

Appendix 1: Issues Raised from Consultation

<i>Issue Ref.</i>	<i>Times Raised</i>	<i>Issue</i>	<i>Officers Comments</i>
		<b>General Comments</b>	
<b>0a</b>	<b>2</b>	Are there any proposals to extend the cycling facility beyond the Hanover Road link going towards Norwich?	This scheme extends as far as Hanover Road because Newmarket Road narrows north of Hanover Road to the extent that it is not possible to continue a segregated cycle track or lane beyond this point without seriously reducing traffic capacity on the approach to the junction with Ipswich Road. It is planned that following the completion of the project the blue pedalway will be rerouted to access the city centre via Hanover Road and Fellowes Plain rather than via Grove Road.
<b>0b</b>	<b>1</b>	This improvement will create a relatively safe and attractive means of cycling between Eaton Village and the City Centre for families, young people and others who wish to avoid mixing with busy traffic.	Agreed.
<b>0c</b>	<b>1</b>	New keep left bollards at the junction with Albemarle Road/Newmarket Road block visibility of on coming traffic	These bollards are a standard design which are used across Norwich.
<b>0d</b>	<b>1</b>	Consideration to trees and general natural environment	This scheme will have no impact on the existing mature trees along Newmarket Road.
<b>0e</b>	<b>1</b>	Proposals do not consider the roundabouts at the Newmarket Road junctions with Daniels Road and St Stephens	It is currently proposed that future projects will be conducted to give further consideration into improving congestion at the Daniels Road roundabout. However, it is proposed that the removal of the traffic signal controlled junction at Christchurch Road and Lime Tree Road will contribute to reducing congestion on Daniels Road roundabout. The St Stephens roundabout is outside of the scope of this scheme.
<b>0f</b>	<b>3</b>	Provision of a 'No Right Turn' sign into Town Close School for traffic entering the city from the ring road	This would require a central barrier to be effective and there is insufficient space to allow this.
<b>0g</b>	<b>1</b>	Review current parking and access arrangements at Christchurch Road, Church Avenue and Lime Tree Road	This issue will be given further consideration by officers from Norwich City Council and is beyond the scope of the current scheme.
		<b>Cycleway Improvements</b>	
<b>1a</b>	<b>12</b>	Generally in favour of the proposed cycleway improvements	Support noted.
<b>1b</b>	<b>6</b>	Generally against the proposed cycleway improvements	No further comment.

<b>1c</b>	<b>3</b>	Mixing pedestrians and cyclists on the shared use footway/cycleway facility on the south side of Newmarket Road will cause increased risk of conflict and discourage usage	This section of existing footway is very wide and can easily accommodate a shared use footway/cycleway facility. It will provide an alternative outbound route for cyclists not wishing to travel on the carriageway and provide a continuous shared use facility between Daniels Road and the proposed pedestrian crossing opposite the Hanover Road link. There is insufficient space to build a segregated cycle facility for outbound cyclists without removing the bus lane. New road signs will be provided to indicate that this is a shared use facility. The level of pedestrian use is low.
<b>1d</b>	<b>4</b>	Conflict with cyclists and vehicles accessing properties over the shared use footway/cycleway on south side of carriageway	Vehicles are required to give way to cyclists at vehicular accesses to properties.
<b>1e</b>	<b>7</b>	Conflict with cyclists and vehicles accessing properties over the proposed segregated footway/cycleway facility on the north side of the carriageway	As above in item 1d; it is intended for vehicles to give way to cyclists at vehicular accesses to properties. Cyclists can still choose to give way to motorists if they desire.
<b>1f</b>	<b>3</b>	Queuing and parked vehicles causing obstruction to cycling facilities and hazards to cyclists	There are currently waiting restrictions on either side of Newmarket Road. Vehicles should not park on the existing or proposed cycleway facilities.
<b>1g</b>	<b>1</b>	The remaining footway on north side of Newmarket Road is too narrow for pushchairs etc. to comfortably pass in opposite directions and is currently used more by pedestrians rather than cyclists	The general principle is that the width of the footway will be approximately 2.00m and the cycleway will be 2.20m. However, it is acknowledged that both the footway and cycleway will be decreased to approximately 1.50m each at the bus boarding areas. It is proposed that the bus boarding area itself will be on average 2.00m wide. There will also be a very localised reduction in the available footway width where there is existing street furniture such as utility apparatus, poles and cabinets etc. Although the footway is currently used by pedestrians - it will be necessary for the current width to be reduced to provide a segregated cycleway to enable cyclists to travel safely off of the carriageway.
<b>1h</b>	<b>3</b>	Proposals give unfair priority to cyclists over pedestrians	These proposals give equal priority to both pedestrians and cyclists. It is proposed that a segregated footway/cycleway facility will be provided on the north side of Newmarket Road which will provide a separate space for both pedestrians and cyclists. The existing length of footway on the south side of Newmarket Road is currently wide enough to adequately accommodate both pedestrians and cyclists in a shared environment.
<b>1i</b>	<b>7</b>	Reduced carriageway width may lead to disruption caused by queuing traffic at peak times in proximity to the entrance to Town Close School and potential collision with existing pedestrian refuge at Mount Pleasant - prohibit stopping to vehicles other than public transport	There are currently waiting restrictions on either side of Newmarket Road. Vehicles should not park on the existing or proposed cycleway facilities.

<b>1j</b>	<b>1</b>	How will access be maintained to properties over the shared use footway/cycleway on the north side of the carriageway - in particular at dropped kerb property accesses	The proposed segregated footway/cycleway facility will be ramped down and dropped kerbs will be provided at the locations of existing vehicular accesses to properties on the north side of Newmarket Road.
<b>1k</b>	<b>2</b>	Cycling speeds and enforcement	The proposed segregated footway/cycleway facility on the north side of Newmarket Road is intended to separate pedestrians, cyclists and motorised traffic. This will reduce the risk of conflict between different types of traffic. The formalised footway/cycleway facility on the south side of Newmarket Road is intended to provide an alternative off carriageway cycleway and a more consistent route. However, it is recognised that cycle speed may be an issue and that this situation may be worse once an improved facility is constructed. It is not possible to enforce speed restrictions on the cycleway and no legislation exists to allow enforcement. It is also difficult to ensure cyclists are courteous to other users of the highway. Therefore, it is proposed to provide warning signs along the route in an attempt to reduce cycle speed. In addition the segregated facility will provide separate space for cyclists and pedestrians, potentially lessening the risk of interaction between both parties.
<b>1l</b>	<b>1</b>	General concerns regarding the design of the scheme - it appears to be over engineered and not in keeping with the current environment	This scheme has been designed in accordance with the relevant design standards and careful consideration has been given to ensure that the proposals are appropriate for this length of Newmarket Road.
<b>1m</b>	<b>1</b>	Mixing pedestrians and cyclists on cycleway facility on the north side of the carriageway	Pedestrians and cyclists will be separated by a kerb line on the segregated footway/cycleway facility on the north side of Newmarket Road. The footway and cycleway will be distinct from each other and will reduce the likelihood of mixing and conflict between pedestrians and cyclists.
<b>1n</b>	<b>1</b>	Widen the footway into the grass verge on the south side of Newmarket Road between Hanover Road and the existing cycleway in Eaton to provide segregated footway/cycleway facility	There is insufficient space to widen the footway into the grass verge along this length to provide a segregated facility. In particular, the presence of large mature trees along this length limits widening into the verge. However, conversion of this length of existing wide footway into a shared use footway/cycleway facility will provide a shared cycle route leading towards Eaton.
<b>1o</b>	<b>1</b>	Give consideration to widening the existing bus and cycle lanes by removing the existing grass verge on both sides of Newmarket Road	There is insufficient space to widen the existing bus and cycle lanes into the grass verge along the south side of Newmarket Road. In particular, the presence of large mature trees along this length would mean that this would not be possible.

<b>1p</b>	<b>5</b>	Provide more traffic signs warning of cyclists and improve street lighting	Appropriate traffic signs will be installed along the proposed cycleway. The street lighting along this length of Newmarket Road was replaced in 2011. The road is currently lit to almost the highest level possible.
<b>1q</b>	<b>1</b>	Cycleway should be two way on the north side of the carriageway and cross to the south side passed Town Close School at the existing pedestrian crossing	There is not enough space to provide a two way segregated cycleway along the north side of Newmarket Road. It is also not possible to provide a segregated facility on the south side due to the presence of large mature trees along this length which prevent the facility being widened further. However, it is proposed to convert the existing footway on the south side into a shared use footway/cycleway facility.
<b>1r</b>	<b>1</b>	The existing traffic island on the east side of Mount Pleasant causes a potential hazard to vehicular traffic	Although it is not currently proposed to remove this pedestrian refuge as part of the proposals, this will be given further consideration as part of the detailed design process.
<b>1s</b>	<b>1</b>	Plans do not provide sufficient detail of the impact on the carriageway width	It is proposed that the segregated footway/cycleway facility on the north side of Newmarket Road will be widened into the existing relatively wide carriageway. Minimum lane widths of 3.00m will be retained along the affected length of Newmarket Road.
<b>1t</b>	<b>1</b>	Right turn manoeuvres into side roads and accesses to properties may become difficult	When exiting Newmarket Road it would be assumed that a driver would exercise due care and attention and ensure there is a sufficient gap in oncoming traffic, that no cyclists or pedestrians were crossing the access or side road and that it was clear and safe to proceed. Under the new arrangement it will still be assumed that a motorist would ensure the cycle facility is clear of both cyclists and pedestrians before crossing it into a side road or property access.
<b>1u</b>	<b>1</b>	Have pedestrian counts been conducted along Newmarket Road?	Traffic counts were taken on Newmarket Road over a 12 hour period (07:00 to 19:00) on 12 April 2016. A summary of the key data is shown in the main report - Table 1: Peak Traffic and Cycle Flows on Newmarket Road. These include data for vehicles and cyclists, however, it was not considered necessary to collect data on pedestrians.
<b>1v</b>	<b>3</b>	Proposed footway and cycleway adjacent to the bus boarding areas appears too narrow at 1.50m wide which may lead to conflict between pedestrians and cyclists	Due to the available existing carriageway space it is not possible to provide a wider footway or cycleway at the bus boarding areas. It is further hoped that at the locations of the bus boarding areas that both pedestrians and cyclists will use common sense and have reasonable consideration for other road users.

1w	5	Proposed footway width will be restricted at bus boarding area between Mount Pleasant and Allens Lane due to existing street furniture i.e. post box, telephone box and utility cabinets	There will be localised narrowing of the footway adjacent to street furniture - including utility cabinets. This should generally be approximately no less than 1.50m. It would incur significant expense to relocate utility cabinets and other street furniture unless it presents a specific hazard.
1x	1	Current provision for cyclists to use the route along Newmarket Road between Daniels Road and the inner ring road appear satisfactory - it is not clear how the proposed changes will improve this route	These proposals will provide an improved and safer segregated footway/cycleway between Daniels Road and Hanover Road and improve the overall level of service for pedestrians and cyclists.
1y	1	Provision of a shared use footway/cycleway on south side of Newmarket Road for journeys out of Norwich will be helpful	No further comment.
1z	4	Concerns regarding conflict between cyclists and vehicles accessing Albert Terrace, Allens Lane and Eagle Lane side roads	As above in item 1d; it is intended for vehicles to give way to cyclists at vehicular accesses to properties and side roads. Cyclists can still choose to give way to motorists if they desire. It is further hoped at all locations that both motorised and non-motorised traffic will use common sense and have reasonable consideration for other road users.
		<b>Removal of traffic lights at Lime Tree Road/Christchurch Road Junction</b>	
2a	1	In favour of traffic signal controlled junction being removed	No further comment.
2b	37	Against the traffic signal controlled junction being removed	No further comment.
2c	32	Difficulties in joining traffic or crossing Newmarket Road when exiting from Lime Tree Road or Christchurch Road	Please see Paragraphs 19-28 of the report.
2d	24	Concerns that removal of traffic lights will lead to increased accidents	Please see Paragraphs 19-28 of the report.
2e	2	Plans are unclear regarding proposals at Lime Tree Road/Christchurch Road junction	The proposals are to remove the existing traffic signals from this junction giving priority to traffic on Newmarket Road. The existing staggered pedestrian crossing will be removed and a new straight across Toucan crossing will be installed slightly further northeast of the junction. Raised table crossings will be installed at the junctions of Lime Tree and Christchurch Road.
2f	1	Restrict access on Lime Tree Road to residents only with consideration to existing and proposed usage	Restricting access on Lime Tree Road to residents only is not being considered as part of this proposal. However, removal of the traffic signal controlled junction will discourage 'rat running' through Lime Tree Road which will provide a better environment for residents and cyclists.
2g	1	Provide a 20mph speed restriction and traffic calming measures on Lime Tree Road	It is proposed to install a raised table crossing at the junction of Lime Tree Road. The provision of a 20mph speed restriction and more extensive traffic calming will be considered as part of the CCAG2 20mph project.

<b>2h</b>	<b>3</b>	Removal of traffic signals and relocation of pedestrian crossing will make crossing Newmarket Road more difficult for cyclists and pedestrians	Removing the signalisation of Christchurch Road and Lime Tree Road and replacing the existing junction with a straight across Toucan crossing will provide a better service for pedestrians/cyclists wishing to cross Newmarket Road by reducing the maximum wait time and providing a single crossing movement. Reducing the level of 'rat-running' traffic on Christchurch Road and Lime Tree Road will create a better environment for cyclists and lower the risk of further cycling accidents.
<b>2i</b>	<b>2</b>	Removal of traffic signals and relocation of pedestrian crossing will have a negative effect on the nearby junctions with Albemarle Road, Mount Pleasant, Town Close and Unthank Road	It is proposed that removing the signalisation of Christchurch Road and Lime Tree Road will encourage traffic to use Daniels Road and the outer ring road rather than smaller adjoining roads.
<b>2j</b>	<b>2</b>	Negative impact on traffic flow and residents living on Lime Tree Road and Christchurch Road will make it difficult for pedestrians to cross the side roads especially during peak times	The purpose of removing the signalised junction is to discourage the use of this route to reduce the level of 'rat-running' traffic on Christchurch Road and Lime Tree Road providing a better environment for residents and for cyclists. Removal of this traffic signal controlled junction will also contribute to reducing congestion on the Daniels Road roundabout.
<b>2k</b>	<b>5</b>	Concerns that Fairfield Road would become a 'rat run' if the traffic signals are removed at the junction with Christchurch Road and Lime Tree Road	Fairfield Road runs parallel to Newmarket Road. It is a private road and is very unlikely to offer any benefit to drivers.
		<b>Raised Junction Table Crossings at Lime Tree Road/Christchurch Road</b>	
<b>3a</b>	<b>2</b>	In favour of proposed junction table crossing on Lime Tree Road	No further comment.
<b>3b</b>	<b>0</b>	Against the proposed junction table crossing on Lime Tree Road	No further comment.
<b>3c</b>	<b>1</b>	Provide signalised shared use pedestrian/cyclist crossings on the proposed raised table crossings at lime Tree Road/Christchurch Road	The raised junction table crossings will give pedestrians and cyclists priority rendering signalled crossings unnecessary.
<b>3d</b>	<b>1</b>	Provision of a raised table crossing at the junction of Lime Tree Road will lead to increased noise and air pollution when buses use this route	The height of the proposed raised table crossing will be no more than 75mm. It is not anticipated that this will affect buses using this route. Buses currently using this route need to reduce speed as they approach the junction with Newmarket Road.
<b>3e</b>	<b>1</b>	Do not provide tactile paving where the cycleway facility crosses side roads such as Lime Tree Road as this can confuse the appearance of priority across the raised junction table crossings	This will be given further consideration as part of the detailed design process.
		<b>Raised Junction Table Crossings at Mount Pleasant/Town Close Road</b>	

4a	3	In favour of proposed junction table crossing on Mount Pleasant/Town Close Road	No further comment.
4b	0	Against the proposed junction table crossing on Mount Pleasant/Town Close Road	No further comment.
4c	1	Provide traffic lights at Mount Pleasant/Town Close Road junctions with Newmarket Road	There are no proposals to provide traffic lights at this junction as this would encourage 'rat running' on the side roads and contribute to traffic congestion on New Market Road.
4d	1	Additional 20 mph signs along Mount Pleasant	This will be considered as part of the CCAG2 20mph project.
4e	1	Requested no right turn into Town Close School	This issue will be given further consideration by officers from Norwich City Council and is beyond the scope of the current scheme.
4f	2	Provide traffic calming or vehicular restrictions along Mount Pleasant, Town Close and Lime Tree Road	Traffic calming will be considered as part of the CCAG2 20mph project.
		<b>General provision of new pedestrian crossing facilities</b>	
5a	2	Generally in favour of proposed pedestrian crossing facilities	No further comment.
5b	0	Generally against the proposed pedestrian crossing facilities	No further comment.
5c	1	Install a traffic signal controlled Toucan crossing at the location of the bus boarding area just passed the Daniels Road roundabout	This is not considered to be a suitable location to install a pedestrian crossing. However, it is proposed to install a new straight across Toucan crossing northeast of the junction with Lime Tree Road and Christchurch Road.
5d	1	Install an additional Toucan Crossing between Albemarle Road and Mount Pleasant	It is not necessary to install a Toucan crossing at this location as there will be sufficient provision for pedestrian/cyclist crossing along this length of Newmarket Road. It is proposed to install a new straight across Toucan crossing northeast of the junction with Lime Tree Road and Christchurch Road and at the Hanover Road Link. The existing pedestrian crossing just east of the junction with Mount Pleasant/Town Close Road will also remain.
5e	1	Move the proposed pedestrian crossing at the Hannover Road link towards the doctors surgery	The currently proposed location provides a link to both Hanover Road and the proposed cycleway facilities on each side of Newmarket Road. The location of the pedestrian crossing is dictated by the spacing of vehicular accesses to properties on either side of the carriageway and to some extent by the location of the existing trees on the south side of Newmarket Road. The currently proposed location takes these constraints into consideration.

<b>5f</b>	<b>1</b>	Incorporate proposed Toucan crossing into existing traffic signal controlled junction	It is required to remove the existing staggered pedestrian crossing to provide adequate space to construct the proposed footway/cycleway facility and to enable priority to be given to a continuous cycleway across the junction of Christchurch Road. The proposed Toucan crossing will provide a better service for pedestrians/cyclists wishing to cross Newmarket Road by reducing the maximum wait time and providing a single crossing movement.
<b>5g</b>	<b>1</b>	Review alignment of south side shared use footway/cycleway facility where it crosses Lime Tree Road and on the approach to the proposed Toucan crossing	This will be given further consideration as part of the detailed design process.
		<b>Floating Bus Stop Bypass Facilities</b>	
<b>6a</b>	<b>3</b>	Generally in favour of the proposed floating bus stop facilities	No further comment.
<b>6b</b>	<b>0</b>	Generally against the proposed floating bus stop facilities	No further comment.
<b>6c</b>	<b>1</b>	Bus boarding area between Daniels Road and Christchurch Road junction will narrow carriageway and lead to delays on Newmarket Road while buses are waiting	It is general practice now to provide waiting areas for public transport within the carriageway rather than to provide an off carriageway layby. This gives priority to buses over other vehicular traffic and reduces delays to public transport which can be caused by a bus waiting for a gap in the general traffic. It is acknowledged that there may be times when other traffic is delayed by buses as passengers board at this location. However, this is a key public transport route into the city centre and part of the schemes objectives are to encourage the use of more sustainable forms of transport. It is currently proposed that future projects will be conducted to give further consideration into improving congestion at the Daniels Road roundabout.
<b>6d</b>	<b>1</b>	Provide bus shelter at the proposed boarding area near to Albemarle Road	It is not currently proposed to provide a bus shelter at this boarding area as part of this scheme.