Moorcroft/ Andy Watt
Report subject:	Transport for Norwich – Earlham Road / Outer Ring Road to Heigham Road safety scheme
Date assessed:	9 August 2018
Description:	To present the results of the consultation and seek approval to proceed

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Scheme will reduce risk of accidents and is largely funded by the DfT. Scheme is well located to maximise gain in walking and cycling
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improving the access to education and employment along key transport corridor to UEA and housing development
Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improving the access to low cost transport options
Social (please add an 'x' as appropriate)				
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
S17 crime and disorder act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Increasing safety for walking cycling will promote health and well being

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Lowering speed and offering separation where appropriate benefits all users. A purpose built facility will better cater for walking and cycling.
Environmental (please add an 'x' as appropriate)				
	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improves facilities for walking and cycling along key transport corridor close to UEA and new housing development, working towards our transport objectives
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will encourage use of zero emission transport
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will encourage use of zero emission transport

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Close monitoring will be required to ensure delivery within budget

Recommendations from impact assessment
Positive
There are a number of positive outcomes that will be achieved with this scheme and it is largely funded by the DfT with the remainder being funded by CIL contributions
Negative
No specific comments
Neutral
No specific comments
Issues
No specific comments

Appendix 1

Objection / comment	Frequency	Response
Supports proposals / supports proposals but has made a suggested change listed below	65	Noted
20mph should be implemented whole of / more of Earlham Road / change of limit is confusing for all	24	The section between the ORR and Christchurch Road will require speed calming and will be considered for further consultation on extending the 20mph zone. The area between Heigham Road and Unthank Road is not within the scheme area with fewer walking and cycling journeys taking place and this would not warrant the significant cost of installing speed calming.
Object to the mandatory cycle lane (and associated parking restrictions): it will create problems for residents / put pressure on side roads / make it harder for less able occupants / scheme looks good but would not want to lose parking provision / benefit doesn't warrant the loss of parking where would visitors and trades people park / it will force parking onto the wide southern verge damaging trees / people will pave over the front gardens / how will this affect loading	15	Safe movement of people along Earlham Road has been the chief objective for this scheme. To provide a safe and viable cycle facility, a lane here is needed. If this lane is regularly parked in, the safety benefit will be substantially reduced. All properties in this section of Earlham Road have off-street parking. Loading will be maintained but a small amount of cars from residents visitors may be displaced to side roads.
Crossing of Colman Road is needed within design / crossing over Colman Road is wholly inadequate / splitter island is not adequate for this location	15	Whilst it is clear that that Colman Road crossing has limited facility, there is very little that can be done here that will not directly impact the outer ring road. The transport strategy in Norwich centres on alleviating residential side streets and focusing traffic on the most suitable parts of the highway. We cannot simultaneously impose congestion and delays onto the Outer ring road. We have proposed a further tightening of the radii to make crossing of Colman Road less challenging and a revised shared path facility. A signalised crossing across Farrow Road will be provided that will cater for walking and cycling across this junction.

Objection / comment	Frequency	Response
20mph not needed on Earlham Road / can't travel this fast / increased pollution / will push traffic into side roads	14	A 20mph zone will reduce speed, along with the likelihood and severity of accidents. Driving consistently at these lower speeds will reduce, not increase pollution and the design encourages driving at a steady speed. The 20mph is in place or proposed on all side roads.
Need speed cameras to enforce the 20mph limit / cars are being driven at speeds of 40mph or more / more police enforcement needed / use speed reactive signs	12	We do not have the authority to install speed cameras. The scheme will bring design speeds down through using speed calming to help make this 20mph self-enforcing as much as is practically achievable
Why remove centre line? / The treatment on The Avenues will not work here / Could the centre line be placed equally between the remaining carriageway space after parked cars taken into consideration / will the safety of this change be reviewed	11	The existing centre line is poorly located when the parked cars are considered and serves to give outbound traffic a false sense of priority. Removing the centre line on a 20mph B classified road is an established way to calm speeds. The proposals leave two running lanes with width for two buses to pass without encroaching the cycle lanes. The scheme proposals have been safety audited and will be subject to a safety audit after construction.
Danger posed by drivers to people using crossings / At present cars are not slow enough to register the zebra crossing / crossings should be made signalised	11	Zebra crossings are appropriate for this type of residential environment. The addition of raised tables and a 20mph is expected to increase compliance of zebra crossings further. We will make Norfolk Police aware of this issue highlighted by the responses

Objection / comment	Frequency	Response
<p>Too many people cycle on the footway / plans may encourage more cycling on footway can physical calmers be used on the footway? / Preventing cycling on pavements is needed / can shared paths be segregated</p>	10	<p>There is limited shared path on the proposed scheme and it has been used to provide safe crossings to avoid the objective risk posed by motorised transport. Segregation on shared paths is sometimes appropriate but usually trades low speed conflict for higher speed conflict and removes much needed flexibility on a route. At the detailed design stage we will consider what signage can be used to manage this issue as well as it can be whilst being mindful that only police enforcement has the potential to tackle this issue where signs are ignored. Physical speed calming on a footway or shared path are rarely the preferred solution making it unnecessarily difficult for all users especially those with mobility difficulties and disabilities.</p>
<p>Crossing of Earlham Road (western arm) is needed within design</p>	10	<p>See above response. The design aims to improve the pedalway route of Earlham Road to Gypsy Lane. Additional formal crossings would have an adverse effect on the outer ring road capacity and the nearby pedestrian refuge provides a crossing facility</p>
<p>No need to close West Pottergate to vehicles if you require vehicles from Heigham Road or Earlham Road to give way / Concerned that access to garages at The Shrublands on West Pottergate may be made more difficult / Existing West Pottergate junction layout works well, proposed design will reduce capacity / remaining access to the east is unsuitable / At West Pottergate junction would a simple 20mph limit suffice?</p>	10	<p>Without a suitable crossing and clearer access for walking and cycling into the city this would not be sufficient. Loading will be maintained on West Pottergate but some loading on Earlham Road is expected and is acceptable</p>
<p>Concern over effect of proposals on emergency vehicles</p>	8	<p>Noted. The emergency services have been consulted on these proposals.</p>

Objection / comment	Frequency	Response
Earlham Road cycle lane should be on shared pathway on southern carriageway (raised to avoid tree routes) / Two-way cycling facility on southern side of Earlham Road only would be better than the proposed lanes	8	Whilst a shared path on this section would offer some benefits it would not provide as direct a facility. A long section of shared path may increase footway cycling where we cannot provide a continuation of the facility. An on-carriageway two-way cycle lane on the southern side would present a need for far more crossing movements by cyclists where city bound cyclists would be required to cross Earlham Road before crossing back at the junction with Christchurch Road.
Do not want yellow line removed by St Thomas Church , parking here causes unnecessary issues / congestion and makes turning in or out of Edinburgh Road less safe.	7	Noted – This proposal will not be progressed
20mph on side roads is positive	7	Noted
Waste of council tax or tax payers money / there are pot holes you could be fixing that would encourage cycling / social services are starved of resources / the funding should be spent improving the drainage on Earlham Road / cyclists don't pay road tax / are there enough cyclists to justify this expenditure/ proposals just for students of the UEA	7	The money we have been awarded as a result of our successful bids cannot be used for general maintenance or by other services. Where any unsafe surface condition is identified in the scheme area it will be addressed. Vehicle tax ('road tax') is based on the level of pollution a vehicle creates, cycling creates zero emissions. Roads are heavily subsidised by general taxation. Any improvement that leads to more people walking and cycling safety is a benefit to the whole city.
Residents permit parking is needed / The side roads would benefit from parking restrictions to allow only on one side or at least make cars park in the road / Commuters park outside houses on Earlham Road near to Christchurch Road junction / Earlham Road used as a free park and ride as there are no parking restrictions	7	This is not part of the proposals but may be considered for consultation at a future date
Lane is where it is least needed / lane is too brief / road is wide enough so lane not needed /short section of mandatory lane is of limited benefit	5	Unfortunately it is not possible to accommodate a cycle lane on the section where there are large amounts on cars being parked on road owing to the lack of off-road parking. Providing a lane where vehicles are entering Earlham Road from the outer ring road provides suitable protection.

Objection / comment	Frequency	Response
Zebra crossing by police station too close to roundabout , needs a revised design to allow two-stage crossing, new location	5	The proposals include a zebra crossing which is 20m from the junction which is well above accepted minimum of 5m. A two-stage crossing would provide less facility for walking and cycling which this scheme is intended to provide for.
Cycle lane should be extended further / could the cycle lane continue to West Pottergate by widening the pavement making a shared path? / Are cyclists supposed to join the pavement?	5	Those cycling will remain in carriageway but as it is not possible to provide a lane owing to space limitations and parked cars, a 20mph zone along with side road treatment is being recommended.
Farrow Road crossing should be single stage and nearer to the roundabout. A solution for car drivers like this would not be proposed / can the timing be optimised to offset this crossing detour?	5	A single stage crossing is not possible within the constraints posed by outer ring road capacity outlined above. Although placing the northbound crossing nearer to the roundabout would provide more convenience to those walking and cycling, it would create an inadequate space for queueing vehicles on the outer ring road. Signals engineers have confirmed that in principle the signals can be adjusted to allow for a reduced waiting time on the second crossing and this will be fully investigated as it provides benefit with very little effect on capacity.
Shared paths are risky for pedestrians / how will you monitor the effect on pedestrians?	5	Shared paths have a good safety record. Any implemented scheme will be subject to further safety audit. To facilitate safe crossing over busy roads by those walking and cycling, some level of shared path is essential.
Too many pedestrian crossings on Earlham Road, no new crossings needed	5	Earlham Road is highly residential with many houses on either side as well as schools, shops and bus stops that all require safe walking routes.
Drainage issues due to raised tables / what is being done to improve drainage / will new measures have impact on potential flash flooding	4	Drainage will be fully considered at the detailed design stage to address these issues.
Proposed cycle zebra crossing on Christchurch Road junction should be left as a refuge and zebra could be placed nearer to the bus stop / shared design creates conflict	4	It was felt that the shared use zebra will provide a more suitable crossing facility for cycling and walking, particularly if with children or in small groups or on bikes with trailers etc.

Objection / comment	Frequency	Response
Implementing cycle path / reducing the speed on Earlham Road between the two roundabout schemes should be considered	4	Potentially this could provide a benefit but it must be noted that this does not form part of the pedalway network and outside the scope of the budget at this time.
At West Pottergate, narrowing the carriageway and loosing central lozenge island may make it more difficult for pedestrians to cross / Narrowing carriageway will increase risk to those cycling	4	Reducing the distance and number of roads people need to cross is more simple and safer. Lanes much above 3.2m wide and below 4m wide encourage close passing by drivers. Lanes of 3.2m wide and below do not allow a car to pass and are suitable for short sections where this is favourable for safety. This scheme must also allow for two buses (around 2.6m wide) to safely pass each other
Negative effect of 20mph on bus timetables / If you narrow the bus lane the buses will be delayed further	4	Whilst we expect maximum speeds to reduce, average speeds and journey times are unlikely to change significantly. Bus companies have been consulted on the proposals. Any potential change to bus timetables would be small and manageable.
Shared paths are suitable for very low speed cycling only , what can be done to avoid anti-social driver behaviour towards cyclists that sensibly continue to cycle in the road?	3	We need to increase the proportion of people that walk and cycle and cannot rely on facilities that do not provide for less confident users. Shared path around crossings and junctions provides a safe way for less confident or those new to cycling to negotiate more challenging locations. Initiatives such as Norfolk County Council's <i>Mind Out for Each Other</i> campaign help to promote a better understanding between different users.
Do not want yellow lines outside the private parking by the Mitre / having a restriction here will prevent fellow visitors parking behind cars in the private spaces creating pressure on nearby areas / not unless it's for church vehicles only	3	This area of highway is directly in front of an area of private parking. The blocking in of vehicles is not acceptable and a <i>church vehicles only</i> restriction is not manageable or appropriate.

Objection / comment	Frequency	Response
Pink pedalway / Avenues is perfectly adequate / The green pedalway route should avoid Earlham Road	3	For some journeys but this depends very much on start and end points of the journey. Earlham Road is identified as a strategic cycle route. It is not viable for a highly residential, direct and reasonably level B class road to be unnecessarily restrictive to walking a cycling. The green pedalway connects Bowthorpe, UEA, City centre and Broadland Business Park.
Proposed zebra crossing at ORR roundabout would be safer as a Toucan crossing / should be a camera enforced Toucan crossing	3	A Toucan crossing here would introduce additional delay to both those driving and those crossing the roundabout. It would also raise costs for which there is no additional budget
Work needs to minimise noise and disruption	3	Noted
Side road treatments not really needed /will not deter rat runners but will cause issues for refuge lorries / will create footway parking where kerbs are level	3	The side road treatments will reduce speeds and provide priority crossings for pedestrians. There is a recorded fatality caused by a car failing to give way from a side road on this section of Earlham Road. The tables will be constructed to allow for all necessary access. The existing no waiting restriction will remain.
Footways on south side of Earlham Road are extremely narrow and should be widened	3	To do this it would require a sizeable section of the southern footway to be realigned at substantial cost. This is not possible within the scope or budget of this scheme.
Side road treatments will make it hard to pull out safely / Using set back give way markings on side roads will mean drivers cannot see to pull out	3	The side road treatments will slow vehicles. Drivers are expected to give way to crossing pedestrians and can then proceed forward to make observations for vehicles travelling along Earlham Road
Addressing untended hedges on Earlham Road would improve safety / Trees in need of maintenance leaving footways dark in winter	3	Noted
At the roundabout, there needs to be a filter to make re-joining carriageway safer when cycling on Earlham Road (west) ideally as far as the pinch point for the crossing refuge	3	Will we consider whether space allows for this at the detailed design stage

Objection / comment	Frequency	Response
Zebra crossing over Earlham Road not needed at West Pottergate junction / West Pottergate raised table seems expensive way to calm speeds	3	It will serve to create a more useful crossing rather than just calm speeds and will provide a clearer message to drivers to exercise caution and to be aware of those walking and cycling
How will you reduce the number cars traffic on Earlham Road	2	This scheme will not actively reduce the number of vehicles on Earlham Road but by providing safe and viable alternatives more people will choose alternatives over car use.
At Christchurch Road junction double yellow lines should be extended a short distance south into Christchurch Road of the proposals to keep visibility clear / Yellow lines needed around Hadley Drive as parking here is a safety issue	2	<i>No waiting</i> restrictions are used where there is a demonstrable safety need and the junction and dropped kerbs are effectively covered are enforceable
Double yellow outside the Mitre is welcome as cars are often parked blocking patrons in	2	Noted
Can the area outside St Thomas's Church be for church vehicles only	2	This restriction on the highway would not be manageable or appropriate
Wider use of speed humps needed for 20mph	2	A higher density of road humps would provide little extra speed calming benefit but could have unnecessary negative effect on buses and emergency vehicles
Road humps difficult for those cycling	2	The road humps will be installed at around 75mm and a design speed of 20mph, users below this speed will experience limited disturbance.
Can there be more 2 hour visitor parking at the businesses by the Earlham Road / West Pottergate junction.	2	We aim to maintain a balance across the available parking places between residents and suitable parking for nearby businesses. The parking restrictions will be considered as part of a future review of parking
Zebra crossing on Heigham Road should be located further north to allow one vehicle to clear junction before reaching the crossing / large vehicles will create a blockage of this crossing	2	The location of this crossing is unchanged from the existing crossing. Setting it further north would increase the distance from the junction and a key crossing point for those walking to and from the city
Proposed zebra crossing on ORR roundabout needs a central island / splitter to make crossing safer	2	Including a splitter island into a zebra crossing would present a confusing priority that has potential to present a safety issue

Objection / comment	Frequency	Response
Danger posed by people cycling to people using crossings / what is this term 'cycle zebra'	2	Cycle zebras already exist in Norwich and across the UK. They have an excellent safety record
A Dutch roundabout should be considered	2	The transport strategy in Norwich centres on alleviating residential side streets and focusing traffic on the most suitable parts of the highway. We cannot propose a design that would impose congestion and delays onto the outer ring road. A toucan crossing across Farrow Road, new shared path facility, and cycle zebra will be provided that will cater for walking and cycling across this junction.
Walking and cycling should be promoted as the number one priority / city is blighted by cars	2	We need to increase the proportion of people that walk and cycle but we must remain aware of the need to make schemes that allow for all users including buses, cars and commercial vehicles.
Cycle parking would be useful at the West Pottergate junction to serve local businesses	2	Agreed, we will look to install cycle parking here as part of this scheme
Closure of West Pottergate not needed / will push loading vehicles onto Earlham Road	2	Loading will be maintained on West Pottergate but some loading on Earlham is expected and is acceptable
Second zebra needed near Mill Hill Road needed / dual crossings at Unthank Road and Park Lane work well	2	Noted, we do not consider this to be necessary at this junction with the additional crossing provided within the proposals
Need to see modelling of how point closure will affect traffic flows / West Pottergate junction changes will slow down outbound traffic on Earlham Road	2	Right turning traffic movements are unlikely to substantially affect the capacity of Earlham Road.
Loss of additional parking will devalue our house	2	The Highways Authority are under no obligation to provide parking for residents.
Entrance into Gypsy Lane needs to be made wider to make it safer. Those leaving Gypsy Lane are not visible to drivers approaching on Farrow Road.	2	This feature is likely to form part of detailed design and will be outlined on the revised drawings (Appendix 6).
Are blind and partially sighted people considered within these proposals?	2	Yes. An impact assessment appropriate use of tactile paving will form part of the detailed design.
Will the cycle lane reduce the width of the verge	1	No

Objection / comment	Frequency	Response
Loss of parking due to mandatory lane will push cars onto the southern side of Earlham Road	1	The southern side of Earlham Road will be protected by a <i>no waiting</i> restriction which will cover the footway and verge.
A facility through the cemetery with a Farrow Road crossing should be considered	1	The route through the cemetery provides a useful route but not a route that is suitable for 24 hour use. With capacity on the Outer ring road being a critical issue and a new signalised crossing likely to cost in excess of £100k this change cannot be justified.
With the available road space the 1.5m wide lanes is not compatible with police enforcement of close pass	1	Operation Close Pass has been viewed as a success however it is not possible to accommodate a wider cycle lane of 2.25m here. Drivers are not expected to drive up to the mandatory lane and the separators will provide additional protection.
Segregators would be trip hazards	1	The segregators will be clearly visible. With two additional zebra crossings being provided these crossing movements are likely to be infrequent.
At the roundabout the two lanes on the eastern arm should be on the exit to allow for the bus stop	1	It is not possible to accommodate two exit lanes and a cycle lane and footway. Whilst in use, the bus stop will present some obstruction but this is only occasional and the scheme must strike a balance of the needs all users.
At Christchurch Road junction double yellow lines should be extended further east of the proposals to keep driveways and visibility clear	1	<i>No waiting</i> restrictions are used where there is a demonstrable safety need and we cannot use them solely to keep exits to properties clear.
Could yellow lines be extended slightly further into side roads to improve safety and make passage easier?	1	<i>No waiting</i> restrictions are used where there is a demonstrable safety need and the junction and dropped kerbs are effectively covered are enforceable.
Parking bays need to be marked on Earlham Road to ensure parking is not on the footway	1	Only a limited low level of parking on the footway is observed here, to mark waiting bays would be costly and unnecessary.
Mitre car park creates conflict with pedestrians	1	We cannot prevent parking on this private parking area.
Need yellow box at the Unthank Road roundabout	1	Outside the scope of this scheme.
20mph should start at Earlham House shopping centre	1	This would encourage higher speeds in a highly residential area than are desired.

Objection / comment	Frequency	Response
Please ensure the trees are protected as part of this scheme	1	We will aim to retain all street trees including the tree where the shared use zebra is proposed by Christchurch Road if this is possible.
Please ensure the build quality is higher than previous schemes delivered in the city	1	Noted
With the Broadland Northway now open it is the time to close Earlham Road and Dereham Road at their junctions with the inner ring road?	1	Making a change of this severity would create many unintended consequences for those living on more minor and residential roads whilst isolating residents and businesses.
Will existing accesses to private parking areas be maintained?	1	Yes
Parking pressure on residents from 2 hour parking and visitor parking	1	We aim to maintain a balance across the available parking places between residents and suitable parking for nearby businesses. The parking restrictions will be considered as part of a future review of parking
Gypsy Lane exit should have kerbs separating it from the footway	1	It does at present and the design will make access to the lane safer whilst maintaining kerb separation between the lane exiting the roundabout and the shared path
Want the proposed toucan crossing signals on ORR roundabout to be silent with height of signals no greater than at present	1	Signal engineers will provide the specifications in due course but these will need to deliver their intended safety function
Proposed cycle zebra crossing on Christchurch Road junction should be on the east of the junction	1	This is not possible with the driveway that accesses Earlham Road at the junction
Proposed cycle zebra crossing on Christchurch Road junction should be a zebra as shared paths do not offer any facility	1	A cycle zebra will provide additional amenity at minimal additional cost or disruption
Proposed cycle zebra crossing on Christchurch Road junction is too close to the junction	1	The crossing will be at least 5m from the junction and close proximity to the junction will mean more people will utilise the crossing rather than cross where they are unprotected
With drivers often cutting through the Farrow Road crossing when it's showing green for pedestrians and the recent fatality there a visible camera is needed there to enforce safety	1	We do not have the authority to camera enforce this junction.

Objection / comment	Frequency	Response
A filter light is needed at the Farrow Road / Bowthorpe Road junction	1	This would adversely affect ORR capacity
Safety could be improved by raising height of diversionary signs at the roundabout to avoid blocking	1	Noted
Cameras should be used to issue penalties to drivers and cyclists that commit offenses	1	We do not have the authority to do this
Earlham cemetery crossing in the wrong place	1	This crossing connects a well-used local centre and cemetery to local residents
Residents permit parking not needed to 'fix' things	1	This is not part of the proposals
Side streets could be blocked to reduce traffic issues	1	Outside the scope of this scheme
The path between the Toucan crossing and the proposed zebra is perfectly adequate as it is	1	It's existing width is well below an acceptable width for a shared path
The path at Christchurch Road is perfectly adequate and there is no need to spend money narrowing the road and creating no parking areas	1	A cycle zebra will provide additional amenity for walking and cycling
Will this scheme move traffic onto Dereham Road?	1	The scheme is not anticipated to do so. It should be noted that Dereham Road is an A road and Earlham Road is a B Road.
Would speed calming be cheaper than road narrowing?	1	We are proposing a combination of the two to achieve the desired outcomes
At the West Pottergate junction there needs to be a dropped kerb to allow transition from Earlham Road to West Pottergate	1	The design will allow for level access
What additional street lighting is being considered?	1	This scheme does not include provision of further street lighting but some consideration will be required when drawing up detailed design
Can public space and landscaping opportunities be maximised at the West Pottergate junction	1	This will be considered at the detailed design stage. Any landscaping budget will need to be agreed in the context of this being a scheme to encourage walking and cycling and any ongoing maintenance that will be incurred as a result.
Yellow lines should not be removed on Earlham Road between West Parade and Mill Hill Road	1	No proposals to remove, existing drawing omitted these lines

Objection / comment	Frequency	Response
Mini-roundabout with pedestrian crossing points is needed at Heigham Road /West Pottergate to reduce congestion	1	This junction could not facilitate a viable roundabout without substantial footway loss owing to lack of space. This would not be a viable proposal.
At the West Pottergate junction a loss of parking on Earlham Road would be detrimental	1	No loss of parking is proposed here
The number of bus stops leaves the cycle lane interrupted and it will give a false sense of security	1	We need to accommodate walking, cycling, driving and public transport along this route. Reducing speeds and raising driver awareness to those cycling will make this route safer for all.
The turning head will put people at risk of reversing drivers	1	The movements of turning vehicles will be slow and the detailed design will need to make it clear that this primarily a space for walking and cycling which will encourage caution to drivers of turning vehicles.



Appendix 3

Earlham Road / Christchurch Road Area



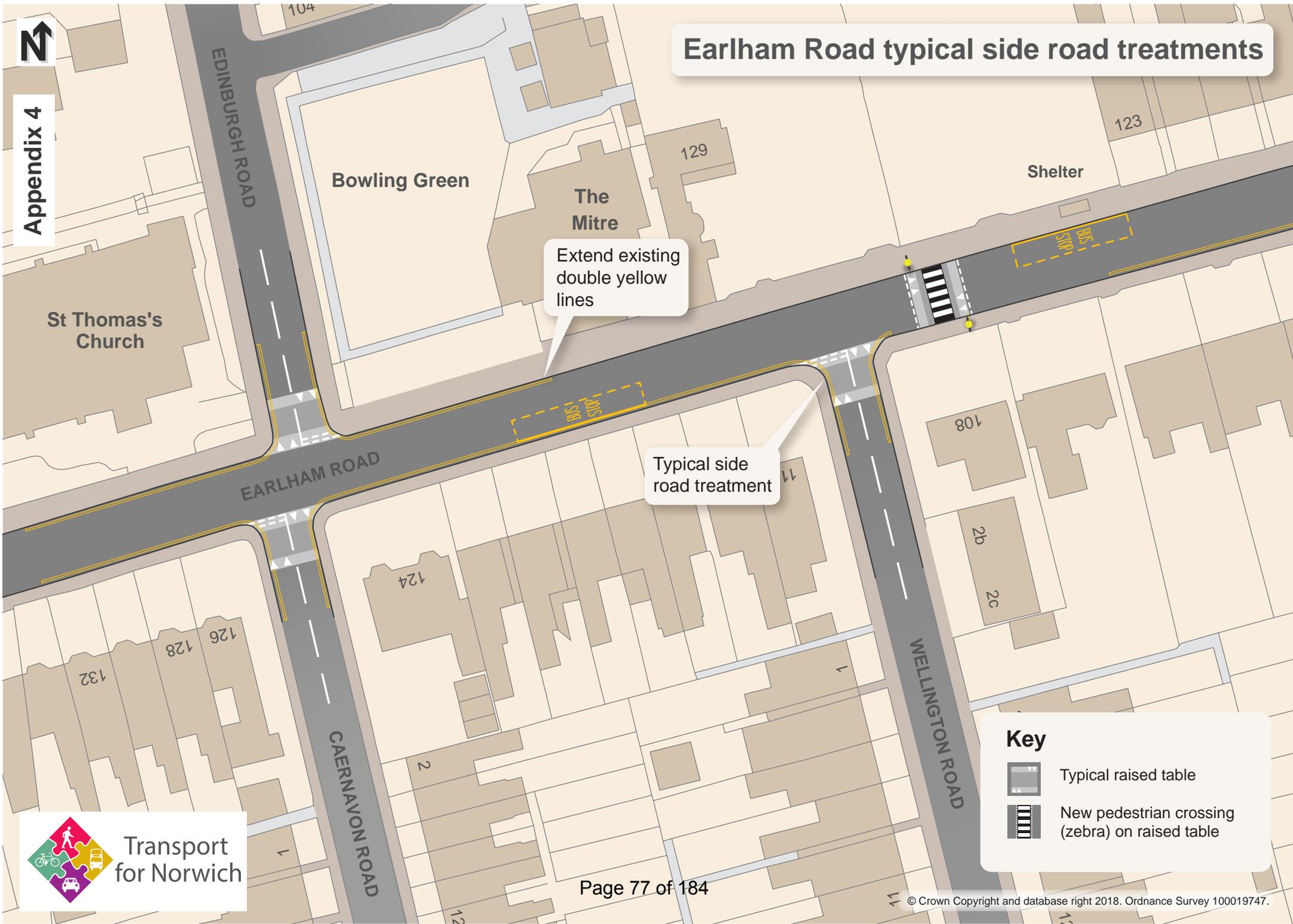
Key

-  Raised table
-  Shared pedestrian & cycle crossing
-  Shared path
-  Existing trees
-  New mandatory cycle lane (No parking)
-  Old kerb line
-  Improved footway





Earlham Road typical side road treatments





Appendix 5

Earlham Road / West Pottergate Area

Closure point to motor vehicles of West Pottergate

Shared pedestrian and cycle crossing



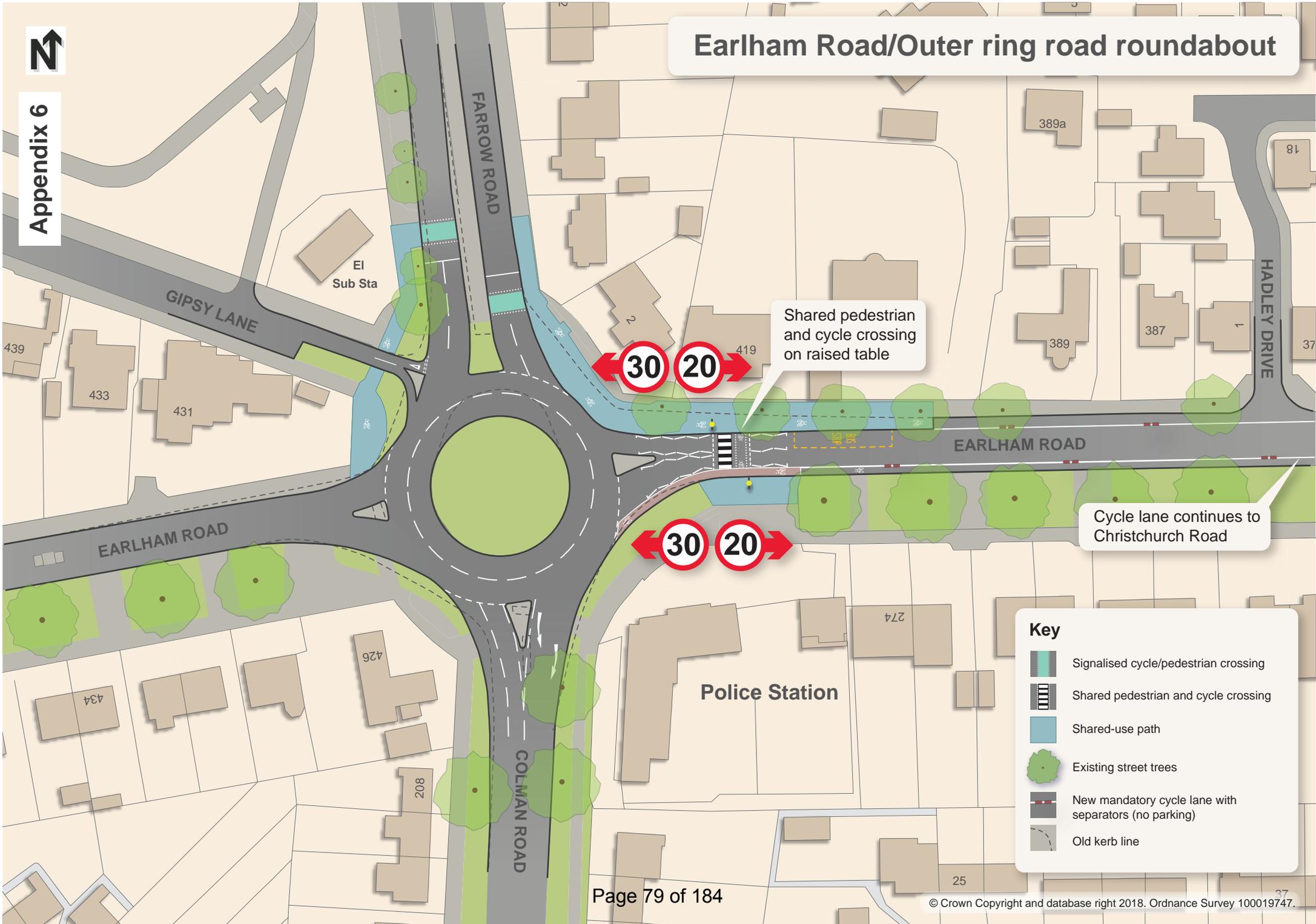
Key

-  Raised table
-  Pedestrian crossing (Zebra)
-  Shared use path
-  Old kerb line





Earlham Road/Outer ring road roundabout



Shared pedestrian and cycle crossing on raised table

Cycle lane continues to Christchurch Road

Key

- Signalled cycle/pedestrian crossing
- Shared pedestrian and cycle crossing
- Shared-use path
- Existing street trees
- New mandatory cycle lane with separators (no parking)
- Old kerb line



Appendix 7

Key

-  Raised table
-  Existing trees
-  Narrow cycle lane segregator & Bollard
-  New mandatory cycle lane (No parking)



Transport for Norwich

Report to Norwich Highways Agency committee
20 September 2018
Report of Head of city development services
Subject Transport for Norwich – Earlham Fiveways Roundabout

Item

7

Purpose

To consider the responses from the consultation and approve installation of the Earlham Fiveways safety scheme.

Recommendation

To:

- (1) approve installation of the scheme as shown in Appendix 2 including:
 - (a) upgrading three existing signalised pedestrian crossings to Toucan crossings;
 - (b) connecting all crossings with a shared path facility;
 - (c) building splitter islands on the four arms of the roundabout;
 - (d) resizing the central island to reduce the width of circulatory lanes;
 - (e) building a new raised table on Gypsy Lane near to the roundabout;
 - (f) installing new street lighting on the central island;
 - (g) implementing a 20mph speed restriction order on Gypsy Lane (part), Gypsy Close, Beverley Road (part) and Beverley Close.
- (2) ask the head of city development services to carry out the necessary statutory procedures to proceed with the scheme.

Corporate and service priorities

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

Financial implications

Scheme cost £750,000*

*£65,000 of this from Norfolk county council local safety scheme and £685,000 from Department for Transport (DfT) Cycle Safety Funding

Ward/s: University and Wensum

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Ed Parnaby, Transport planner 01603 212446

Joanne Deverick, Transportation and network manager 01603 212461

Background documents

None

Report

Background

1. The Earlham Five Ways roundabout is a busy five arm junction adjacent to the University of East Anglia (UEA) and City Academy with an undersized, oval shaped central island and inadequate facilities for cyclists and pedestrians to make crossing movements. In addition to the two Earlham Road arms of the roundabout, the remaining three arms of the roundabout (Bluebell Road, Earlham Green Lane and Gypsy Lane) are designated neighbourhood cycle routes. These neighbourhood cycle routes have direct connections to the green, pink and blue pedalways, the strategic cycle routes in Norwich.
2. The junction has appeared as an accident cluster site for several years and there have been a number of low cost interventions aimed at improving the safety record. Most recently, in 2016, Norfolk County Council produced an accident investigation report (AIR) that identified the causes. It proposed a further low cost improvement based on the assumption that only a limited level of local transport plan funding would be available.
3. The five year accident data in the AIR shows 13 accidents at the junction, nine involved cyclists (two serious) and one involved a pedestrian. These accidents cluster towards the eastern and northern arms of the roundabout. The existing geometry gives little deflection for vehicles travelling north and the limited slowing down effect on circulatory speeds is likely a factor in the accident cluster location towards the northern half of the circulatory carriageway. There are a high proportion of collisions involving cyclists, with 75% having occurred at night (unusually high) and 50% on the roundabout circulatory lanes. Two injury collisions involved cyclists on shared use paths being struck by vehicles exiting the carriageway.
4. In February 2018, the DfT released information about funding for cycle safety schemes that the Cycle City Ambition Cities were eligible to bid for. These cities were allowed to submit up to two schemes that address safety where there is an established recorded injury data for cycling. Two schemes were submitted, these being Earlham Five Ways roundabout and a larger scheme for the Earlham Road / outer ring road roundabout through to the Earlham Road / Heigham Road junction. In July 2018 the DfT formally announced that both of funding applications were successful.

Public consultation

5. In June 2018, members of this committee gave permission to advertise and consult on the Earlham Fiveways scheme. This consultation was held from 29 June to 24 July 2018. A copy of the consultation plan is attached as appendix 2.
6. Details of the proposal were advertised in the local press, road notices were erected, statutory consultees and transportation consultees were directly informed. Local residents and businesses were written to and details were posted on the websites of Norwich City Council and Norfolk County Council.

7. Along with press adverts, stakeholder emails, street notices and webpage content; 471 letters were sent to nearby residents and businesses.

Responses

8. In total, 47 responses were received from the consultation, 12 stating support for the scheme, three objecting, stating that the scheme does not do enough for cycling and various concerns were raised; a summary of the responses can be seen attached as Appendix 1.
9. The Royal National Institute of Blind People (RNIB) response welcomed retention of signalised crossings but highlighted concerns with Toucan crossings stating that they should include separation between the pedestrian area and the cycle lane though the use of corduroy paving on the approaches and marked lines through the crossing. The RNIB stated that shared paths present a safety issue to blind and partially sighted people.
10. The Norwich Cycling Campaign welcomed the improved facilities for cycling around this busy roundabout and the extra space being given to walking and cycling, recognising that shared space is a compromise solution. Their response was that they would like to see pedestrians and cyclists given priority across the two junctions with the Tesco filling station as this would improve safety in this area.
11. Via the Labour group, 16 responses were received where residents had completed a questionnaire on a leaflet provided to gather views from residents. Four gave outright support, seven supported some elements of the scheme and four were largely objections.
12. The most frequently cited issue was congestion around the Tesco filling station with nearly half of the responses raising concerns over the level of congestion caused and associated safety issues, 17 responses in total.
13. There was concern regarding emergency vehicle access (although not from the emergency services themselves) with nine responses.
14. Five responses questioned the need and value of constructing a shared use path and upgrading existing signalised crossings to Toucan crossings.

Considerations

15. It is clear from the consultation that the issues surrounding the Tesco filling station on Earlham Road (western arm) and Earlham Green Lane are a key concern at this junction. We have limited powers to control the issue of queuing traffic to and from Tesco. Tesco have previously reversed the entry / exit arrangement of the filling station, which has relieved some congestion on the more major road at the expense of the minor road. Yellow 'no stopping' boxes were suggested in the responses but these are not enforceable on a non-signalised roundabout. Any markings are unlikely to relieve matters, further increasing maintenance spend and require further road closure.

16. The consultation and the response from Norwich Cycling Campaign highlighted some small design changes that would provide additional safety benefit which will be considered the detailed design:
- A build out on Earlham Road (eastern arm) to improve safety for those on bike joining the carriageway;
 - A surface treatment over both entrance and exit of the Tesco filling station to improve awareness of drivers to those walking and cycling and provide a priority movement along the shared path;
17. The response from the RNIB highlighted that shared paths and Toucan crossings create concern for those who are partially sighted or blind. Toucan crossings cannot be installed as segregated crossings, which would leave any users of a segregated shared path inevitably having to cross paths when they reach the signalised crossings. This aspect results in segregating paths offering limited value whilst potentially increasing speed as people perceive they have priority rather than a shared approach. The consultation plans showed only an outline of tactile paving that will be needed to ensure blind and partially sighted people are able to locate crossings and use the roundabout safely. This will need full consideration at the detail design stage and disability groups will be given the opportunity to be involved in that process.
18. Members may be aware that as part of their inclusive mobility strategy the Department for Transport has asked local authorities to pause the implementation of shared space schemes where there is no kerb separation. It is understood that this refers to shared spaces that involve motor vehicles, not shared use footpath cycle paths and shared crossing facilities such as Toucan crossings. .
19. It is clear from the consultation responses that people are concerned over emergency vehicles ability to negotiate the roundabout or that larger splitter islands and narrower lanes may make this worse. The area around the filling station is likely to be the most regular source of localised congestion and it is beyond this scheme to resolve this. It should be noted that the emergency services were consulted and have not voiced concerns over these proposals. Three people suggested making the exit out of Tesco left turn only to avoid congestion. This would be difficult to implement (owing to the need of the fuel lorry to turn right out of the exit due to clearance) and unlikely to be enforced. Marking the surface that clearly prioritises walking and cycling over the entrance and exit will go some way to improving awareness and safety.

Conclusions

20. The proposed Earlham Five Ways scheme should be installed as advertised (and shown in Appendix 2) with small amendments described above.
21. To ensure that the spend profile of the bid is met; construction will take place in 2019.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	20 September 2018
Director / Head of service	David Moorcroft/ Andy Watt
Report subject:	Transport for Norwich – Earlham Fiveways roundabout
Date assessed:	30 August 2018
Description:	To present the results of the consultation and seek approval to proceed

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Scheme will reduce risk of accidents and is largely funded by the DfT. Scheme is well located to maximise gain in walking and cycling
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improving the access to education and employment along key transport corridor to UEA and housing development
Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improving the access to low cost transport options
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Increasing safety for walking cycling will promote health and well being

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See report
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Lowering speed and offering separation where appropriate benefits all users. A purpose built facility will better cater for walking and cycling.
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improves facilities for walking and cycling along key transport corridor close to UEA and new housing development, working towards our transport objectives
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will encourage use of zero emission transport
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will encourage use of zero emission transport

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Close monitoring will be required to ensure delivery within budget

Recommendations from impact assessment
Positive
There are a number of positive outcomes that will be achieved with this scheme and it is largely funded by the DfT with the remainder being funded by local safety scheme budget
Negative
N/A
Neutral
N/A
Issues
N/A

Objection / comment	Frequency	Response
<p>Something should be done regarding the severe congestion associated with the petrol filling station and associated shop / yellow <i>no stopping</i> boxes needed / replace the old keep clear markings / ask Tesco to stop selling fuel here</p>	17	<p>We have limited powers to control the issue of queuing traffic to and from Tesco. We have previously reversed the entry / exit arrangement which has relieved some congestion on the more major road at the expense of the minor road. Yellow <i>no stopping</i> boxes are not enforceable on a non-signalised roundabout. Any markings are unlikely to relieve matters further increasing maintenance spend and require further road closure.</p>
Support the proposals	12	Noted
<p>Concern over effect of proposals on emergency vehicles / narrow lanes will make congestion worse</p>	9	<p>The emergency services were consulted and have not voiced concerns over the proposals.</p>
<p>What is the cost benefit of constructing a shared use path between the Toucan crossings? / Why not just let cyclists use the existing crossings / people cycle in the road on this roundabout anyway</p>	5	<p>We cannot realistically propose a scheme where cycling is illegal on both crossings and path. Toucan crossings require being connected to the network and there are limited alternative options for safely getting people across this roundabout.</p>
<p>Can't travel this fast / increased pollution /20mph on Gypsy lane not needed as drivers already drive at this speed</p>	4	<p>With existing speed calming in place this element presents minimal cost. If the environment is already suitable then there is little reason not to implement this. Driving consistently at these lower speeds will reduce, not increase pollution and the design encourages driving at a steady speed.</p>

Objection / comment	Frequency	Response
Why are you changing the lighting? / Lighting needs to be around crossings / It is not clear from the plans where the new lighting will illuminate?	4	The accidents were disproportionately represented here outside daylight hours. Current lighting is masked by tree canopies which are likely to remain an issue unless addressed as part of this scheme. The new lighting will illuminate the splitter island crossings and shared paths.
Implementing cycle path / reducing the speed on Earlham Road between the two roundabout schemes should be considered	4	Potentially this could provide a benefit but it must be noted that this does not form part of the pedalway network and outside the scope of the budget at this time.
Object to scheme as it does not do enough for cycling. A fully segregated roundabout scheme like that proposed in Cambridge (Dutch roundabout) with priority for cycling is needed	4	There is not enough space to adequately accommodate a Dutch roundabout design that incorporates both cycle priority crossings on desire lines and pedestrian provision.
Enforce a left turn only out of Tesco to address delays and safety	3	Whilst there is some merit to directing traffic to turn left out of the exit, owing to the geometry of the exit the fuel tanker has to be able to turn right. The area beyond the footway is not highway.
Close proximity of the signalised crossings causes tailbacks / safety issues	3	There is a balance to be struck here. Moving the crossings away from the roundabout is likely to result in more people avoiding them and fewer people choosing to walk and cycling (potentially choosing the car instead)

Objection / comment	Frequency	Response
Crossing of Gypsy Lane is needed / signalised crossing need over Gypsy Lane owing to increase in car usage along this road	3	The proposals include the building of a raised table to improve compliance with the 20mph. The wide access to the Fiveways public house car park and the verge on the southern side create significant challenge to installing a signalised crossing here.
Will the low level wooden fencing remain to enforce the shared path? / How will you address the parked cars on proposed shared path area by Bluebell Road / Earlham Road?	3	The fencing will likely need to be removed in part or in full. Parking on shared paths is prohibited so can be enforced if this is required. We do not anticipate more than very occasional parking of this type.
Flooding on the crossings on Earlham Green Lane and Earlham Road create a safety issue / will there be changes to improve drainage?	3	Drainage will be fully considered at the detailed design stage to address these issues.
Sweetbriar roundabout design is significant improvement but makes the roundabout larger where this option seems to make the roundabout smaller / narrower lanes won't reduce conflict	3	On the Earlham Fiveways roundabout, the lanes are not currently wide enough to allow safe movement of two lanes of motor traffic. Reducing the lane width will encourage slower circulatory traffic speeds which was a key factor identified in the accident record here.
Eastern arm of Earlham Road should have a build out / filter from shared path to allow those cycling to join carriageway safely	3	This design point looks to provide additional benefit and will be considered
Can a surface treatment be used across the entrance and exit to petrol station?	3	There is benefit to directing drivers to give way to those walking and cycling on the path. When drawing up detailed design this we will consider how best to achieve this.

Objection / comment	Frequency	Response
Why are splitter islands needed where you have signalised crossings, this is unsafe?	2	The splitter islands are there to facilitate more direct crossing for those that wish to. They are particularly useful on the northern EGL arm where the signalised crossing is some distance from the roundabout to align with local amenities. We know that people already cross this way at this roundabout and we wish to better provide for this need. The scheme has been safety audited. Evidence from a similar scheme (Perne Road, Cambridge) showed a reduction from comparable accident levels observed at this junction to zero accidents in the three years following the changes.
Can any end of life replacement costs of crossings be justified within this scheme?	2	The signals are not at the end of life and our funding proposal to the DfT included the relatively low cost of upgrading the signalised crossing to Toucans. At Fiveways, although a few years off the sites are approaching replacement age, typically when this is the case a contribution would be provided from the signals replacement budget.
What will happen to the cobbles on the pavement edge of EGL and Earlham Road? /What will happen to the grass area around the tree between Earlham Road (west) and Bluebell Road?	2	The cobbles here are used as an anti-walking measure and with the new splitter island being installed they would no longer be appropriate. Some of the grass area will become a shared path.

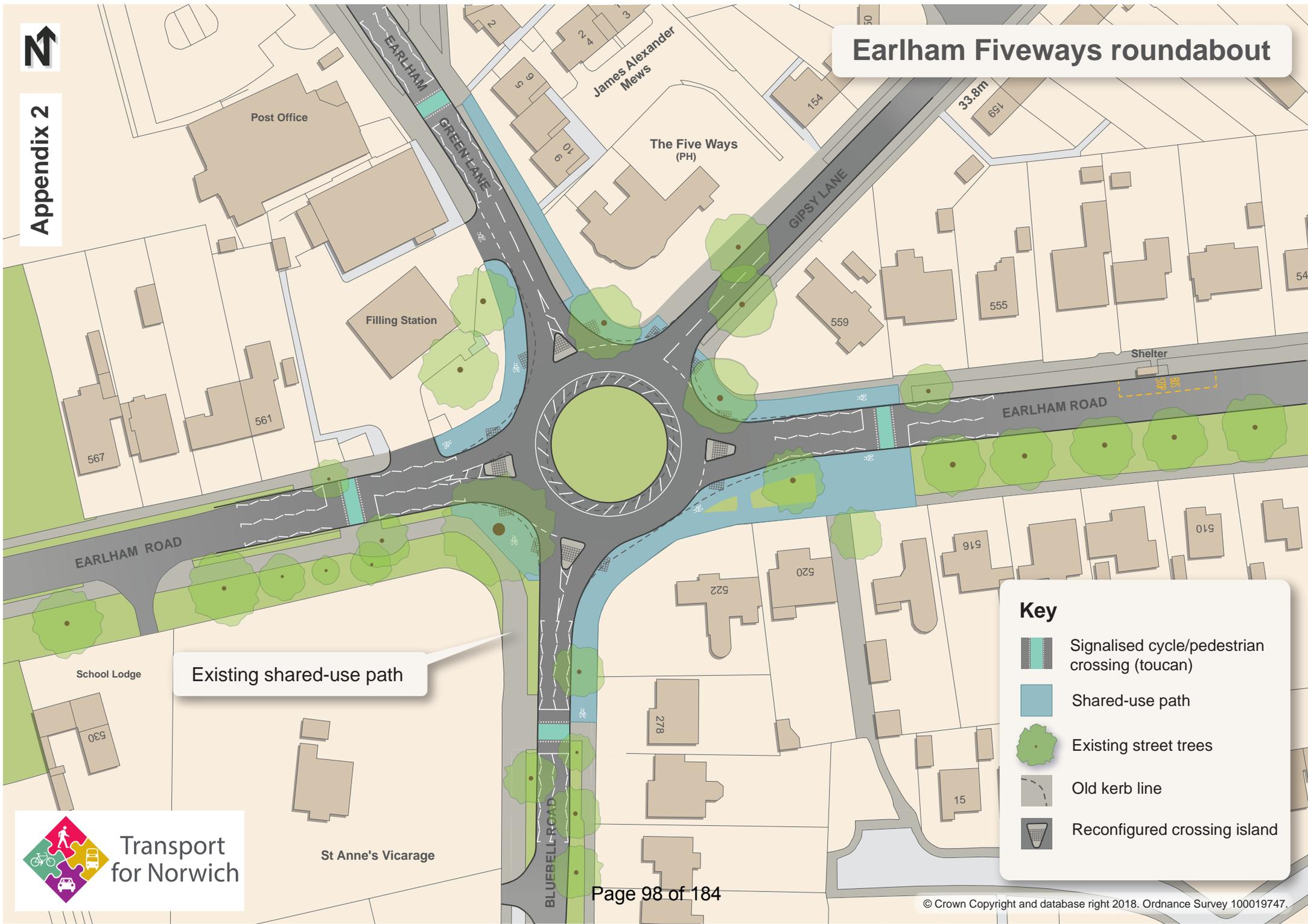
Objection / comment	Frequency	Response
Shared paths are dangerous / will people on cycles have a speed limit	2	Evidence does not support the premise that shared paths are dangerous. Providing adequate space for walking and cycling, clear signage and a design that encourages a conciliatory approach are required.
Potential flooding due to raised table	2	Drainage will be fully considered at the detailed design stage.
Are ' existing street trees remaining?' / Will the tree be removed for shared path widening?	2	As a rule we aim to keep all existing street trees. The tree on the corner of Bluebell Road / Earlham Road (western arm)
Work needs to minimise noise and disruption	2	All reasonable efforts will be made to minimise impacts including noise and disruption.
The available space between EGL and Gypsy Lane is not sufficient for a shared path / The available space between Earlham Road and Gypsy Lane is not sufficient for a shared path owing to the lack of maintenance to the tree and hedges on adjacent property	2	We are widening the footway here to accommodate this change / The frequency of tree maintenance will need to be considered as to whether it is adequate and viable to increase this.
Work needs to minimise noise and disruption may actually encourage rat running	2	There will be a need for temporary diversions and for work to minimise disruption.

Objection / comment	Frequency	Response
<p>Many cyclists will want to remain in carriageway to maintain momentum and make an efficient journey. They may face intolerance from drivers who think they should not be on the road.</p>	1	<p>We need to increase the proportion of people that walk and cycle and cannot rely on facilities that do not provide for less confident users who are unlikely to take up cycling if the only provision here is in carriageway. Initiatives such as <i>The Mind Out for Each Other</i> campaign work towards a better understanding between different users</p>
<p>Key issue is drivers do not seem to indicate on this roundabout, will the proposals tackle this?</p>	1	<p>This is not possible for the scheme to tackle this issue and the close proximity of the arms may exacerbate this however by slowing circulatory speeds and providing narrower and more defined lanes it will improve safety for all users.</p>
<p>Could some of this funding be used to encourage safer habits by all users?</p>	1	<p>This funding has been awarded for an outlined capital scheme and cannot be spent on education. However Norfolk County Council carry out ongoing casualty reduction work and there is a funded project called Pushing Ahead which includes measures to increase safety awareness.</p>
<p>Are splitter islands large enough for all users (buggies, mobility vehicles)</p>	1	<p>The proposed splitter islands are 2.2m wide at their most narrow and have been maximised to balance all users' needs with the available space. HGVs and buses require access through this this roundabout.</p>

Objection / comment	Frequency	Response
More needs to be done to make bus travel better and cheaper if 'anti-car' approach is taken	1	The proposed scheme does not introduce any measures that we consider to be negative towards car or bus travel.
Splitter islands will make the roundabout bigger and less attractive	1	Splitter islands will reduce carriageway width and improve facilities for walking and cycling. As a generality these characteristics are less urban.
Can road marking be used to enhance the splitter island crossing of EGL as Toucan crossing is too far from the roundabout	1	Potentially this would increase further the awareness of drivers to those crossing. We will consider whether a viable surface treatment or road marking can be used taking into account the need for closure of the lane to install and maintain.
Changes are only cosmetic	1	Please see description of proposals within report taken to committee in June 2018.
Is the area around the roundabout to be paved?	1	Not on the outline designs owing to concerns regarding large vehicle overrun and ongoing maintenance.
Will non-shared paths be signed accordingly?	1	A signing plan will follow at a detailed design stage.



Earlham Fiveways roundabout



Existing shared-use path

Key

-  Signalised cycle/pedestrian crossing (toucan)
-  Shared-use path
-  Existing street trees
-  Old kerb line
-  Reconfigured crossing island

Report to Norwich highways agency committee

Item

20 September 2018

Report of Head of city development services

8

Subject Lakenham Area Permit Parking Review

Purpose

To advise members of the responses to the recent consultation in the Lakenham area which covered those homes previously excluded from the permit parking scheme installed last year.

Recommendation

To:

- (1) note the responses to the permit parking consultation
- (2) agree to implement a permit parking scheme operating Monday to Saturday 8 am to 6:30 pm in Abbot Road, Elwyn Road, Gamewell Close, Hall Road (part), Latimer Road and Randolph Road as shown on plan no . PL/TR/3584/439.1 attached in Appendix 1:
- (3) agree not to implement permit parking in Barrett Road (part), Beeching Close, Beeching Road, Cavell Road, Coke Road, Duckett Close, Mansfield Lane (part) and Springbank, but to implement double yellow lines on the junctions as shown on plan no . PL/TR/3584/439.1 attached in Appendix 1
- (4) ask the head of city development services to complete the statutory processes to implement these proposals.

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 of implementation of the Transport for Norwich strategy.

Financial implications

The installation costs of the scheme will be funded through income generated by the permit parking scheme. Implementation costs are £25,000, which has already been accounted for in the 18/19 budget.

Ward/s: Lakenham

Cabinet member: Councillor Stonard – Environment and sustainable development

Contact officers:

Bruce Bentley, Principal transportation planner

01603 212445

Background documents

None

Background

1. In March 2017, residents in the Lakenham area were consulted on the extension of permit parking into the area around County Hall. A scheme to extend the permit parking zone was approved by this committee in July last year; the scheme was installed and 'went live' on the 1st November 2017. The implemented scheme did, however, only cover part of the area originally consulted, and those streets that remained outside the permit parking area either expressed a preference not to have permit parking, or had a very low response rate (and often both).
2. Following discussions and the agreement of local members, it was decided to re-consult this area again, as local members had good reason to believe that local residents had changed their view of permit parking since the original implementation.
3. It was not necessary to undertake formal statutory procedures, as these had already been done in 2017 and the traffic regulation order (TRO) that was advertised at that time is still valid. Consequently, residents were just asked if, now that permit parking had been extended into nearby streets, would they like to see it extended further. Any scheme will need to be operational by the 3rd March 2019 before the original statutory advertisement expires.

The consultation

4. 612 households and businesses were consulted on the proposal and 201 households responded, representing a response rate across the whole area of 33%. Details of the response rates are contained in the table in Appendix 2.
5. Members will be aware that it is preferred to achieve a response rate of over 50% of households, with over 50% of those taking part opting for permit parking (i.e. more than a quarter of all households actively requesting permit parking.)
6. The area is split by the Lakenham Way and there was a clear differentiation between the responses of the communities on either side of this.
7. To the east of Lakenham Way, a response rate of 29% was achieved, with 70% of those opposing permit parking. It is therefore recommended not to implement permit parking in this area. At least a quarter of households in Beeching Close and Duckett Close did, however support permit parking, but implementing it in these small streets is impractical and inconsistent with the approach across the rest of the city, which has been to avoid single street schemes.
8. A 50% response rate was also not achieved in the area to the west of Lakenham Way, but support for permit parking here was high with 69% of households wanting to see the introduction of permits. This represents 29% of all households, whether they responded or not, and officers are therefore confident to recommend the introduction of a permit scheme in this area. Only in Elwyn Road was the response opposed to permit parking (3 households against, 2 households for) but as this street is right in the middle of the area, it would not be sensible to exclude it.

Other responses

9. General comments from residents are included in Appendix 3, along with officer comments. In response to these comments, the recommendation is to install all the double yellow lines advertised, whether permit parking is being recommended or not.

Proposed extent of recommended permit scheme

10. Consequent on the consultation, the recommendation is to extend permit parking to the residents of Abbot Road, Elwyn Road, Gamewell Close, Hall Road (part), Latimer Road and Randolph Road to operate 8:00am to 6:30pm Monday to Saturday and implement all the double yellow lines shown on the plan contained in Appendix 1.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	20 September 2018
Director / Head of service	Andy Watt
Report subject:	Lakenham area permit parking extension
Date assessed:	December 2017
Description:	Seeking approval to extend controlled parking zone in Lakenham area

	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"/>	Permit parking schemes cover their own operational costs
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Uses existing processes.
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Uses existing software
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The permit scheme has been designed to take account of the needs of protected groups affected
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The implementation permit parking supports NATS by discouraging commute parking in the urban area
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will help to promote sustainable transport forms by discouraging commuting by car
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will improve facilities for cycling, walking and public transport in the longer term

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.

Recommendations from impact assessment

Positive

The proposal will reduce parking congestion in this part of the City and support NATS

Negative

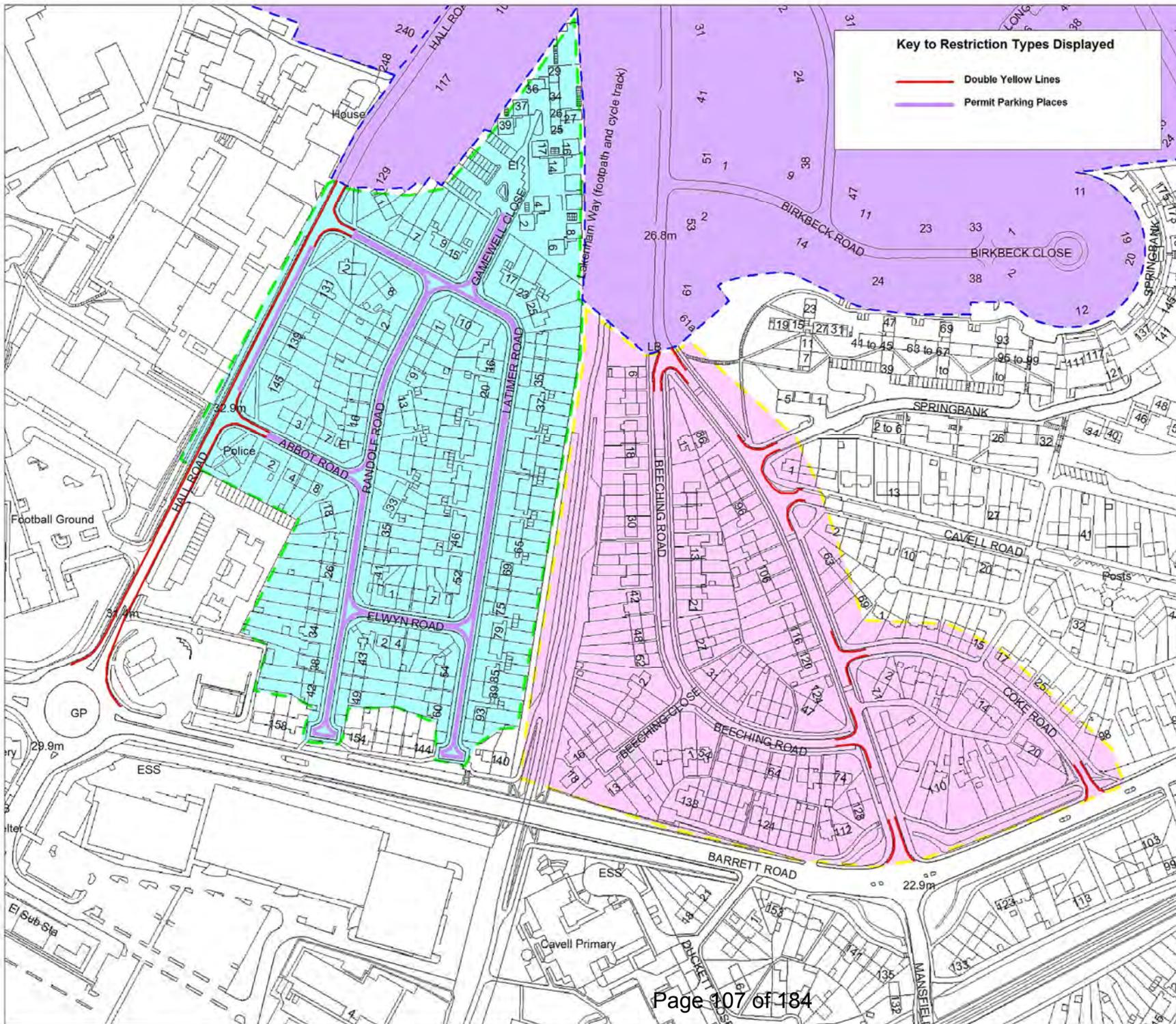
No specific comment.

Neutral

No specific comment.

Issues

No specific comment.



Appendix 1

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DRAWING TITLE	
Proposed Extension of the Lakenham CPZ Area	
SCALE	1 : 2000
DATE	September 2018
DRAWING NO	PL/TR/3548/439.1
DRAWN BY	CS

	Total Number of Households	total responses	response rate (%)	Yes responses	No responses	% of respondents in favour	25% of households in favour?
Area not recommended for permit parking							
Barrett Road	84	15	18	2	13	13	no
Beeching Close	16	6	38	4	2	67	yes
Beeching Road	59	17	29	8	9	47	no
Cavell Road	63	25	40	12	13	48	no
Coke Road	27	7	26	4	3	57	no
Duckett Close*	23	12	52	7	5	58	no
Mansfield Lane	32	12	38	4	8	33	no
Springbank	118	29	25	11	18	38	no
Total	422	123	29	52	71	42	no
*includes responses from two schools in favour of permit parking							
Permit parking extension area							
Abbot Road	8	3	38	3	0	100	yes
Elwyn Road	8	5	63	2	3	40	yes
Gamewell Close	40	10	25	7	3	70	no
Hall Road	8	2	25	1	1	50	no
Latimer Road	78	33	42	24	9	73	yes
Randolf Road	46	26	57	18	8	69	yes
Total	188	79	42	55	24	70	yes

Issue raised	Number of times mentioned	Officer response
There are issues with commuter/shopper parking	18	Residents supporting permit parking tend to consider that commuter/shopper/football parking is an issue, those who do not support it tend to think the opposite
There is no problem with parking here	13	
Too expensive/ Money making/ permits should be free	13	Permit charges are set solely to cover the operational costs of the permit parking scheme. Residents were advised of this as part of the consultation
Restricts visitors	5	The visitor permit scheme is quite flexible, but residents with extensive long visits will be affected
Residents from the existing permit areas park in our street	2	There is always an 'edge effect'. This is explained in the leaflet that we send to residents when consulting on permit parking
Operational hours need to be longer or 24/7	4	All surrounding zones operate 8-6.30pm Monday to Saturday. Changes to those hours in the adjacent zone W were rejected by residents by a wide margin. It is not practical to have an alternative operating model here
Suggest DY lines on junction of Mansfield Lane and Beeching Road	3	Noted. These can be implemented as advertised
People park in busy junctions – need DY lines	3	Noted. These can be implemented as advertised
Unfair to those without a driveway	2	Permits ensure that road space is only available to people who live in a particular area. If there is an on-street parking issue caused by non-residents, those without off-street parking usually benefit the most

Issue raised	Number of times mentioned	Officer response
Household has more cars than the permit allowance caters for	2	The permit scheme limits householders to two on-street permits to ensure that limited parking provision is fairly shared
Some residents have too many cars and take up all the space	2	The permit scheme limits householders to two on-street permits to ensure that limited parking provision is fairly shared
People should park on their driveways	1	The Council cannot require this.
Don't restrict parking on Barrett Road service Roads	1	Parking is already restricted on many of them and most are too narrow and parking would obstruct legitimate access
Need short stay parking on Barrett Road verges	1	Barrett Road is a major route, and already has parking restraints suitable for the area
Beeching close should have double yellow lines	1	Beeching Close is narrow, but that does not warrant painting DY lines along its length
Restriction only required on the main road		An approach like this would push commuter vehicles into the side streets
Parking issues caused by residents, not commuters	1	Permit schemes do not resolve this problem, but the consultation has confirmed that there are commuter parking issues in the area
People will convert gardens to parking reducing biodiversity and increasing rainwater run-off	1	Undertaking this type of work is likely to cost substantially more than a parking permit. There is little evidence of this elsewhere
Only issue is parents on the school run	1	Permit Parking is unlikely to alleviate issues with the school run. It does not prevent picking up and dropping off of children
Permits will not resolve school run issues	1	
Would help to resolve school run issues	1	
Permit area should extend even further than proposed	1	There is no evidence of much support for this, even within the current area consulted

Issue raised	Number of times mentioned	Officer response
Area should have 20mph speed limit	1	Much of the area already is a 20mph zone and the rest is due to become one soon.
Parking problems caused by residents own cars	1	noted
Bus drivers struggle with commuter parking	1	We introduce waiting restrictions where issues are identified by bus companies
60 Scratchcards is not enough	1	Most households in 8-6.30 permit areas do not use their entitlement
Concerned that it might cause issues with parking on garage forecourts	1	Housing resolved issues in similar locations within the existing permit zone
Should be in a different zone to earlier Lakenham scheme	1	Larger zones increase flexibility and reduce the potential for difficulty finding a parking space. People usually park as close to their homes as they can

Report to Norwich Highways Agency committee
20 September 2018
Report of Head of city development services
Subject Goldsmith Street Area Parking and 20mph Proposals

Item

9

Purpose

To advise members of representations to the recent consultation on parking and speed management in the Goldsmith Street area and to propose a way forward.

Recommendation

- (1) note the responses to the consultation as summarised in Appendix 1.
- (2) agree to allow permit entitlement for properties within the Goldsmith Street area redevelopment as listed in appendix 2:
- (3) agree to implement waiting restrictions and 20mph zone as shown on the plan in Appendix 3, and agree to advertise amendments as shown by the plan in Appendix 4.
- (4) note that a road hump notice for speed tables has been advertised.
- (5) ask the head of city development services to complete the statutory processes to implement these proposals as advertised and to advertise an amendment Traffic Regulation Order.
- (6) ask the head of city development, in consultation with the chair and vice chair to determine any objections to the amendment traffic regulation order.

Corporate and service priorities

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

Financial implications

All costs to be met by the developer; Norwich City Council Strategic Housing.

Ward/s: Mancroft

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Kieran Yates, Transport Planner 01603 212471

Bruce Bentley, Principle Transport Planner 01603 212445

Background documents

None

Background

1. Members will be aware of the construction of new council housing on the Goldsmith Street site comprising of 93 dwellings (45 x 1-bed flats, 3 x 2-bed flat, 40 x 2-bed house, 5 x 4-bed house). First occupation of residents is anticipated in late 2018.
2. The planning consent included requirements for a parking management plan and speed management plan. Consequently the following proposals were devised by Transportation officers:
 - (a) **Parking proposals** for permit parking, car club vehicle, electric charging bay and limited waiting bays. Residents of the new development will have standard parking permit entitlement.
 - (b) **20mph proposals** of a 20mph zone comprising of speed reducing tables, signage and roundels marked on the road in accordance with Department for Transport and city council policy for traffic speed management.

Rationale

3. The package of highway works has been devised on the following principles
 - (a) established city council parking policy does not allow new residential development parking permit entitlement, however exceptions can be made where justified. Given that this development will create new streets and residents would benefit from parking permit entitlement it was considered justified to allow standard parking permit entitlement. Site visits in the evening have identified there is spare capacity for additional parking within Zone L.
 - (b) given that the development will construct new streets, this will create new parking permit capacity, for this reason the development should have parking permit entitlement.
 - (c) to maximise permit parking capacity new permit parking bays were identified in the locality to help ensure availability of parking spaces.
 - (d) given that the development is embedded within the neighbourhood, and did not have clear boundaries, it was considered sensible to integrate the development into the existing Zone L Controlled Parking Zone that operates Mon to Sat 8am to 6.30pm. A separate subzone would have been extremely small and would not have been viable in terms of operational terms.
 - (e) as the city council wished that this development assisted in the regeneration of the local area, it was a planning requirement that the new streets were designed to have a self-enforcing 20mph speed limit. To maximise the benefit to the neighbourhood, the 20mph zone has been widened to include adjacent streets which will have 20mph signage and roundels painted on the road in accordance with city council policy.

- (f) Improvements to the greenspace adjacent the development site resulted in the construction of footpaths, these are integrated into the traffic calming to create safe walking and cycling routes for the development.
4. Together these measures intend to maximise the quality of the development and its regeneration benefits for the local neighbourhood. The aim is create a walkable neighbourhood of safe streets.

Public consultation

5. Following advertisement of the proposals with the statutory notice in the Evening News and with on-street notices a letter and plans of proposals was sent to all addresses affected by the proposals.
6. All documents were available at www.norwich.gov.uk/TRO
7. A total of 519 households and businesses were consulted on the proposal, ten individuals made written representations.

Discussion and proposed amendments

8. A summary of consultation representations can be found in Appendix 1. Consultation responses were generally supportive of the proposed changes.
9. It is proposed to enable permit parking entitlement to the new residential dwellings on the Goldsmiths Street development as listed in Appendix 2. No changes are proposed as we do not wish additional residences in the neighbourhood that currently do not have on-street parking permit entitlement to add any additional parking demand to Zone L.
10. The following amendments are proposed to accommodate public feedback, this will require the Traffic Regulation Order to be re-advertised;
- (a) Double yellow lines on the east side of Goldsmith Street are proposed from its junction with Devonshire Street towards the new estate to ensure that on-street parking does not obstruct the usable width of the carriageway.
 - (b) The proposed permit parking bay on Exeter Street adjacent to the greenspace at Mancroft Walk will be relocated to Midland Street and be retained as double yellow lines, the new permit parking bay will be adjacent to the greenspace near its junction with Greyhound Opening.
 - (c) Changes to waiting restrictions on Greyhound Opening adjacent to the extant dwellings, so that the two bays adjacent to this housing are proposed as permit parking, that the bay north of this housing is a car club bay with future provision of an EV charging bay to be reserved using double yellow lines that may be converted when an EV chargepoint is installed.
 - (d) Changes to proposed waiting restrictions on Midland Street to accommodate revised highway engineering reconstruction of the road width and associated

parking bays, so that permit parking bays are provided with double yellow lines towards the junction with Greyhound Opening.

The way forward

11. Given that first occupation of the development is due before the next meeting of this committee, it is therefore proposed that required amendments are advertised as soon as possible after committee (20 September 2018) and to delegate determination of any objections to the head of city development, in consultation with the chair and vice chair. An amended TRO can then be implemented thereafter in time for first occupation of the development.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee: Norwich Highways Agency Committee

Committee date: 20 September 2018

Director / Head of service Andy Watt

Report subject: Goldsmith Street area parking and speed management proposals

Date assessed: July 2018

Description:

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Permit parking schemes cover their own operational costs, all installation costs are being met by the City Council as the developer.
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Uses existing processes.
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Uses existing software
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The permit scheme has been designed to take account of the needs of protected groups affected. Reasonable adjustments have been made to proposals to respond to disabled residents' concerns as detailed in the report
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The implementation of permit parking supports the Transport for Norwich strategy by discouraging commuter parking in the urban area
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will help to promote sustainable transport forms by discouraging commuting by car, an EV chargepoint will be available in the future.
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will improve facilities for cycling, walking with traffic calmed streets

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments

Recommendations from impact assessment
Positive
The proposal will support the Transport for Norwich Strategy and the development objectives for the site
Negative
No specific comments
Neutral
No specific comments
Issues
No specific comments

Consultation representations and officer response

Representation	Officer response
<p>Resident:</p> <p>Supported the 20mph zone proposals but wanted the 20mph speed limit extended to the main Dereham Road itself.</p>	<p>Noted</p> <p>This is beyond the scope of this development to review the speed limit on the classified roads.</p>
<p>Resident</p> <p>Wished to have double yellow lines on one side of Goldsmiths Street, and permit parking on the other side for the entire lengths of road.</p>	<p>Noted</p> <p>It is not possible to do this as access and egress from the new development is required, and a chicane parking bay layout preferable to reduce excess traffic speeds.</p>
<p>Business</p> <p>Business with large vehicles need egress via Exeter Street, the proposed permit parking bay adjacent to the greenspace would cause difficulties for these wide bodied trucks.</p> <p>Resident:</p> <p>A comment from a resident advised that they wanted to see parking on both sides of Midland Street retained.</p>	<p>Accepted</p> <p>It is proposed to make an amendment to delete the proposed permit parking on Exeter Street adjacent to the greenspace and ensure there is a permit parking bay on Midland Street adjacent to the greenspace measuring 28 metres in length.</p>
<p>Resident</p> <p>A comment from a resident with severe mobility difficulties who is a wheelchair user cited concern about parking availability on Goldsmith Street once changes were made.</p>	<p>Noted and advice given</p> <p>Transportation officers have contacted Norfolk County Council Adult Social Services to make an Occupational Therapy assessment of need for a dropped kerbs and private parking space on Housing land adjacent to Goldsmith Street. NPS Norwich to investigate the feasibility of providing an off-street disabled parking space on housing land adjacent to the flats.</p>
<p>Resident</p> <p>A resident with mobility difficulties who uses a wheelchair on Greyhound Opening asked for permit parking to be retain adjacent to their dwellings.</p>	<p>Noted; accepted</p> <p>This change has been accommodated</p>

Representation	Officer response
<p data-bbox="188 264 323 297">Resident</p> <p data-bbox="188 333 767 405">The car club bay appears to obstruct my driveway.</p>	<p data-bbox="809 264 1046 297">Noted; accepted</p> <p data-bbox="809 333 1401 589">Due to a minor error with the consultation plan it appeared that the Car Club parking bay would obstruct a private driveway, the plan has been corrected and residents advised that their drive would not be affected. The parking space will be changed to permit parking.</p>
<p data-bbox="188 622 323 656">Resident</p> <p data-bbox="188 692 775 835">Objection to the changes to permit parking on Greyhound Opening being on the opposite side of the road, moving it from outside their homes.</p> <p data-bbox="188 871 756 1014">The Car Club and EV chargespace bay should be within the new development and not outside their homes where they have lived for many years.</p>	<p data-bbox="809 622 1046 656">Noted; accepted</p> <p data-bbox="809 692 1390 871">The two bays outside of the dwellings on Greyhound Opening will be changed to permit parking, permit parking will also be available on the opposite side of the road.</p> <p data-bbox="809 907 1385 1014">The car club and reserved EV space will be provided to the north of the extant dwellings.</p>
<p data-bbox="188 1050 323 1084">Resident</p> <p data-bbox="188 1120 775 1411">Objection to changes to parking restrictions on Goldsmith Street adjacent to the church, the changes involve the conversion of a permit bay to a long length limited waiting bay. Resident believes that this unfairly favours the business's short stay parking needs over the parking needs of local residents.</p>	<p data-bbox="809 1050 898 1084">Noted</p> <p data-bbox="809 1120 1401 1375">These changes are intended to respond to the needs of the adjacent businesses for short stay parking for customers. The permit bay to the north will be extended towards the church building to compensate for the loss of permit spaces nearby.</p>

Representation	Officer response
<p data-bbox="188 264 320 293">Resident</p> <p data-bbox="188 331 711 477">There should be HGV restrictions to prevent access to the business on Goldsmith Street/Midland Street and bollards to prevent footway parking.</p>	<p data-bbox="805 264 898 293">Noted</p> <p data-bbox="805 331 1402 840">There is an ongoing Planning enforcement matter pertaining to this business, the council as Highway Authority have also been involved in matters arising from HGV access causing temporary obstruction and concerns about loading in the highway posing risks to the general public. This parking scheme does not seek to remedy any of these issues as they are subject to separate processes, the proposed changes seek to accommodate the needs of existing residents and businesses.</p>
<p data-bbox="188 947 379 976">Residents x2</p> <p data-bbox="188 1014 764 1193">Two residents who live adjacent to the site in new building housing who are not entitled to on-street parking permits asked if they could start have parking permits issued to them.</p>	<p data-bbox="805 947 898 976">Noted</p> <p data-bbox="805 1014 1398 1451">The difficulty with those developments in question (Shetland House and new housing to the rear of the pub on Browne Street) is that they did not result in the provision of new streets to accommodate additional on-street parking spaces. As the council endeavours to provide parking availability within the Controlled Parking Zone provides we do not propose to extent permit parking entitlement to adjacent new build residential developments.</p>
<p data-bbox="188 1489 320 1518">Resident</p> <p data-bbox="188 1626 751 1805">Parking on both sides of Goldsmith Street at the Devonshire Street end resulted in the narrowing of the road so that it was impassable by obstructive parking.</p>	<p data-bbox="805 1489 1283 1518">Noted and amendment proposed</p> <p data-bbox="805 1556 1398 1809">To avoid this occurring, and the possibility of obstructive footway parking, it is proposed to install a double yellow line on the east side of that part of Goldsmith Street. The lost permit parking will be re-provided elsewhere in the zone nearby.</p>

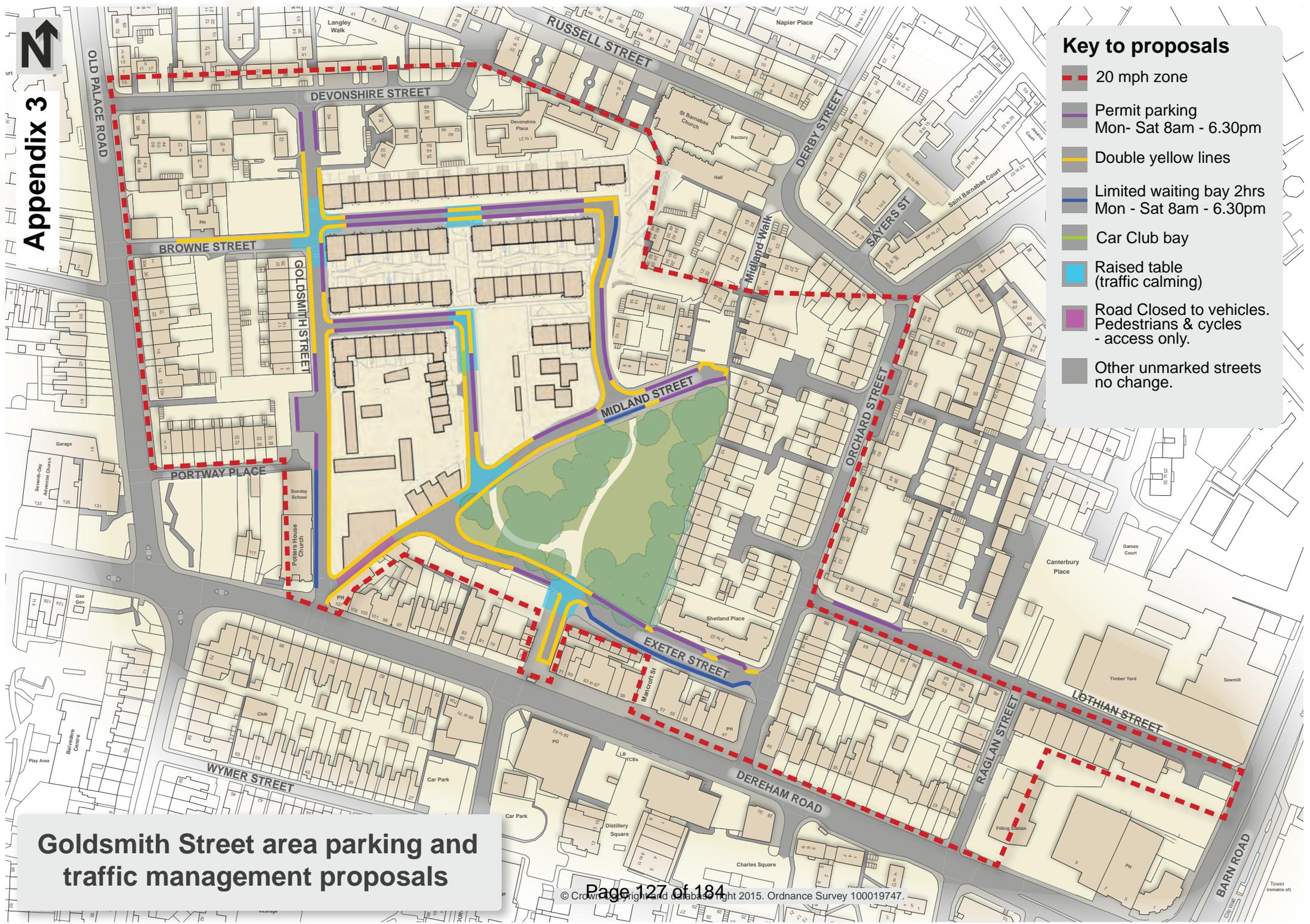
Appendix 2

Properties entitled to on-street parking permits

Roads or lengths of roads within the controlled parking Zone	Properties for the purposes of issuing Parking Permits	Zone	Prescribed Hours
Goldsmith Street Greyhound Opening Haslips Close	Extant eligible properties retain permit entitlement Those properties constructed as part of the Goldsmith Street area redevelopment project: as follows: 32 to 46 (Evens) Goldsmith Street 1, 1A, 1B, 2 to 18 (Consecutive) Greyhound Opening 33 to 113 (odds) Haslips Close 60 to 106 (Evens) (Haslips Close) 5 to 15 (Odds) Midland Street	L	Monday to Saturday 8am to 6.30pm Except Christmas Day



- ### Key to proposals
-  20 mph zone
 -  Permit parking
Mon- Sat 8am - 6.30pm
 -  Double yellow lines
 -  Limited waiting bay 2hrs
Mon - Sat 8am - 6.30pm
 -  Car Club bay
 -  Raised table
(traffic calming)
 -  Road Closed to vehicles.
Pedestrians & cycles
- access only.
 -  Other unmarked streets
no change.

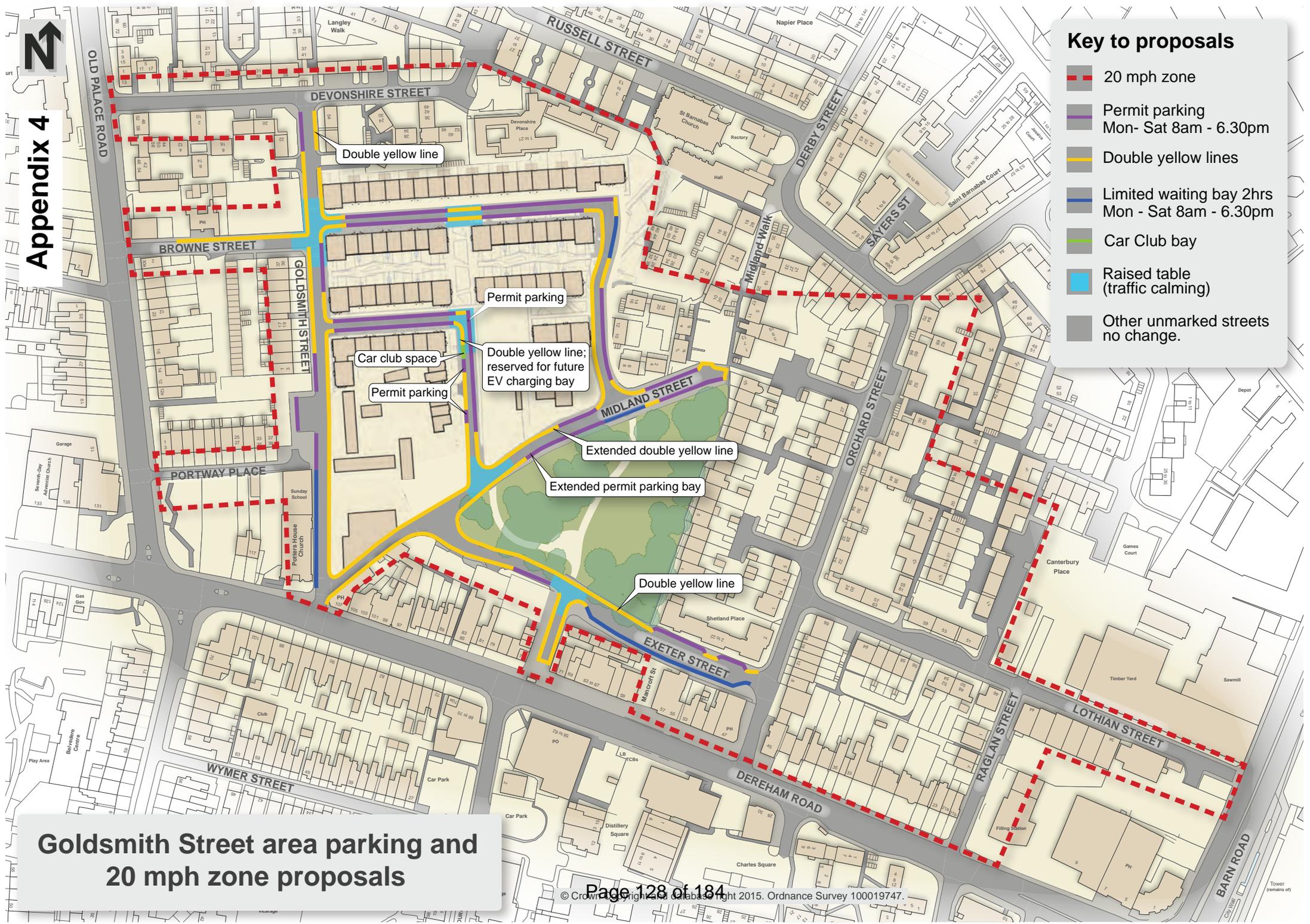


Goldsmith Street area parking and traffic management proposals



Key to proposals

-  20 mph zone
-  Permit parking
Mon- Sat 8am - 6.30pm
-  Double yellow lines
-  Limited waiting bay 2hrs
Mon - Sat 8am - 6.30pm
-  Car Club bay
-  Raised table
(traffic calming)
-  Other unmarked streets
no change.



Goldsmith Street area parking and 20 mph zone proposals

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

Item

10

Purpose

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

Recommendation

That the committee:

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

Corporate and service priorities

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

Financial implications

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

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

Ward/s: Multiple Wards

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Bruce Bentley – Principal transportation planner 01603 212445

David Wardale Project Engineer (Highway Projects) 01603 223259

Background documents

None

References

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

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

Report

Background

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

Detailed Design issues

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

The revised proposals

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

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

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

Landscaping

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

Cost and buildability

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

Resource Implications

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

12. Staff: The project will be delivered through joint team working involving both county council and city council officers.
13. Property: All work is within the existing highway boundary.
14. IT: None.

Other implications

15. Legal Implications: None.
16. Human Rights: None.
17. Communications: The Transport for Norwich Communications Project Manager is a member of the delivery team.

Section 17 - Crime and Disorder Act

18. The scheme will be designed to ensure it has a positive effect on crime and disorder where possible. There were a couple of main issues that the Police identified in relation to the night time economy on Prince of Wales Road. The first was with the planned cycle route along Prince of Wales Road and the possible conflict with other road users/revellers, especially at night. However, they accepted there would be an alternate route available along Rose Lane. The other concern was with the public space near Eastbourne Place. They have asked that this should remain open with no benches or permanent seating areas to discourage people congregating in the area. The preference is instead to encourage private businesses to develop a café culture with temporary outside seating and tables that can be removed nightly.
19. The opportunity will be taken to review CCTV coverage in the area, as any existing or proposed tree planting that might impact on site lines will need to be taken into account.
20. Care will also be taken during construction to minimise opportunities for crime and disorder, for instance the secure storage of construction equipment and materials.

Risk Implications/Assessment

21. A risk assessment has been undertaken for development of the NATS Implementation Plan. The key risks for delivering this are around funding, timescales and planning. These risks are being managed through active project management and ongoing engagement with stakeholders.
22. A risk register is being maintained as part of the technical design and construction delivery processes.

Integrated impact assessment



NORWICH
City Council

Report author to complete

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

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

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

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

Recommendations from impact assessment	
Positive	
	Positive impacts on air quality are envisaged and these should be identified where possible.
Negative	

There are no significant negative impacts to resolve.

Neutral

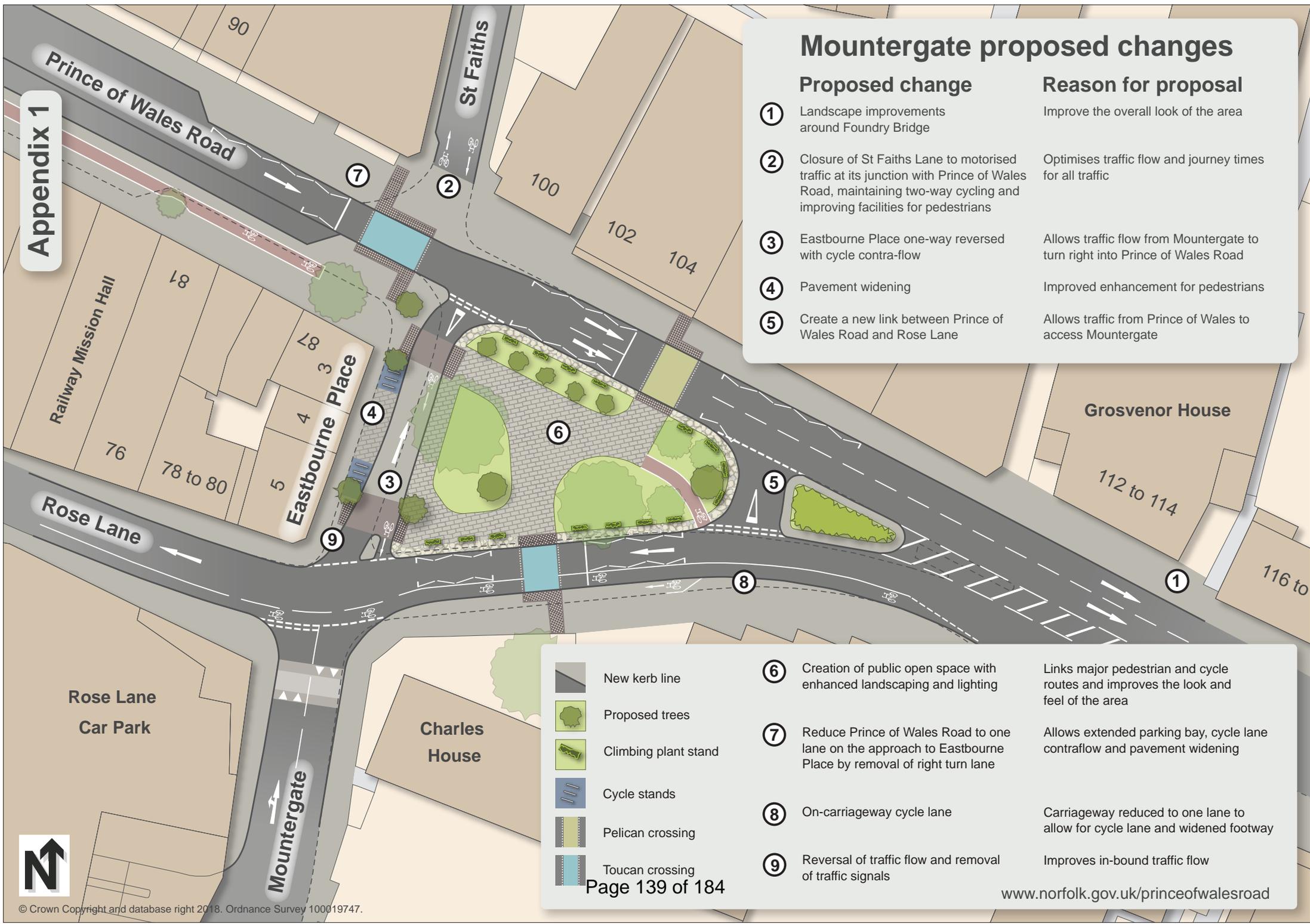
There are no significant neutral impacts to resolve.

Issues

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

Mountergate proposed changes

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



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

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

Report to Norwich Highways Agency committee
20 September 2018
Report of Head of city development services
Subject Review of Parking Permit Pricing

Item

11

Purpose

To review the current pricing structure of the permit parking scheme to ensure that the scheme remains self-financing.

Recommendation

That members:

- (1) note the report:
- (2) approve the following changes to the parking permit charges as follows:
 - (a) increase the monthly parking fee by 25p for all residential permit; and,
 - (b) the 2-hour charity rate business permit, which is charged at residential rates.

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 of implementation of the Transport for Norwich strategy.

Financial implications

The review ensures that the permit parking covers the operational costs of existing controlled parking zones, including enforcement and maintenance and generates income that is reinvested in amending and extending the zones.

Ward/s: All Wards

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Bruce Bentley, Principal transportation planner
bruce.bentley@norwich.gov.uk

01603 212445

Background documents

None

Background

1. Currently, the city council operate and enforce controlled parking zones (CPZs) throughout the city centre, the inner suburbs of the city and around the university. These permit parking schemes operate 24 hours a day seven days a week in and around the city centre, whilst the more suburban ones operate between 8am and 6:30pm Monday to Saturday. Some parts of the 'university' scheme only operate between 10.00am and 4pm Monday to Friday.
2. All issuing of permits and enforcement is undertaken 'in house' by the city council.
3. The price of parking permits was last reviewed in November 2016 and since then, the demand for changes and extensions to the permit parking areas has accelerated, placing additional pressure on the permit parking budget. There is also a constant requirement to replace and repair signing and lining within the zones, and increase enforcement. Software and hardware devices also need regular upgrading. The cost of installing permit parking schemes prior to the most recent extensions (which are expected to be paid for by the permit scheme, and then contribute to it) has never been recovered.
4. It has always been the stated intention that the permit parking scheme covers its full operational costs. In 2017/18, the permit scheme covered its direct operational cost and an additional £36,000 towards the costs of changes to, and maintenance of the permit parking areas. However, for the past few years, these additional costs have been between £75,000 and £85,000 which has been met from other income streams. There continue to be demands for changes to and maintenance of the permit areas, and officers are aware of a number of locations that are likely to come forward over the next few years. The review of the Lakenham area is before this committee today, and it is anticipated that a consultation on the 'Welsh streets, College Road and Recreation Road will commence later in the year. There is a clear need to increase permit prices to cover these anticipated costs.

Dispensation charges and Business permits

5. Dispensations are currently sold in sheets of five for £42.50, with one, two, three and four day permits also available at £12.00, £17.00, £25.50 and £34.00 respectively. Dispensations are now also available as 'virtual' permits, so that they can be obtained over the 'phone on demand, and a forthcoming software update means that it is likely that this service will become available on-line 24 hours a day.
6. Dispensation charges were substantially raised in 2016 with increases in excess of 100% to make them more expensive than off-street parking. This has achieved the intended result in that the number of dispensations sold has reduced, meaning fewer contractor vehicles on street, particularly in the pedestrian areas), and previous losses have been reduced. On-line access should improve compliance further.
7. Business permits were also subject to a significant increase in 2016, but as a result of changes to the permit parking scheme are now less flexible than they

used to be, and much closer in concept to the residential permit scheme in terms of operation and availability. They are currently 3-4 times the price of the most expensive residential permits, but only represent a small proportion of permits issued and are mostly issued to small businesses in the outer parts of the City (no business permits are issued in the City Centre). No changes to the costs of business permits are recommended this year.

Recommended changes to permit parking charges

8. Except for the 'One-Day' scratchcards, all the permits on offer have their price based on a standard permit charge (currently £12) and a monthly parking charge. The permit charge is levied on every transaction that involves issuing a new permit, and is also the minimum charge for the scratchcards. Increasing use of technology should result in reduced staff time required to administer permit applications, so there is no requirement currently to review this charge.
9. Increases to the monthly parking charges are, however, recommended. This element of the permit charge covers on-street enforcement, maintenance and review of the schemes and these are the areas where there is increasing demand.
10. Currently around 2000 free '4-hour visitor', 5000 '4-hour visitor' at full cost, 3500 'small', 4700 'medium' and 1800 'long' vehicle permits are issued each year. A further £35,000 to £45,000 needs to be raised to cover the current operational and maintenance costs of the permit scheme. An average rise of £3 per permit (excluding those issued free on income grounds) would achieve the additional £45,000 required.
11. Historically, prices of permits for larger vehicles have increased more than those of the lower priced permits for smaller vehicles, but these lower priced permits account for nearly 60% of the total number of permits issued. However, an increase of £3 on the 'small vehicle permit would still mean that it has not increased in price in real terms for the last 15 years (permits were £16 then), and there is now a significant differential between the differing vehicle lengths (see table below). Consequently it is recommended that the monthly parking charge is increased on all permit types by 25p per month.
12. Proposed charges are as follows:-

Permit type	Current monthly parking charge	Proposed monthly parking charge
Resident Short vehicle, Blue Badge Holder and 4-hour Visitor permit	80p	£1.05
Resident Medium Vehicle	£1.85	£2.10
Resident Long vehicle	£3.20	£3.45

Resident 1 day scratchcards (City Centre)	£1.20 (minimum purchase £12 - 10 cards)	No Change
Resident 1 day scratchcards (Outer Area)	60p (Minimum purchase £12 – 20 cards)	No change
Business (vehicle specific) and Single Zone 2-hour	£10.50	No change
Business 2-hour All Zones	£15.50	No change
Business 2-hour All Zones (Registered Charities)	£1.85	£2.10

13. The effect of these proposed changes for an annual permit is detailed below and means the residential permits, but not scratchcards, will increase in price by £3 per year.

Permit type	Current charge for a 12 month permit	Proposed charge
Resident Short vehicle, Blue Badge Holder and 4-hour Visitor permit	£21.60	£24.60
Resident Medium Vehicle	£34.20	£37.80
Resident Long vehicle	£49.80	£53.40
Business (vehicle specific) and Single Zone 2-hour	£138	No change
Business 2-hour All Zones	£196	No change
Business 2-hour All Zones (Registered Charities)	£34.20	£37.80

Conclusion

14. Changes to the charges for parking permits were last agreed in 2016, and implemented in spring the following year. Charges for permits are expected to cover the full costs of operating, maintaining and altering the permit parking schemes, and although the situation has improved since the last review there is still some way to go to fully recover costs, particularly in respect to requested changes to the permit parking areas. The recommended increases should ensure that the permit parking scheme fully cover their operational costs. In the event that any surplus is made, this will be used to support other transport projects in Norwich.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich highways agency committee
Committee date:	20 September 2018
Director / Head of service	Head of city development
Report subject:	Review of parking permit prices
Date assessed:	22 August 2018

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Increasing the permit price will ensure the long term viability of the permit scheme
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No changes proposed
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No changes proposed
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Free visitor permits re issued to those on low incomes. Overall permit charges are only a small proportion of the cost of running a car
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Pollution	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Energy and climate change	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments

Recommendations from impact assessment
Positive
No specific comments
Negative
No specific comments
Neutral
No specific comments
Issues
No specific comments

Report to Norwich Highways Agency committee
20 September 2018
Report of Head of city development services
Subject On-Street Parking Charges Review

Item

12

Purpose

This report considers the current level of on-street parking charges and recommends that there is no change this year.

Recommendation

To agree not to increase on-street parking charges this year for the reasons as set out in the report.

Corporate and service priorities

The report helps to meet the corporate priority value for money services

Financial implications

None

Ward/s Thorpe Hamlet/ Mancroft

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Bruce Bentley - Principal transportation planner 01603 212445

Joanne Day – Parking manager (operations) 01603 212453

Background documents

None

Report

Background

1. On-street parking charges were reviewed in September 2017, and an increase in on-street charges was implemented in May 2018. Off-street parking charges are reviewed annually, and a report on these is also before the committee today. Historically, the council has always aimed to keep the on-street charges just above those of comparable off-street car parks. This is to encourage the use of the off-street car parks and manages demand to ensure that the premium on-street spaces are readily available when needed. The on-street parking spaces also offer the ability to pay for 15 minute increments rather than whole hours, which is not available in any off-street car park; this is another reason that a premium rate should be charged.
2. It is only just over three months since the most recent price changes in on-street charges were implemented.

NATS Strategy

3. The existing overall parking strategy for the city is to ensure that parking within the city centre favours short and medium stay use, with the overall provision of off-street parking capped at a maximum of 10,000 spaces (currently, the level of off-street public car parking in the city centre stands at around 9790 spaces.) The level of parking within the city centre is such that solely providing short and medium stay parking results in underuse of the car parks, and hence longer stay tariffs are routinely available. However, as the city expands, and demand increases, this will increasingly favour the desired short and medium stay provision, with longer stays being catered for by 'Park and Ride'.

Current charging

4. On-street parking charges are currently levied during the day only, Monday to Saturday. Charges in Band A (the most centrally located spaces) are £2.50 per hour (£1 for the first fifteen minutes, and a further 50p for each 15 minutes thereafter) whilst the lower band is charged at £1.70 per hour (80p for the first 15 minutes and a further 30p per 15 minutes thereafter).
5. There is a separate report on this agenda that details the charges for the city council owned off-street car parks, and the charges levied at other privately owned parking facilities. Only NCP St Stephens charges more per hour than the current on-street charges with most centrally located car parks charging between £1.40 and £2.00 per hour. The cheapest centrally located car parks are now £1.20 per hour.
6. The current charging regime for on-street parking spaces therefore achieves the aim of achieving a charge rate above that of comparable off-street parking spaces.
7. The primary purpose of charging for on-street spaces is to cover the costs of managing the limited on-street parking in the city centre, and not to raise income. However, the increased charges have not been operational for a long enough period to determine how usage has been affected by the increases. Last year (2017/8), the service did cover its operational costs.

Frequency of review of on-street charges

8. Off-street car parks are usually serviced by a few relatively sophisticated payment machines that can take coins, notes and electronic payments, and can also give change. By contrast, on-street machines service only a few parking spaces each and are therefore provided with less sophisticated payment machinery. Consequently, these on-street machines accept coins only, and do not give change.
9. Altering the on-street machines to revised tariffs is therefore disproportionately expensive for on-street payment machines, due to the high number needed for relatively few spaces. In addition, when setting prices, it is important to consider the ease with which the payment can be made in denominations that customers are likely to have, so small incremental changes which result in odd amounts are not practical as it is less likely that the customer would have the correct money, and would not receive any change. Consequently, the review of on-street pricing tends to be every four or so years, as prices are varied in the city's off-street parking provision. This also means that price rises, when they occur, do seem large by comparison with the small incremental rises seen at the off-street sites.

Future Changes

10. As part of the forthcoming update of the Transport for Norwich Strategy, charging on-street in the evening and on Sundays is expected to be considered. Should this proceed, this would require the review of all the existing single yellow lines within the city centre that currently permit free parking during these times.

Conclusions

11. Charges for on-street parking were increased at the end of May this year, and the impact of those changes on usage and income has yet to be determined. The cost of updating the many machines that service only comparatively few parking spaces and the need to ensure a simple pricing structure also means that regular updating of charges for the on-street spaces is impractical. The current charges also maintain the premium rate over off-street car parks. Consequently, no changes are recommended this year.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency committee
Committee date:	20 September 2018
Director / Head of service	Andy Watt
Report subject:	On-street parking charges review
Date assessed:	June 2018
Description:	

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No changes are proposed this year
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No changes are proposed this year
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No changes are proposed this year
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No changes are proposed this year
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No changes proposed this year
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	On-street parking operations already take account of the needs of affected protected groups
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	On-street parking operations already take account of the needs of affected protected groups
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Managing parking provision reduces the need to drive around to find a free space
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No specific comments
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No specific comments
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No specific comments
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments

	Impact			
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments

Recommendations from impact assessment	
Positive	
none	
Negative	
none	
Neutral	
none	
Issues	
none	

Report to Norwich Highways Agency committee
20 September 2018

Joint report of Executive Director of Community and Environmental Services and head of city development services

Subject Annual Report of the Norwich Highways Agency Agreement 2017-18

Item

13

Purpose

This report details the performance during 2017-18 of the Norwich Highways Agency Agreement between Norwich City Council and Norfolk County Council.

Recommendation

To approve the Norwich Highways Agency Annual Report for 2017-18.

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 of delivering the Norwich Highways Agency Agreement.

Financial implications

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

Ward/s: All Wards

Cabinet member: Councillor Stonard – Sustainable and inclusive growth

Contact officers

City: Joanne Deverick, Transportation & network manager 01603 212461

County: Grahame Bygrave, Highway services manager 01603 223117

Background documents

None

Report

Background

1. The county council and city council jointly oversee the operation of the highways function within the city administrative boundary through the Norwich Highways Agency Committee. This is a formally constituted committee under the auspices of the agency agreement. The current 5 year agreement came into effect on the 1 April 2014 and was extended for 1 year on 1 April 2018. A new agreement would need to be agreed by April 2019 to come into effect on 1 April 2020. Details of a new agreement will be presented to this committee at a later date.
2. The agency agreement, and therefore the activities of the committee, includes delegated functions to the city council covering highway maintenance work, management of on-street parking, traffic management, improvements to safety, highway development control, the development and coordination of programmes and works on the city highway network and specific areas of wider policy development.
3. There are two principal programmes of work – the revenue funded programme of routine and winter maintenance as well as the delivery of traffic and highway schemes. These works form a key element of the Norwich Area Transportation Strategy (NATS) Implementation Plan (known as 'Transport for Norwich').
4. A revised NATS strategy was adopted in 2004 and this is supported by the NATS Implementation Plan, adopted in 2010 and most recently updated in 2013. Work is currently underway on a further update to the transport strategy. The strategy is designed to help address issues such as congestion, provide better access for public transport, improvements to walking and cycling networks and delivery of projected growth in the Norwich area. The councils have been successful in submitting joint funding bids to central government, which have enabled the delivery of a wide range of transport schemes, such as the Grapes Hill bus lane, removal of general traffic from St Stephens Street and improvements in All Saints Green / Westlegate. This has been further supplemented by the first and second phase of Cycle City Ambition Grant (CCAG) funding and £11m of investment of Local Growth Funding (LGF) from the regional Local Enterprise Partnership (LEP). Both Norwich City and Norfolk County Council officers will continue to seek and submit government bids to fund further implementation of NATS measures, and a bid for Transforming Cities funding, which is potentially worth tens of millions of pounds, is awaiting a decision by the Department for Transport.
5. Details of performance data, any targets, and progress during 2017/18 are summarised under the headings below. Details of key projects delivered during the year are also provided.

Work of the committee

6. The work of the committee is summarised in **Table 1**.

Table 1 Work of NHAC Committee

Task	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18
Reports received – decisions	25	21	16	15	25	25	30	21
Reports received – for information	28	18	8	7	8	10	5	1
Petitions received	5	4	3	3	5	1	3	1
Public questions	10	15	15	13	10	9	24	12

7. In recent years, there had been an increase in the number of reports for decision as a result of the Cycle City Ambition Grant (CCAG) funding and the Local Growth Fund investment in the City. This is now tailing off as many of these schemes have now been approved and are entering or completing construction.
8. The number of reports for information is decreasing. This is largely due to the fact that the roadworks monitoring report is no longer presented to committee. Members are now encouraged to self-serve information about roadworks in the city using the website www.roadworks.org.
9. Given the decreasing number of reports being considered by committee and the need to ensure that the agency agreement delivers value for money, it was agreed as part of the one year extension to the current agency agreement that the committee would move from a bi-monthly cycle to a quarterly cycle, reducing the number of meetings from 6 to 4 a year.

Delivery of programmes to targets and budget

10. Highway projects continue to be delivered in the city by using the county council's main contractor, Tarmac, which includes surface dressing and resurfacing programmes. Routine maintenance work in the city is shared between the county council's in-house operations team and Tarmac, with the lining, patching and gully cleaning being delivered by Tarmac's supply chain.
11. 2017/18 sees the last year that the city council highways design team has an involvement in the delivery of the programme. Under the changes mutually agreed by both councils as part of the one year extension to the current agency agreement, the city council highways design team has moved across to the county council and has been integrated into the wider Norfolk design team. This is due to the difficulty in being able to recruit suitably qualified and experienced staff to what was a very small team. The city council's transportation team continue to have significant involvement in the delivery of the TfN programme, as well as minor traffic management schemes and parking schemes.

Capital improvement schemes:

12. 2017/18 continued to see significant investment in transport improvements across the city. The second tranche of the CCAG funding saw much of the blue and yellow pedalways implemented, and these will be completed in 18/19. Noteworthy schemes that have been completed are the improved provision for cyclists on Newmarket Road, which included a stepped cycle track, and improved crossing facilities of the outer ring road at Catton Grove Road and St Clements Hill and the inner ring road at Brazen Gate.
13. Funding from the LEP and local sources saw a major remodelling of the Sweet Briar Road / Dereham Road / Guardian Road roundabout, which has given rise to much needed capacity improvements at the junction. This has been acknowledged by bus operators as resulting in major journey time savings on the Dereham Road corridor and much improved timetable reliability.
14. Given the current funding priorities are targeted towards maintenance schemes and there is limited funding from the local transport plan budget, only one local safety scheme was delivered in 2017/18 through this funding stream; this was at the Earlham Green Lane / Larkman Lane junction. There continues to be an expectation that the majority of capital improvement schemes will be externally funded.

Highways maintenance

15. By the end of March, the expenditure on highways maintenance, which includes all the routine maintenance works such as patching, grass cutting, gully emptying etc. was £1.584m compared to a budget of £1.592m. This represents a 0.5% underspend which was due to poor weather at the end of the year preventing all ordered work from being completed.
16. There were 16 schemes in the maintenance capital programme, compared to 10 last year.
17. Increasingly, to ensure best value for money and to reduce disruption to the travelling public, significant efforts are being made to combine highway improvement schemes with maintenance schemes. For example, at the Queens Road / Brazen Gate scheme, a resurfacing scheme was brought forward a year and works to replace an end of life signalled crossing on Grove Road with a zebra crossing were combined with the cycle scheme, avoiding 3 separate schemes being carried out in an area over the space of a couple of years. Similarly, a maintenance scheme at the Sweet Briar roundabout was delivered as part of the improvement scheme. This approach is being adopted across many of the schemes currently being implemented.

Norfolk member fund

In a new initiative launched in 2017/18, each divisional member at Norfolk county council was allocated a £6k budget to be spent on minor highway improvements in their ward. Between the 13 divisional members representing city wards the entire £78k budget was spent.

Quality of Work

18. The City has completed 66.3% of scheduled audits, which compares to the overall County figure of 70.2%. The number reduced this year during a period of staff change. The audits cover health and safety, quality, finance and environmental issues and are showing good contractor performance.

Compliance with standards, codes and procedures

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

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

20. Given the level of investment in the city, there was positive traffic management on at least one traffic sensitive road every day in 17/18 aside from during the Christmas embargo period (mid-November to early-January). Everything possible is done to minimise the disruption this causes to the travelling public, however delays are inevitable.

Figure 1 Temporary Traffic Controls or Road Closures

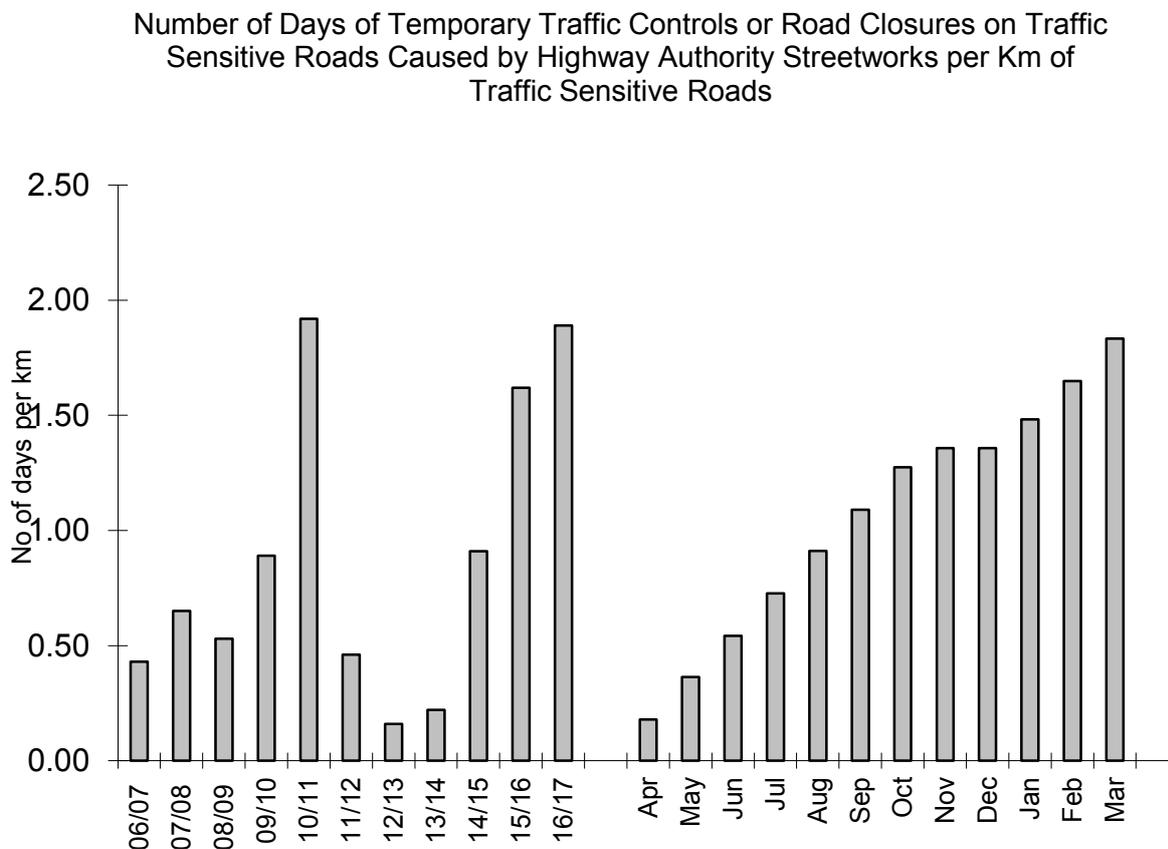


Figure 1 shows annual figures for previous years and monthly for 2017/18.

Road and Footway condition assessments 2017/18

21. Overall, the condition of the carriageways within the agency area has been maintained and 'A' roads slightly improved. The County Council Environment, Development and Transport Committee in October 2016 agreed that with the resources available, the maintenance of the current condition is challenging and in most circumstances, the strategy will be to manage deterioration.
22. It can be seen from the 'Percentage of Roads in need of attention' – **Table 2** - that the condition of the City's roads is broadly similar to the County's. The exception being the 'B' and 'C' roads, which are noticeably better than those in the County. This is due to the more formal construction of roads in the city whereby virtually all roads have kerbed edges, unlike in rural areas where there are no formally defined edges to the carriageway
23. The following (**Table 2**) summarises the City position as well as the overall County position:

Table 2 Percentage of roads in need of attention

Percentage of roads in need of attention (Lower is better)						
Road Type	City		County only		County (All)	
	16-17	17-18	16-17	17-18	16-17	17-18
A roads	3.9	3.3	2.7	2.5	2.8	2.0
B & C roads (combined)	3.4	3.4	7.7	7.2	7.7	7.5
B roads	3.5	2.9	6.3	6.1	6.3	6.1
C roads	3.4	3.5	8.0	7.9	8.0	7.8
U roads	18.0	18.0	18.0	14.0	18.0	15.0
U roads (Urban roads only)	18.0	18.0	15.0	13.0	15.0	14.0
Footway Network Survey – total from Table 2	32.5	37.1	23.1	28.1	24.8	29.4

24. The condition data will be used to apportion the budget for the structural maintenance in 2019-20. The City's share of the budget will be based upon this and the network length of each asset type.
25. The following table (**Table 3**) summarises the City and County positions with regard to footway condition. The table shows, for each Hierarchy, where the surface and

structure of a footway is defective – this is shown as a length and percentage of length. The condition data will be used to apportion the budget for the structural maintenance in 2019-20. The City's share of the budget will be based upon this and the network length of each asset type.

Table 3 Footway network survey

Footway Network Survey (Only Defect 4 - Structurally Unsound presented)			
Footway Hierarchy	City	County (Excl City)	County+City
Cat 1	5,003m (13.3%)	10,126m (12.5%)	15,129m (12.7%)
Cat 2	44,096m (35.6%)	72,371m (21.9%)	116,467m (25.7%)
Cat 3	166,111m (38.9%)	711,295m (28.5%)	877,406m (30.1%)
Cat 4	28,974m (41.7%)	249,600m (30.8%)	278,574m (31.6%)

26. **Table 4** below shows the lengths of carriageway and footway split between Norwich and the rest of the county to help enable the above condition results to be compared.

Table 4 Lengths of carriageway and footway

Road type	City (Km/%)	County only (Km/%)	County incl. City (Km)
A roads	41.5 (5.6%)	690.9 (94.3%)	732.4
B roads	6.1 (1.0%)	631.9 (99.0%)	638.0
C roads	33.8 (1.0%)	3350.6 (99.0%)	3384.4
U roads	200.4 (4.9%)	3923.2 (95.2%)	4122.8
Footways	658.3 (15.1%)	3714.0 (84.9%)	4372.3

Winter service gritting actions within Norwich City forecast domain

27. This season, there were 89 gritting actions completed within the Norwich City area compared to 113 (full route equivalent) in the county. Overall, it was a busy season in terms of winter gritting with approximately twice as many gritting actions as the 42 from the previous year.

28. The 2 highway routes within the outer ring road completed their treatment within the 3 hour target window except where asked to treat in the evening peak period.

29. Engineers from Norwich City's Highways Team were included in the countywide Winter Service 'Wash-up' meeting in May. The lessons from the snow in early March will be included in the winter processes for the 2018/19 winter season.

Preparations for Winter 2018-2019

30. The brine spraying vehicle is stored at the Highways depot at Ketteringham. Following a number of breakdowns with the brine delivery system during the 2017/18 winter, the maintenance regime for the brine spraying equipment has been reviewed and improved in preparation for the 2018/19 season.

Road safety casualty reduction

A Norfolk Elected Member led review of road safety – informed by statistics on casualties – is currently underway. Recommendations on a strategic approach and actions will in the first instance be taken to Norfolk County Council's Communities Committee.

31. 55 Killed and seriously (KSI) casualties were recorded within the Norwich City Council authority area in the 12 months to the end of March 2018. This represents a reduction of 11.3% from the number of recorded KSI casualties in the 12 months to the end of March 2017, and a reduction of 5.2% from the number of recorded KSIs in the same 12 months to the end of March 2016. However, the rolling total remains higher than the five year baseline average of KSI of 49 KSI casualties.

32. **Table 5** (overleaf) summarises the latest available financial year statistics for reported road casualties within the Norwich City Council district, covering the 12 month period to the end of March 2018. Statistics for this period are compared against figures for the 2010-2014 five year average baseline period, the 12 months to the end of March 2016, and the 12 months to the end of March 2017.

Table 5 Summary of statistics

	2010-2014 Baseline Average Casualties	12 Month Rolling Casualties to End:			March 2018 Change Against:		
		March 2016	March 2017	March 2018	March 2016	March 2017	Baseline
All KSI	49	58	62	55	-5.2%	-11.3%	12.2%
Child KSI	4	5	7	6	20.0%	-14.3%	50.0%
Powered two wheeler KSI	14	17	13	13	-23.5%	0.0%	-7.1%
Pedestrian KSI	13	11	17	14	27.3%	-17.6%	7.7%
Cyclist KSI	12	22	23	13	-40.9%	-43.5%	8.3%
Slight	376	378	391	286	-24.3%	-26.9%	-23.9%

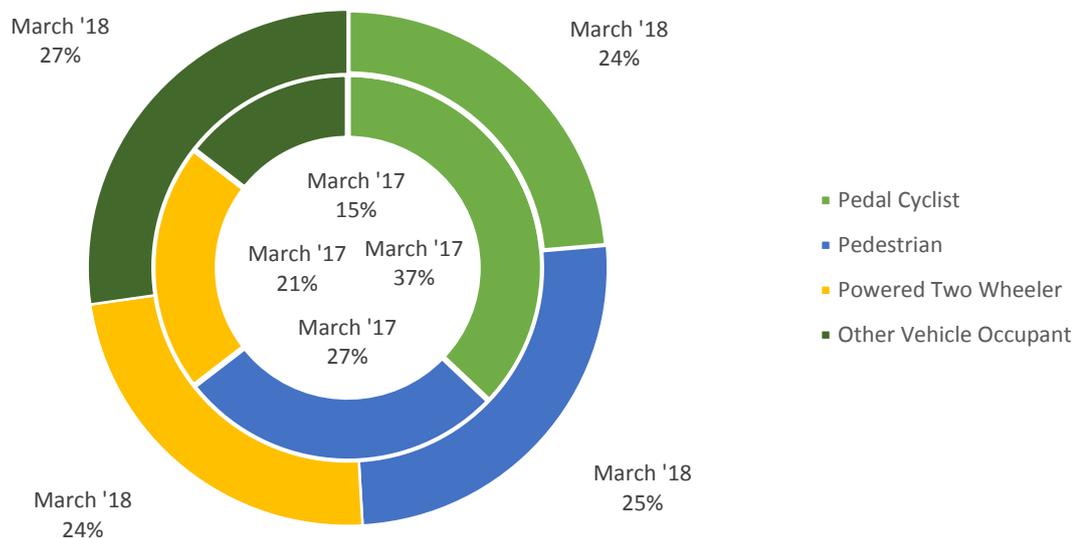
Note: The values in the table are not intended to add up to the total of KSI, rather they are specific groups which are highlighted for attention due to their vulnerability and historically high casualty record within the City (with the exception of children).

33. The 55 KSI casualties recorded in the 12 months to the end of March 2018 can be identified as belonging to one of four main road user groups: pedal cyclists, pedestrians, the riders and pillion passengers of powered two wheelers, and the occupants of motor vehicles (including: cars, taxis, buses, and goods vehicles).
34. **Table 6** and **Figure 2** below show the distribution of reported road casualties within the Norwich City Council boundary area, covering the 12 month period to the end of March 2018, by casualty class, compared to the same 12 months to the end of March 2017.

Table 6 Distribution of road casualties within the Norwich City Council boundary

	March 2017 KSI	Share of March 2017 KSI	March 2018 KSI	Share of March 2018 KSI
Pedal Cyclist	23	37%	13	24%
Pedestrian	17	27%	14	25%
Powered Two Wheeler	13	21%	13	24%
Vehicle Occupant	9	15%	15	27%
Total	62	100%	55	100%

Figure 2 Distribution of road casualties within the Norwich City Council boundary



35. The long term record of KSI (six years to end of March 2018) illustrates a generally upward trend in fatal and serious casualties during the period April 2012 to autumn 2015, with the exception of the period January to December 2014, before a sudden decrease to the end of 2015. From 2016, the number of recorded KSI casualties per rolling 12 month period has stabilised, with small fluctuations in the rolling figure to the end of the reporting period.

36. The shorter term trend in KSI (covering the three years between April 2013 and March 2017) further emphasises the early reduction in rolling KSI followed by the stabilisation of the figure from early 2016. A slight reduction in the trend is evident from late 2017. It is, however, too early to suggest that this is indicative of a renewed downward trend in the number of recorded KSI casualties.

37. In the year to end of March 2018, KSI casualties recorded in Norwich accounted for 12.0% of the 427 KSI recorded across Norfolk. This compares favourably to the 62

recorded in the same period to March 2017, where Norwich accounted for 15.3% of the 406 KSI casualties recorded across the county. This also reflects that whereas KSI countywide have increased, KSI in Norwich have reduced.

38. **Figure 3** illustrates the long term trend of 12 month rolling KSI recorded within the Norwich City Council authority area, covering the period April 2012 to March 2018. **Figure 4** illustrates the shorter term trend of 12 month rolling KSI recorded in the Norwich City Council authority area, covering the period April 2015 to March 2018.

Figure 3

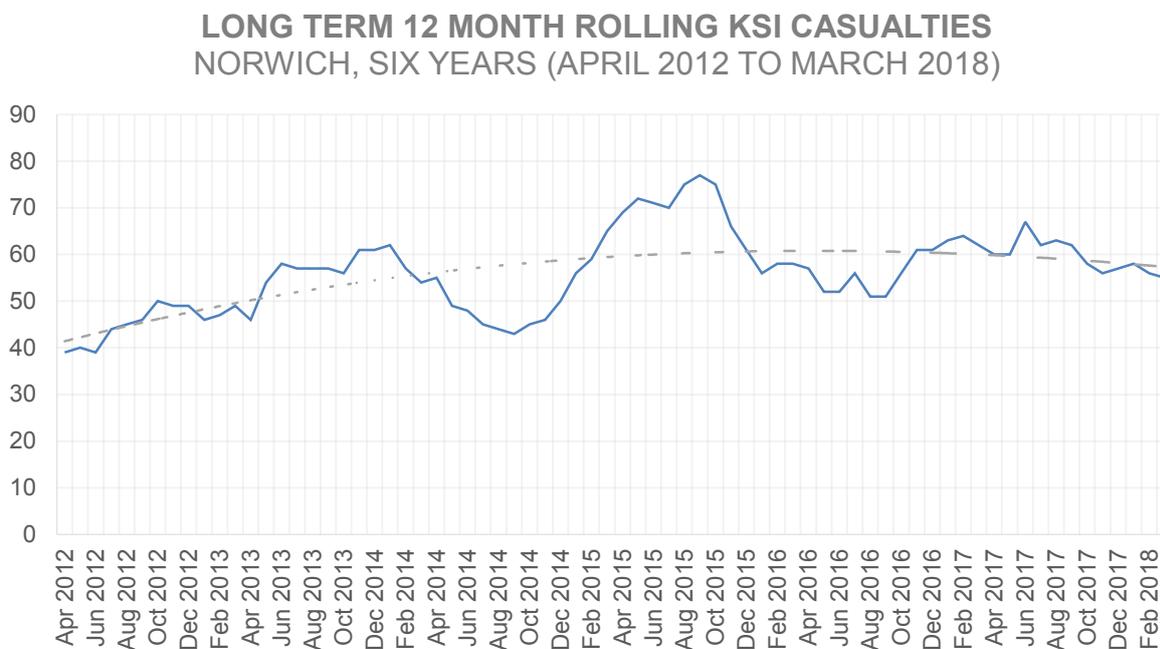
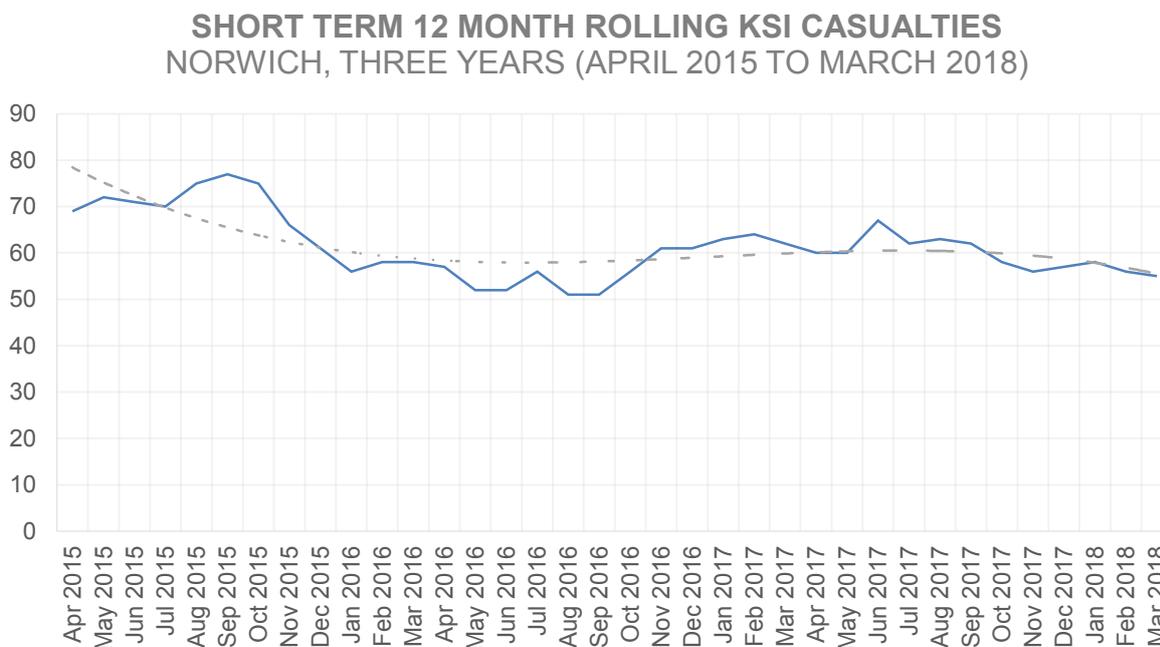


Figure 4

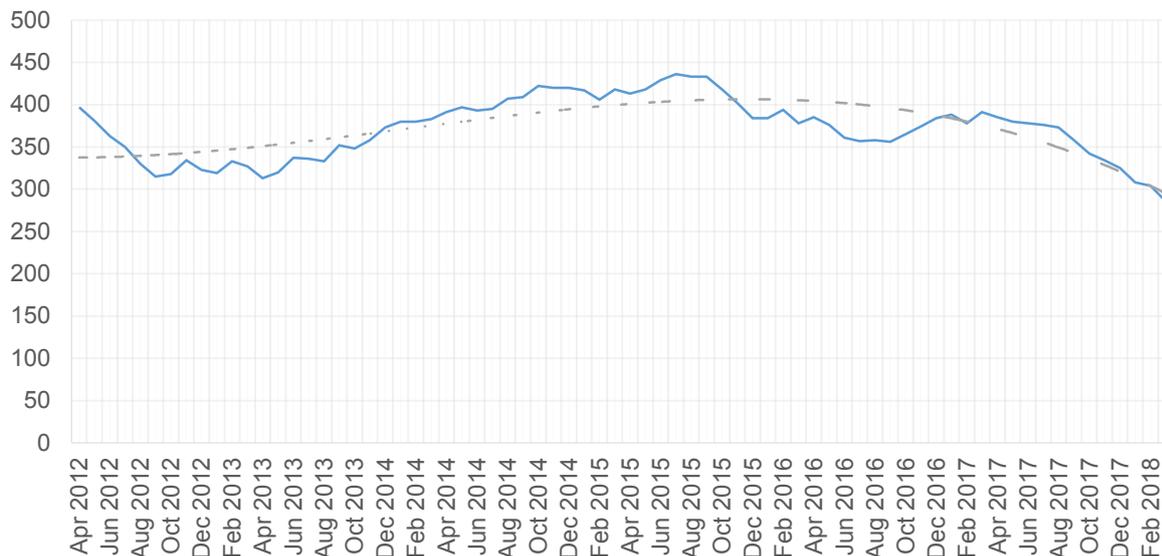


39. **Figure 5** illustrates the long term trend of 12 month rolling slight casualties recorded within the Norwich City Council authority area, covering the period April 2012 to

March 2018. Slight casualties have shown a steady decrease through 2017 and in to the first quarter of 2018. The overall trend has been downwards since 2015.

Figure 5

12 MONTH ROLLING SLIGHTS:
NORWICH, APRIL 2012 TO MARCH 2018



Powered Two Wheeler KSI

40. 13 powered two wheeler KSI casualties were recorded within the Norwich City Council authority area in the 12 months to the end of March 2018; the same number of casualties recorded in the 12 months to the end of March 2017. The figure represents a reduction of 7.1% against the 2010-2014 five year baseline average of powered two wheeler KSI casualties.

41. Powered two wheeler KSI casualties represented the equal third largest share of casualties recorded in the 12 months to the end of March 2018, accounting for 24% of KSI recorded within Norwich. This represents an increase from the 12 months to the end of March 2017, when powered two wheelers accounted for 21% of casualties. This increase in share is the result of reductions in KSI casualties in other road user groups causing decreases in their shares against no recorded change in the number of powered two wheeler KSI casualties.

42. In the year to end of March 2018, powered two wheeler KSI casualties recorded in Norwich accounted for 12.0% of the 108 powered two wheeler KSI recorded across Norfolk. This compares favourably to the 13 recorded in the same period to March 2017, where Norwich accounted for 13.7% of the 95 powered two wheeler KSI casualties recorded across the county.

43. Following a period of increasing powered two wheeler KSI casualties which peaked at 29 recorded KSI in the 12 months to the end of August and September 2015,

powered two wheeler casualties showed a positive downward trend, reaching a low of six KSI in the twelve months to the end of August 2016. Since then, a slight rise in KSI has been recorded, with the number of recorded KSI return to pre mid-2015 peak levels. In the year to end of March 2018, the rolling figure generally stabilised with slight fluctuation around the average of 14 KSI casualties. This stabilisation reflects the similar trend in overall KSI casualties.

44. **Figure 6** illustrates the long term trend of 12 month rolling powered two wheeler KSI recorded within the Norwich City Council authority area, covering the period April 2012 to March 2018. **Figure 7** illustrates the shorter term trend of 12 month rolling Powered Two Wheeler KSI recorded in the Norwich City Council authority area, covering the period April 2015 to March 2018.

Figure 6

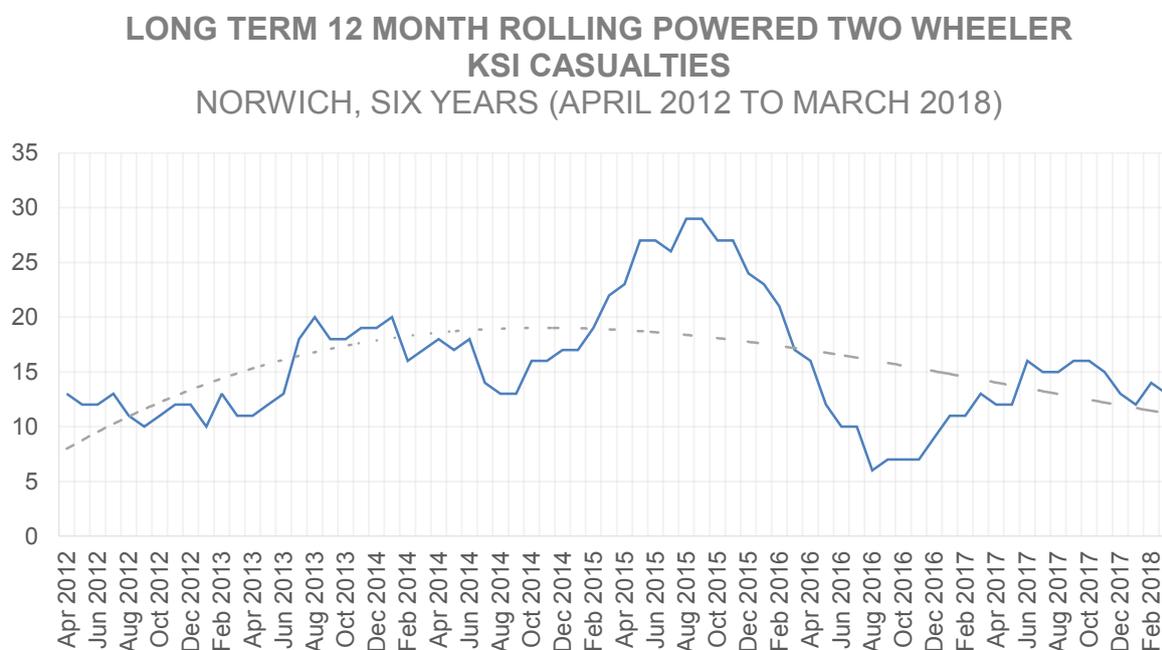
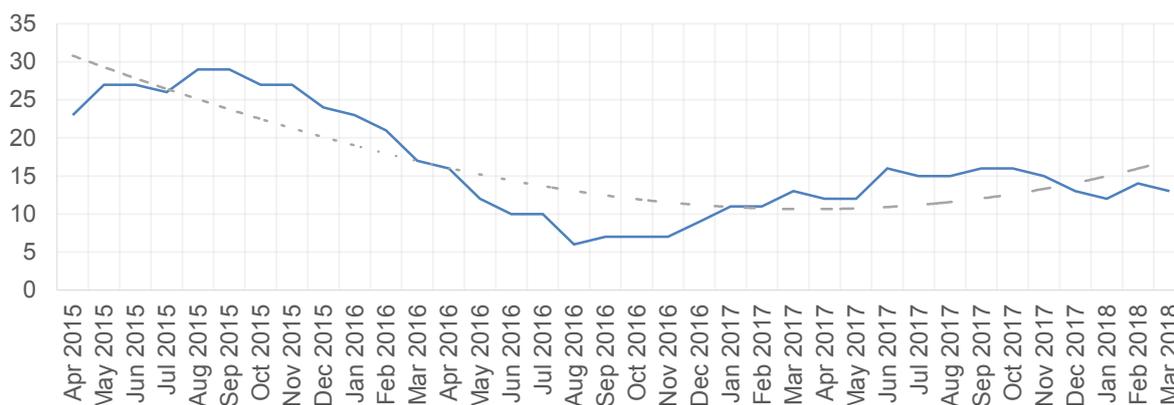


Figure 7

**SHORT TERM 12 MONTH ROLLING POWERED TWO
WHEELER KSI CASUALTIES**
NORWICH, THREE YEARS (APRIL 2015 TO MARCH 2018)



Pedestrian KSI

- 45. 14 pedestrian KSI casualties were recorded within the Norwich City Council authority area in the 12 months to the end of March 2018, three fewer than the 17 recorded in the 12 months to the end of March 2017 – a reduction of 17.6%. However, the figure represents a 7.7% increase on the 2010-2014 five year baseline average of 13 pedestrian KSI casualties.
- 46. Pedestrian KSI casualties accounted for the second largest share of KSI casualties in the 12 months to the end of March 2018, accounting for 25% of KSI recorded within Norwich. This represents a reduction from the 12 months to the end of March 2017, when pedestrians also represented the second largest share of KSI, but accounted for 27% of KSI casualties.
- 47. In the year to end of March 2018, pedestrian KSI casualties recorded in Norwich accounted for 24.1% of the 58 pedestrian KSI recorded across Norfolk. This compares favourably to the 17 recorded in the same period to March 2017, where Norwich accounted for 31.5% of the 54 pedestrian KSI casualties recorded across the county.
- 48. Since May 2016, pedestrian KSI casualties were generally been on an upward trend in Norwich, reflecting the general countywide trend. From early 2017 however, the figures have stabilised (as reflected in **Figure 8** below) fluctuating around the average of 16.3 KSI casualties for the period January 2017 to April 2018.
- 49. **Figure 8** illustrates the long term trend of 12 month rolling pedestrian KSI recorded within the Norwich City Council authority area, covering the period April 2012 to March 2018. **Figure 9** illustrates the shorter term trend of 12 month rolling pedestrian KSI recorded in the Norwich City Council authority area, covering the period April 2015 to March 2018.

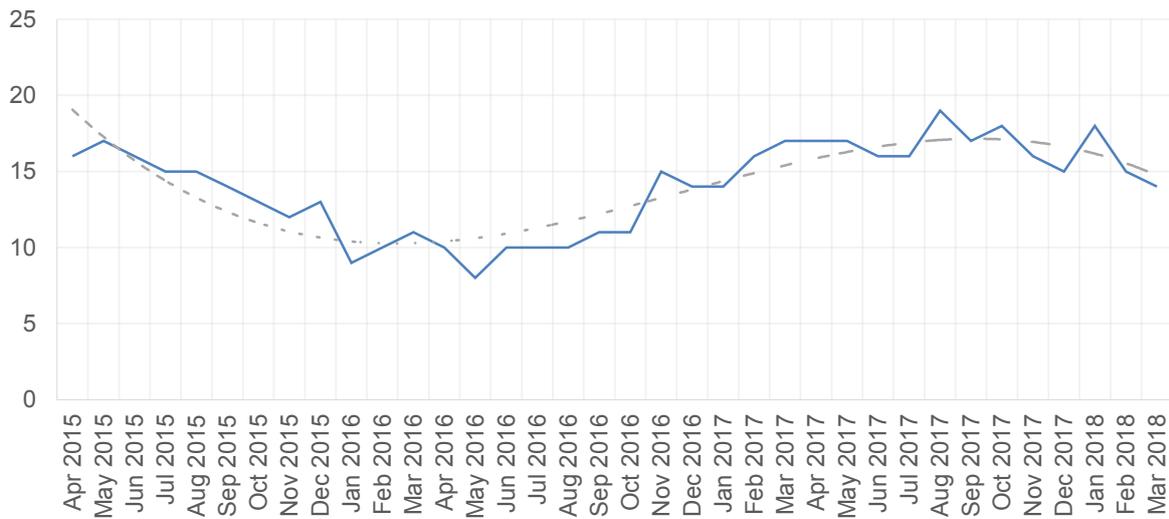
Figure 8

LONG TERM 12 MONTH ROLLING PEDESTRIAN KSI CASUALTIES
NORWICH, SIX YEARS (APRIL 2012 TO MARCH 2018)



Figure 9

SHORT TERM 12 MONTH ROLLING PEDESTRIAN KSI CASUALTIES
NORWICH, THREE YEARS (APRIL 2015 TO MARCH 2018)



Pedal Cyclist KSI

- 50. 13 pedal cyclist KSI casualties were recorded within the Norwich City Council authority area in the 12 months to the end of March 2018. This represents a significant reduction on the 23 KSI casualties recorded in the 12 months to the end of March 2017 of 43.5%. The figure is however 8.3% greater than the 2010-2014 five year baseline average of 12 pedal cyclist KSI casualties.
- 51. Pedal cyclist KSI casualties accounted for the third largest share of KSI casualties in the 12 months to the end of March 2018, accounting for 24% of KSI recorded in Norwich. This represents a reduction from the 12 months to the end of March 2017, when pedal cyclists represented the largest share of KSI and accounted for 37% of KSI casualties.
- 52. In the year to end of March 2018, pedal cyclist KSI casualties recorded in Norwich accounted for 31.0% of the 42 pedal cyclist KSI recorded across Norfolk. This compares favourably to the 23 recorded in the same period to March 2017, where Norwich accounted for 37.7% of the 61 pedal cyclist KSI casualties recorded across the county.
- 53. The period of increasing pedal cyclist KSI casualties recorded from summer 2014 to year end 2016 has been offset by a rapid reduction in KSI casualties from January 2017. From October 2017, KSI casualties appear to have stabilised around the average of 12 KSI casualties. It is too early to suggest that this will be an ongoing trend in the number of recorded pedal cyclist KSI casualties in Norwich.
- 54. **Figure 10** illustrates the long term trend of 12 month rolling pedal cyclist KSI recorded within the Norwich City Council authority area, covering the period April 2012 to March 2018. **Figure 11** illustrates the shorter term trend of 12 month rolling pedal cyclist KSI recorded in the Norwich City Council authority area, covering the period April 2015 to March 2018.

Figure 10

LONG TERM 12 MONTH ROLLING PEDAL CYCLIST KSI CASUALTIES
 NORWICH, SIX YEARS (APRIL 2012 TO MARCH 2018)

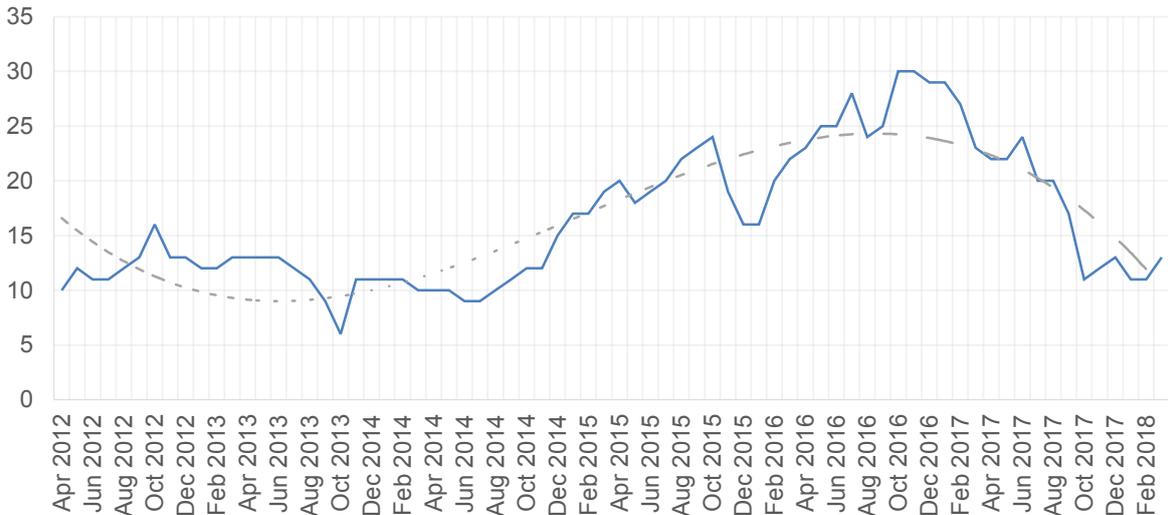
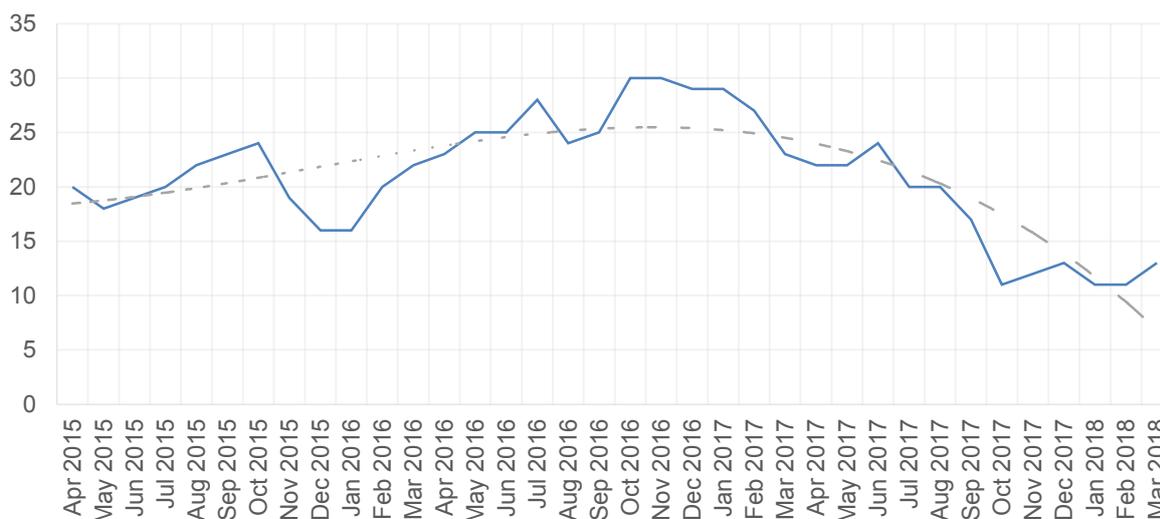


Figure 11

SHORT TERM 12 MONTH ROLLING PEDAL CYCLIST KSI CASUALTIES
NORWICH, THREE YEARS (APRIL 2015 TO MARCH 2018)



Vehicle Occupant KSI

- 55. 15 vehicle occupant KSI casualties were recorded within the Norwich City Council authority area in the 12 months to the end of March 2018. This represents an increase on the 9 KSI casualties recorded in the 12 months to the end of March 2017 of 66.6%. Additionally, this figure is 70.5% greater than the 2010-2014 five year baseline average of 8.8 vehicle occupant KSI casualties.
- 56. Vehicle occupant KSI casualties accounted for the largest share of KSI casualties in the 12 months to the end of March 2018, accounting for 27% of KSI recorded in Norwich. This represents an increase from the 12 months to the end of March 2017, when vehicle occupants represented the smallest share of KSI and accounted for 15% of KSI casualties.
- 57. In the year to end of March 2018, vehicle occupant KSI casualties recorded in Norwich accounted for 7.0% of the 213 vehicle occupant KSI casualties recorded across Norfolk. This compares unfavourably to the 9 recorded in the same period to March 2017, where Norwich accounted for 4.8% of the 188 vehicle occupants killed or seriously injured in collisions across the county.
- 58. The long term trend in vehicle occupant KSI shown in **Figure 11** shows two significant peaks – the first from May 2013 to May 2014, and the second in the twelve months to end 2018. The short term trend shown in **Figure 12** illustrates a period of relative stability in the number of recorded vehicle occupant KSI, fluctuating around 9 KSI per 12 month rolling period, before a rapid increase in KSI from August 2017. This increase is primarily the result of three months (June, September and December) in which three KSI collisions were recorded in each month.
- 59. **Figure 12** illustrates the long term trend of 12 month rolling vehicle occupant KSI recorded within the Norwich City Council authority area, covering the period April 2012 to March 2018. **Figure 13** illustrates the shorter term trend of 12 month rolling vehicle occupant KSI recorded in the Norwich City Council authority area, covering the period April 2015 to March 2018.

Figure 12

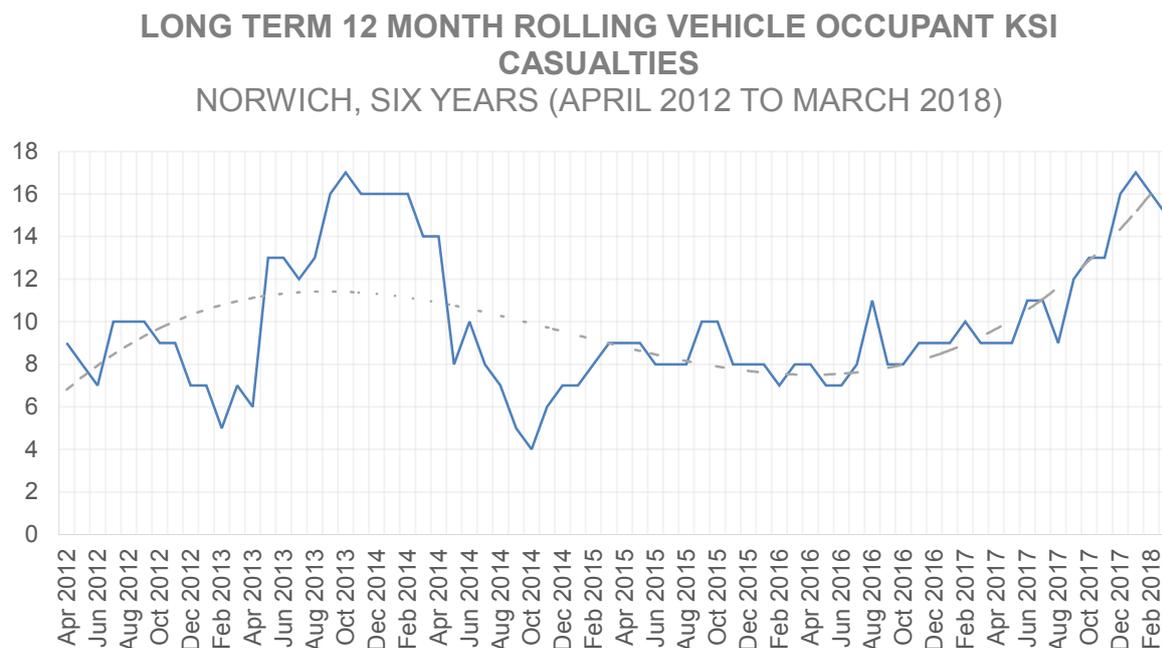
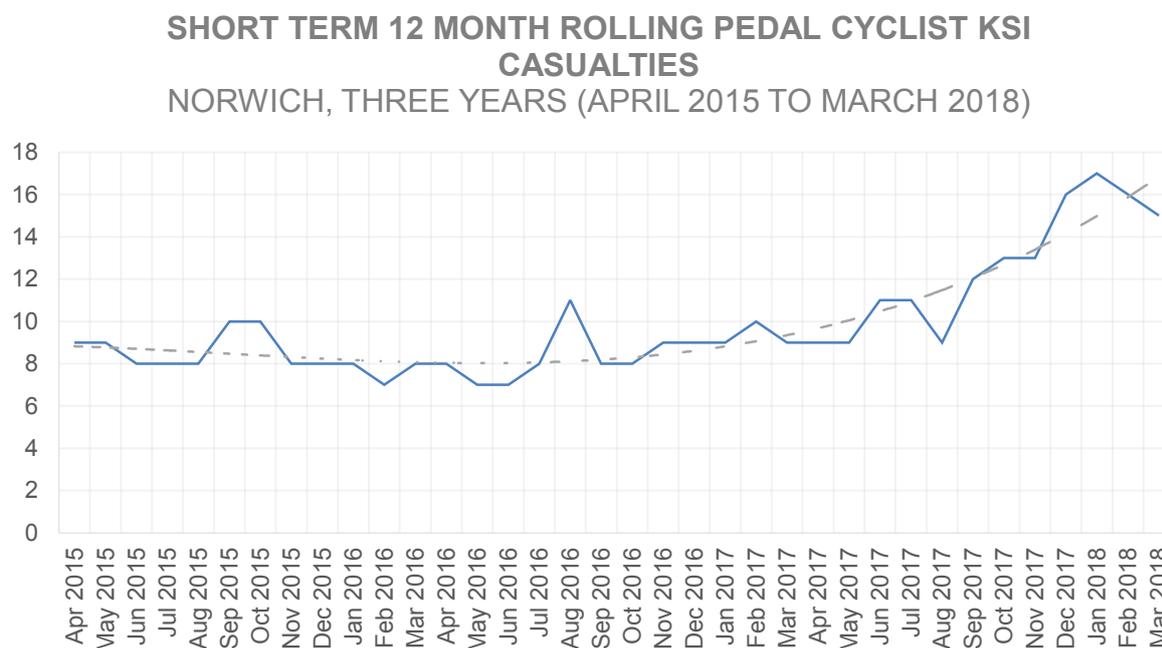
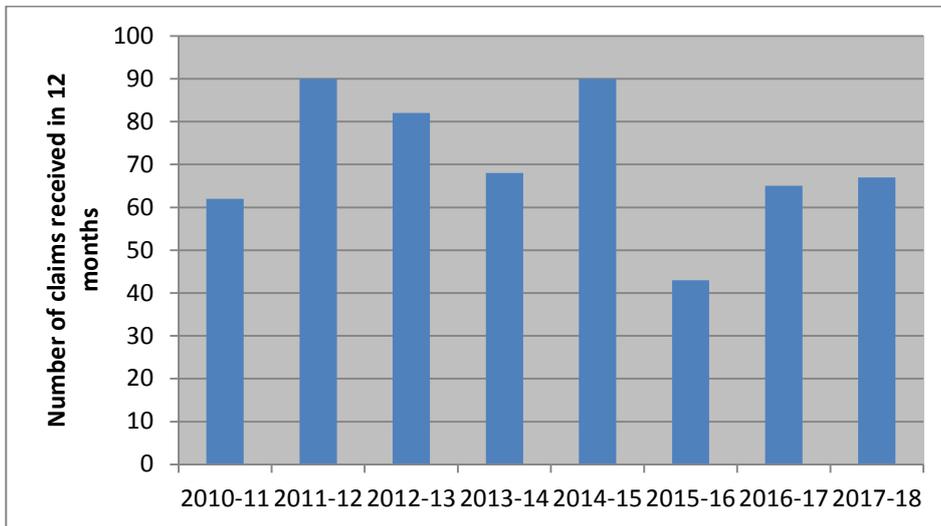


Figure 13



Accidents Claims The County Council monitors the number of claims received and the settlement rate of claims for highway and personal injury claims. **Figure 14** below shows the number of claims received each year.

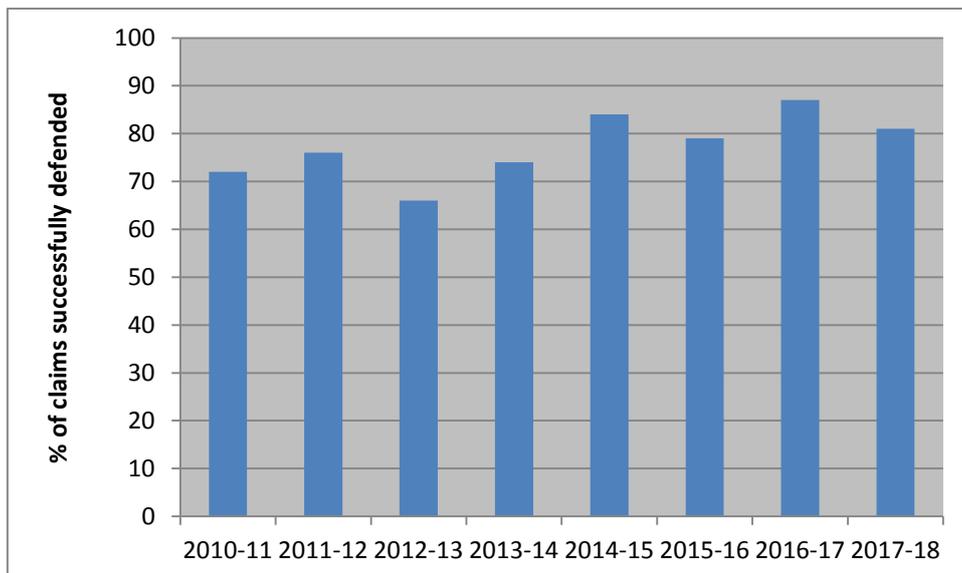
Figure 14 Accident claims received in Norwich



60. A total of 67 claims were received, of which 48 were injury related, the remainder were for damage.

61. The figure for injury claims successfully defended was 81% which is above the City target of 75% - see **Figure 15**. Of the total of 59 claims (both injury and damage) finalised during 2017/18, 11 have been settled with a total of £119,325 paid

Figure 15 % personal injury claims successfully defended



62. In the City area, 45 recharge claims were opened to reclaim costs incurred by the highway authority for damage to its assets.

On-street parking enforcement

63. Norwich has undertaken On Street parking enforcement since 2002, at first under the Road Traffic Act 1991 and more recently (2008) the Traffic Management Act (TMA) 2004 section 6.
64. The 2004 TMA brought about a number of major changes, including a two tier charging for offences depending on the severity of the offence. The higher rate of Penalty Charge Notice (PCN) is £70 discounted to £35 if paid within 14 days without challenge and £50 for the lower rate discounted to £25 if paid within 14 days. In October 2012, the boroughs of Kings Lynn and Great Yarmouth became the enforcing authorities for the rest of Norfolk. All services are operating under the Norfolk Parking Partnership with common policies. The Norwich parking enforcement team is currently a Parking Manager, Appeals and Adjudication officer, 25 Civil Enforcement Officers (CEO) and 3 team leaders.
65. A new three shift system was introduced to provide a greater cover of staff during the operational day (07:00-19:00) (21 CEOs) and a further team (4 CEOs) being deployed for the night time economy (15:00-01:00).
66. The total number of PCNs issued in Norwich for 2017-18 is shown in **Figure 16**.

Figure 16 Total number of PCNs issued and waived

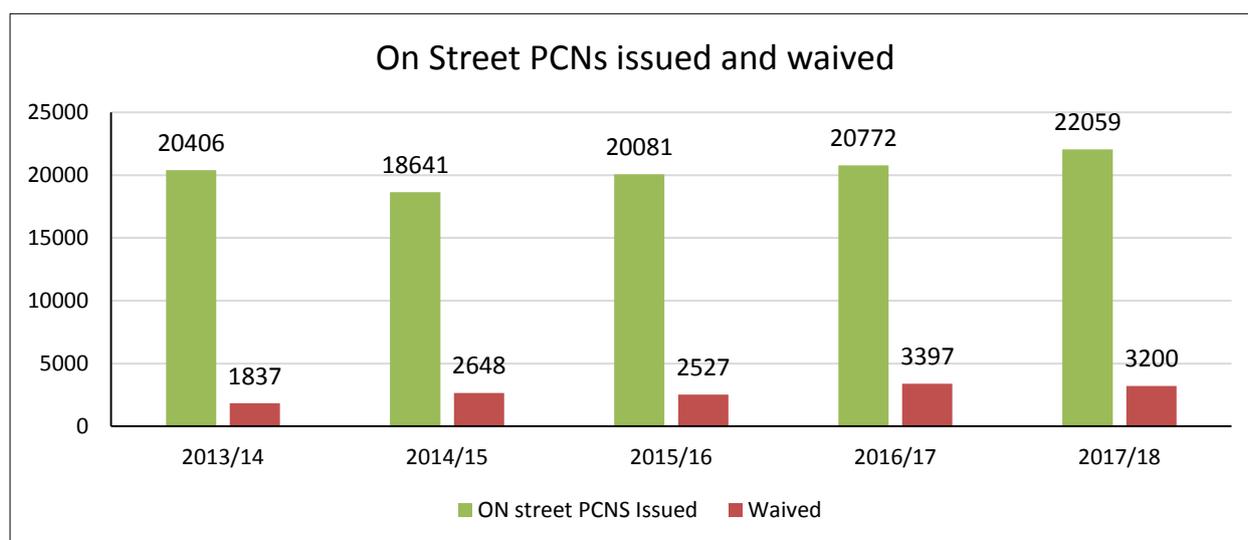


Table 8 Income from parking related activities

Income from	2013/14	2014/15	2015/16	2016/17	2017/18
Penalty Charge Notices	(664,049)	(629,570)	(611,411)	(644,785)	(713,107)
On Street Fees	(627,612)	(651,325)	(663,277)	(607,560)	(601,771)
Permits	(516,490)	(593,359)	(635,449)	(625,894)	(710,441)
Dispensations	(67,415)	(87,957)	(91,587)	(94,600)	(114,276)

Bus Lane Income			(19,625)	(182,437)	(146,017)
Total Income	(1,875,566)	(1,962,211)	(2,021,349)	(2,155,276)	(2,285,612)
Expenditure	1,747,347	1,907,454	1,917,290	1,942,409	2,242,349
Surplus	(128,219)	(54,757)	(104,059)	(212,867)	(43,263)

Note: Since 2015 CCTV managed Bus Lane enforcement has been in operation, and the revenue associated with this forms part of the total surplus figure reported

67. Members will be aware that it is not the objective of decriminalised parking to raise revenue; however, the Department for Transport (DfT) guidance makes clear that it should be operated on a secure financial footing to:

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

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

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Norwich Highways Agency Committee
Committee date:	20 September 2018
Director / Head of service	Joint report
Report subject:	Annual report of the Highways Agency Agreement 2017/18
Date assessed:	10 August 2018
Description:	This report provides an annual summary of the performance of the Highways Agency Agreement for 2017-18.

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The report contains a summary of the performance of the Highways Agency Agreement for 2017/18. A surplus is shown related to income generated from parking activities which is spent on NATS transport and highway provision as determined by legislation.
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Highways Agency Agreement supports the day to day delivery of transport across the City Council boundary area, supporting all aspects of economic delivery across the City.
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
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"/>	Cyclist KSI numbers have fallen to levels comparable to the average over the last 10 years, after a previously reported rise.
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See comment above on safeguarding.

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This report outlines the transportation impacts of the different schemes and maintenance delivered.
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Pollution	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Specific pollution impacts are not reported.
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments
Energy and climate change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comments

Recommendations from impact assessment

Positive

There has been a strong delivery of transport programmes. There are no specific issues to raise regarding winter gritting. The financial surplus from parking activities is to be spent on NATS transport and highway provision as determined by legislation.

Cyclist KSI numbers have fallen to levels comparable to the average over the last 10 years, after a previously reported rise.

Negative

Pedestrian KSIs are stable and there are no obvious problem locations. The view is that this is just natural fluctuations in the numbers, which are small and therefore lead to large proportional differences. A check has been made to see if there is a night time bias to the casualties, attributable to the night time economy, but there isn't.

Neutral

Issues

