

Report to Norwich highways agency committee

23 September 2014

Report of Head of city development services

Subject Push the Pedalways – Heathgate to Valley Drive

Item

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Purpose

To inform members of the results of the consultation on the highway elements of the Heathgate to Valley Drive section of the pink pedalway which include a 20mph restriction for Gurney Road (part of), Britannia Road and improvements to Gurney Road and Mousehold Avenue.

Recommendation

Members are recommended to

1. Note the consultation responses
2. Ask the Head of development services to arrange for the necessary statutory processes to implement the advertised proposal for a 20mph zone in Gurney Road, Britannia Road and Vincent Road.

Corporate and service priorities

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

Financial implications

These proposals are funded by the Department for Transport's cycle city ambition fund. The 20mph zone forms part of the planned works on Gurney Road which in total will cost £110,000.

Ward/s: Thorpe Hamlet, Sewell & Crome

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

Contact officers

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Background documents

Consultation letters and emails received.

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 concentrates on project 15, Heathgate to Valley Drive.

Heathgate to Valley Drive

3. This project comprises of many sections. At Heathgate a footway / cyclepath is under design to give direct access through Mousehold Heath to Gurney Road.
4. Where the pink pedalway reaches Gurney Road at its junction with Beech Drive and Britannia Road, it is proposed to widen the existing footpath on the west side of Gurney Road to its junction with Mousehold Avenue and convert this to a shared footway / cycleway. At the Mousehold Avenue junction a raised table is proposed to aid crossing Mousehold Avenue for cyclists and pedestrians to access the existing shared cycleway / footway leading to Valley Drive.
5. It is proposed to extend the existing 20mph zone on Gurney Road to 100m south of its junction with Beech Road / Britannia Road this will include necessary speed cushions and raised tables to ensure compliance. Britannia Road and Vincent Road are also proposed to be in the 20mph zone as this is part of the Orange pedalway and forms an important local route for cyclists. Recent speed surveys have concluded that physical traffic calming would not be necessary on Britannia and Vincent Road.
6. An overview of the scheme is shown on the plan attached as appendix 1
7. A proposed Speed Restriction Order for the 20mph zone on Gurney Road, Britannia Road and Vincent Road was advertised on 19 August 2014 along with a notice of the proposed speed humps and conversion of footway to cycle track / footpath.
8. Three objections to the 20mph zone were received from local residents. One resident of Britannia Road was concerned with the cost of the 20mph installation and considered drivers will not comply in Britannia Road. Physical traffic calming was requested. One resident of Mons Avenue objected to raised tables and speed cushions as they can hinder cyclists and damage vehicles. It was suggested provision of a footpath on the Gurney Road end of Britannia Road and double yellow lines outside the football playing fields on Gurney Road would be beneficial. The third objector from Sprowston objected to the overall blanket use of 20mph limits in the city as in their opinion it is not a proven way to improve road safety.
9. One resident of Britannia Road was in agreement with the introduction of a 20mph zone but considered traffic calming was needed on Britannia Road due to night visitors to St James Hill car park.

10. There were no comments received to the notice of footway conversion on Gurney Road.

Discussion

11. All proposed traffic calming in this scheme is designed to Department for Transport (DfT) standards and will be suitable for all traffic travelling at 20mph. Provision of a footpath on Britannia Road between Gurney Road and No.1 Britannia Road is outside the brief for this scheme and at the moment there is no budget available to consider this request. Double yellow lines are only considered for road safety reasons or traffic management. There has been no recorded traffic collisions caused by parking on Gurney Road by the football fields and there have been no other reports of traffic congestion in this area, therefore it is not considered appropriate to install double yellow lines in this area.
12. DfT guidelines encourage local traffic authorities to consider 20mph schemes in residential areas and in other areas with high pedestrian and cyclist movement. The relationship between speed and likelihood of collision as well as severity of injury is complex, but there is a strong correlation. As a general rule for every 1mph reduction in average speed, collision frequency reduces by around 5%. (DfT circular 01/2013).
13. In the past many complaints have been received from residents and local councillors concerned with the speed of some traffic on Britannia Road. However this has mainly been night time traffic and part of unsocial behaviour activities in the area. It is not possible to address this anti-social behaviour by transportation management alone.
14. As stated previously and agreed at the July meeting of this council, the average traffic speed recorded on Britannia Road recently was 23.8mph. This survey was carried out in the west section of Britannia Road where the traffic is not hindered by parked cars and therefore would be travelling at a greater speed than the east section where the road is relatively narrow with cars parked on both sides.
15. The recommendations from the Department for Transport is that in areas where the average speed limit is at or below 24mph a 20mph speed limit without physical traffic calming may be introduced. It is felt appropriate to include Britannia Road and Vincent Road within the 20mph zone on Gurney Road but without physical traffic calming, just repeater signs.

The way forward

16. Members are recommended to agree the introduction of the 20mph zone in Gurney Road, Britannia Road and Vincent Road with associated traffic calming as advertised.

Appendix 1 – Overview of proposals

