

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

Item

9

Purpose

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

Recommendation

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

Corporate and service priorities

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

Financial implications

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

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

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

Contact officers

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

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

Background documents

Traffic speed data

Report

Background

1. Members will be aware that the city council has received £3.7M of cycle city ambition grant funding from the Department for Transport to fund the Push the Pedalways programme of cycling infrastructure improvements. These are concentrated on the pink pedalway between the hospital / research park to Salhouse Road, along with some important, strategic links to that route such as Magdalen Street. This funding is supplemented by £2M of local funding contributions.
2. The programme consists of a number of individual projects and this report is about project 19 – 20mph areas.
3. The intention of project 19 is to introduce 20mph speed limits or zones within 400m of the pink pedalway to provide a safe corridor for cyclists accessing and using this pedalway. As all pedalways meet in the city centre 'hub' it is also proposed to create a 20mph zone for the whole of the city centre inside the inner ring road and extending north up to Magpie Road to incorporate Anglia Square. The inner ring road, Magpie Road and Bull Close Road will not be part of the 20mph areas.

Considerations

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

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

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

West of the city centre

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

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

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

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

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

The city centre

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

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

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

East of the city centre

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

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

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

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

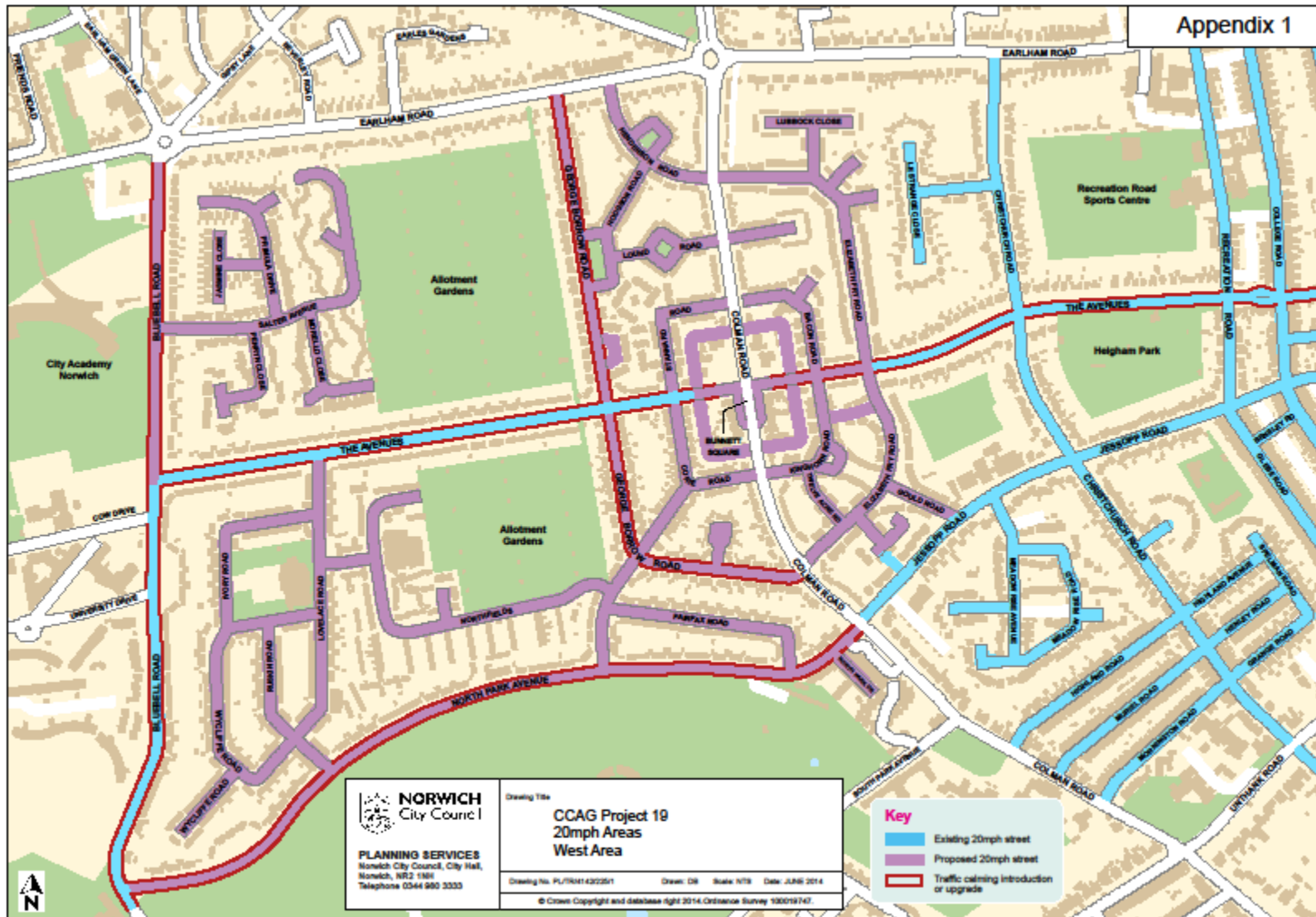
30. Speed surveys were also carried out on Britannia Road, Munnings Road (north section) and Paine Road but these were not sufficient to warrant traffic calming (23.8mph, 21.2mph and 21.4mph respectively).
31. The south section of Rider Haggard Road is an existing 20mph zone with traffic calming. It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

The way forward

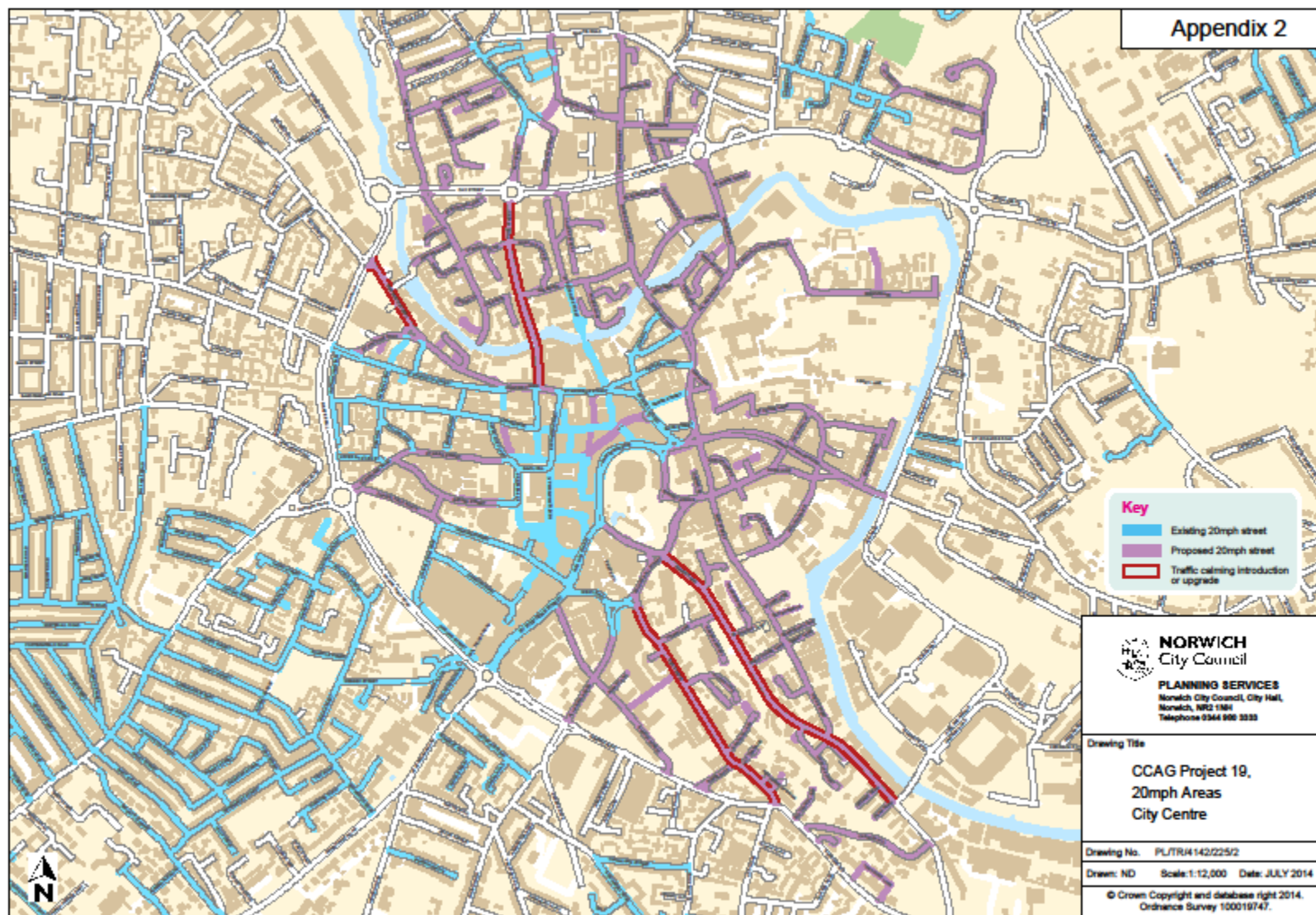
34. Statutory consultation is needed for the proposed 20mph speed restrictions and consolidation order. Local consultation is needed on the proposed traffic calming for all three areas.
35. It is aimed to carry out the statutory consultation for the speed restrictions in the west section (The Avenues)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

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

Appendix 1



Appendix 2



Appendix 3

