



### **Norwich Highways Agency committee**

**Date:** Thursday, 18 January 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)\*  
Bremner\*  
Carlo  
Lubbock  
Peek

#### **For further information please contact:**

Committee officer: Jackie Rodger  
t: (01603) 212033  
e: [jackierodger@norwich.gov.uk](mailto:jackierodger@norwich.gov.uk)

Democratic services  
City Hall  
Norwich  
NR2 1NH

\* voting members

[www.norwich.gov.uk](http://www.norwich.gov.uk)

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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, 15 January 2018.**

Petitions must be received must be received by the committee officer detailed on the front of the agenda by **10am on Wednesday, 17 January 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 - 12

To approve the accuracy of the minutes of the meeting held on 21 September 2017

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

13 - 36

**Purpose** - To seek approval to consult on proposals for the Rose Lane / Prince of Wales Road area. Members are also asked to approve the advertisement of Traffic Regulation Orders for the early phases of the scheme to enable some work to be undertaken next financial year.

#### 6 University Area Permit Parking Consultation

37 - 66

**Purpose** - To advise members of the responses to the recent consultation in the University area to extend the existing permit parking areas and recommend the implementation of permit parking in the area.

**7      Transport for Norwich – Angel Road / Waterloo Road  
Cycling Improvements      67 - 90**

**Purpose** - To consider responses from the first and second consultations and approve further advertising and consultation on the Angel Road/Waterloo Road cycling improvements scheme.

**8      Transport for Norwich – Cycling Improvements: Edward  
Street / Magpie Road junction      91 - 102**

**Purpose** - To seek approval to consult on the proposals to aid pedestrians and cyclists at the junction of Edward Street and Magpie Road.

Date of publication: **Wednesday, 10 January 2018**





**Norwich Highways Agency committee****10:00 to 11:05****21 September 2017**

**Present:**

<b>County Councillors:</b>	<b>City Councillors:</b>
Fisher (chair) (v)*	Stonard (vice chair) (v)
Bills (v) (voting member substitute for Councillor Vincent)	Bremner (v)
	Carlo
	Lubbock
	Peek

\* (v) voting member

**Apologies:** County Councillor Vincent (v) (other council business), Jones (C) and Thomson (other council business)

**1. Public questions/petitions****Public question Question 1 Agenda item 7 (item 6 below) – Transport for Norwich – Queens Road to Brazen Gate**

**Mrs Mary Chacksfield, Grove Walk, asked the following question:**

"We have noted that there is concern over the safety of cyclists negotiating the junction of Brazen Gate and Grove Road where there are conflicting right-turn movements, adverse gradients, and a road alignment that is conducive to high traffic speeds; there are fears that they could be vulnerable when turning into Grove Road. Has the Norfolk Constabulary been fully consulted on the safety aspects of the changes at this particular junction and what was their response?"

**The chair replied on behalf of the committee as follows:**

"The proposal will tighten the radii of the junction. This, together with the planned changes to road markings and use of coloured surfacing, will help to control vehicle speeds at this location. It is not proposed to change the road gradients but these are not excessive. Norfolk Constabulary has been consulted and supports the scheme. The design has been safety audited to ensure there are no inherent issues with the proposals."

As a supplementary question, Mrs Chacksfield asked "audited by whom?" and at the chair's invitation the transportation and network manager, Norwich City Council, explained that Norfolk County Council had a dedicated team, who were RoSPA (Royal Society for the Prevention of Accidents) trained and fully qualified to assess the impact

of a scheme and road safety issues. She also said that a member of Norfolk Constabulary was often part of any safety audit panel.

**Member question/comment – Agenda item 8 (item 7 below), Lakenham Permit Parking Extensions – Barrett Road issues**

**Councillor Bremner asked the following question on behalf of Councillor Manning, Lakenham ward councillor:**

“The work conducted by officers and members since July’s Norwich Highways Agency committee (NHAC) on the ‘Barrett Road’ question is appreciated. Nonetheless, reversion to the plans presented to July’s NHAC committee means residents on this stretch are likely to suffer serious inconvenience to their daily routines as a result of a lack of capacity for car parking displaced from this stretch of road into the areas closest by their homes. Can the committee instead consider the installation on this stretch of road of a single yellow line with time-limited application? This may well be a viable compromise if the times within which parking is not permitted are fixed so as to (a) ensure free flow of traffic and an unobstructed roadside footpath in busy commuting hours but (b) allow residents an opportunity to park by their homes in evenings and at weekends.”

**The chair replied on behalf of the committee as follows:**

“I understand that officers have discussed the single yellow line option with the Network Management (Analysis and Safety) team at the county council, who are responsible for monitoring the efficiency and safety of the highway network. Their view is that a single yellow line (no waiting restriction) operating 8am to 6:30pm Monday to Saturday could potentially be a sensible compromise solution for this area. Furthermore if outside those times the parking could be limited to permit holders only, this would avoid the area being heavily parked during football matches. As part of such a compromise scheme, and to encourage people to park more on the road than the footway, it will be necessary to protect the pedestrian islands with a no waiting at any time restriction.

When we consider this report shortly, officers will be presenting a sketch of the single yellow line option for us to consider further.”

**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 20 July 2017.

#### 4. Transport for Norwich – City Centre Access Strategy

The transportation and network manager introduced the report. Members noted that the reference in recommendation 2(a) to appendix 1(c) was inaccurate and should be deleted.

The transportation planner, Norwich City Council, said that a late representation had been received from the Norwich Business Improvement District (BID) relating to the impact of cycling on the narrow streets and the effect that further restrictions to waiting and loading times would have on supply lines. These issues were addressed in the report. He pointed out that cycling on narrow streets such as Lower Goat Lane, Swan Lane and Back of the Inns already took place and it was self-regulating, with cyclists dismounting when it was busy. It was not proposed to put up large signs to restrict cycling or pedestrian times to certain times

The vice chair said that more residents had been in favour of option 2 but he understood the concerns regarding the shared use pedestrian spaces with cyclists. There was no evidence of an increased accident risk but cyclists needed to be aware of pedestrians and to encourage this, “share with care” signage. He suggested that the scheme was reviewed six months from the commencement of operation. The city council was in discussion with operators of cycle rental schemes and this would fit in with the timing of a review.

Discussion ensued in which the transportation planner referred to the report and answered members’ questions. He explained that the consultation had been conducted over a three week period and that over 700 businesses and residents had been contacted by letter and there had been press coverage twice during the consultation. The NATS/city agency manager, Norfolk County Council, said that the county council had been awarded £1.5 million “Pushing Ahead” funding from the Department of Transport to fund revenue schemes to promote walking and cycling over the next three years and could be used to promote safe use of new facilities. Members spoke in support of reviewing the scheme in six months’ time, with one member suggesting that the review should be after a year because it would take longer to change cyclists’ behaviours. A member suggested that the review should include surveying people using the street to obtain their views and that she supported “gentle cycling” in the city.

Councillor Carlo suggested that Bedford Street was used as a cycle route and had loading access arrangements which could be reviewed. The transportation planner said that Bedford Street was not part of the proposals but could be considered in future.

**RESOLVED**, unanimously, with all four voting members voting in favour, to

- (1) approve the installation of the scheme as set out below:
  - (a) cycle contraflow facilities on Bedding Lane, Lobster Lane, Little London Street, Muspole Street, St Swithins Road (plan CCAG2-HD-45-02-108), Timberhill and Willow Lane;
  - (b) associated changes to kerb alignment and installation of raised separators;

- (2) ask the head of city development services to complete the necessary statutory legal procedures to:
  - (a) allow cycling at all times and loading only between 5pm and 10am (on existing time restricted streets) as shown in appendix 1(d); and described as option 2 in the consultation;
  - (b) finalise the traffic regulation order to remove the no waiting Monday to Saturday 8am to 6:30pm on the northern edge of Westwick Street opposite property numbers 3 to 15 and replace with no waiting or loading at any time;.
  - (c) finalise the traffic regulation order to remove the no waiting Monday to Saturday 8am to 6:30pm on St Swithins Road and replace with no waiting or loading at any time;
  - (d) advertise the revised road hump notice for Westwick Street (plan CCAG2-HD-45-02-107);
  - (e) proceed with an Experimental Traffic Regulation Order to allow contraflow cycling on Cow Hill, Crooks Place (St Stephens Square to Wessex Street), Redwell Street, St Stephens Square and Ten Bell Lane;
- (2) ask the head of city development services to conduct a review six months from implementation of the scheme.

## **5. Proposed Conversion of Three End of Life Signalled Pedestrian Crossings**

(Councillor Coleshill, local member for Sewell Ward, attended the meeting for this item.)

During discussion, the transportation and network manager referred to the report and answered members' questions. Members considered the context of replacing signalised crossings in the current economic climate and that crossings installed in the '90s needed to be reviewed in terms of locations and type of crossing. Members were advised it was coincidental that the proposal was to replace three signalled pedestrian crossings with zebra crossings, and noted that in previous years this had not been the case. It was noted that the introduction of 20mph speed limits and traffic calming created a different environment on class C roads.

The vice chair said that he supported the proposals and that there was no evidence to be concerned about pedestrian access and safety from the use of zebra crossings at these locations.

**RESOLVED**, unanimously, with all four voting members voting in favour, to:

- (1) ask the head of development services to carry out the necessary legal process of advertising the proposal of replacing Constitution Hill signalised crossing with a zebra crossing on a raised table in the position of the existing signalised crossing, including removal of all pedestrian guardrail as shown on Plan No.16/HD/24/06. Consideration of comments received from the consultation to be delegated to the head of city development services in consultation with the chair and vice chair of this committee;
- (2) approve the replacement of Grove Road signalised crossing with a zebra crossing and associated road works as shown on Plan No.15/HD/31/02;
- (3) approve the replacement of Unthank Road signalised crossing with a zebra crossing and associated road works as shown on Plan no 16/HD/30/01.

## **6. Transport for Norwich – Queens Road/Brazen Gate**

During discussion members welcomed the scheme. In reply to a members' question, the committee was advised that in the text on plan 3 (page 111 of the agenda papers) the use of "mandatory" meant that motorists must not enter the cycle lane, not that cyclists have to use it.

Councillor Carlo suggested that Queens Road should be made more environmentally friendly as it was an ugly piece of road. She also referred to the points made in the public question earlier at the meeting and given the residential development expressed concern about turning right at Brazen Gate into Grove Road. The transportation and network manager referred to the report and said that there would be a new zebra crossing just south of this junction and the cycle lane would be wider. This was the best solution as it was expected that the majority cycle journeys in this area were expected to be from north and south (as part of the Yellow Pedalway linking Brazen Gate and Lakenham Way) rather than turning right at this junction. The vice chair said that Queens Road was part of the inner ring road and therefore it was necessary for good visibility. The reduction of car use in the city meant that there could be more green schemes but it was difficult to identify funding for this.

**RESOLVED**, unanimously, with all four voting members voting in favour, to:

- (1) approves the changes required to implement the scheme, including:
  - (a) provision of mandatory and advisory cycle lanes on Brazen Gate (see Appendix 4, drawing nos. PE4113-MP-002C, 003C & 004C);
  - (b) removal of a pedestrian refuge on Brazen Gate, just south of the Grove Road junction, and installation of a zebra crossing in its place (see Appendix 4, drawing no. PE4113-MP-003C);

- (c) installation of early release traffic signals with camera detection for cyclists at the Brazen Gate and All Saints Green junctions with Queens Road, together with changes to the traffic islands and controlled crossings (see Appendix 4, drawing no. PE4113-MP-002C);
- (d) changes to the All Saints Green / Surrey Street junction to remove existing traffic signals and controlled pedestrian crossings and install informal crossing points (see Appendix 4, drawing no. PE4113-MP-001C);
- (e) provide camera enforcement at the existing bus gate at Grove Road to allow use by buses only from Grove Road to Brazen Gate during the operational times of 07:30-09:30 Monday to Friday (see Appendix 4, drawing no. PE4113-MP-003C);
- (f) provision of a southbound advisory cycle lane on All Saints Green, between the junctions with Surrey Street and Queens Road (see Appendix 4, drawing nos. PE4113-MP-001C & 002C);
- (2) asks the head of city development services to carry out the necessary statutory processes to confirm the following traffic regulation orders (TRO) and notices:
  - (a) the Traffic Management Order - rescind the current TRO that covers the Grove Road bus gate, and introduce a new TRO that allows for civil enforcement of the bus lane over the same length and operational times as the existing one (see Appendix 4, drawing no. PE4113-MP-003C);
  - (b) installation of a new zebra crossing on Brazen Gate, just south of the junction with Grove Road (see Appendix 4, drawing no. PE4113-MP-003C).

## **7. Lakenham Permit Parking Extensions – Barrett Road issues**

The transportation and network manager presented a revised plan (which was circulated at the meeting) which sought to address the strength of feeling from Barrett Road residents as brought to the attention of the committee by Councillor Manning, Lakenham ward councillor. She explained that while ideally parking should be banned on Barrett Road, a compromise solution which allowed permit holders to park between 6:30pm and 8am Monday to Saturday and all day on Sundays, in areas between the pedestrian refuges was considered viable. The new proposal did not condone parking on the pavement as during these times parking could take place on the road without compromising capacity. A revised recommendation was circulated at the meeting.

Members welcomed the new proposal.

**RESOLVED**, unanimously, with all 4 voting members voting in favour, to ask the head of city development services to complete the statutory processes to implement the following waiting restrictions on Barrett Road between Long John Hill and Martineau Lane that are part of the Lakenham CPZ extension:

- (1) no waiting Monday to Saturday 8am to 6:30pm, permit holders only at all other times outside numbers 26-36 and 44-56 Barrett Road;
- (2) no waiting at any time in all other areas of this section of Barrett Road.

## **8. Proposed Variations to Off-street Car Park Fees and Charges**

**RESOLVED**, having considered the report, unanimously, with all 4 voting members voting in favour to support the proposed revised fees and charges as set out in appendices C and D of the report, to take effect from 13 November 2017.

## **9. On-street parking charges review**

The chair introduced the report.

During discussion, Councillor Carlo expressed concern that the proposed charges for car parking in the evening and at weekends could displace parking from the city centre into residential areas. The head of city development services, Norwich City Council, said that as part of the NATS (Norwich Area Transport Strategy) review there was recognition of the need to address the issue of Sunday and evening parking and that this would be considered with all other measures and it was important not to pre-judge the review at this stage. The chair said that Sundays had become a general trading day and that it was good to flag up that there would be further consideration of parking issues as part of the NATS review.

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

- (1) ask the head of city development services to carry out the necessary statutory processes to change the on street charges as follows:
  - A flat 50p parking charge and then:
  - 50p for each 15 minutes parked in higher band spaces.
  - 30p for each 15 minutes parked in lower band spaces.
- (2) note that charging during evenings and on Sundays will be considered as part of the up and coming Norwich Area Transportation Strategy (NATS) review.

CHAIR





**Report to** Norwich Highways Agency committee

**Item**

18 January 2018

**Joint report of:** Assistant director communities and environmental services  
and head of city development services

**Subject** Norwich Area Transportation Strategy Implementation Plan  
– Rose Lane and Prince of Wales Road

**5**

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## **Purpose**

To seek approval to consult on the proposals for the Rose Lane / Prince of Wales Road area. Members are also asked to approve the advertisement of Traffic Regulation Orders for the early phases of the scheme to enable some work to be undertaken next financial year.

## **Recommendation**

To:

- (1) note that the original strategic proposal to remove general traffic from Prince of Wales Road and make Rose Lane two-way has proven not to deliver the anticipated benefits, and the scheme has been refined to achieve the most positive outcomes for transport in the city centre;
- (2) approve for consultation the proposals included in the Rose Lane / Prince of Wales Road project, 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 a bus 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.
- (3) asks the head of city development services to progress the statutory procedures associated with advertising the Traffic Regulation Orders that are necessary for the implementation of the first phases of the scheme as described in this report.

### **Corporate and service priorities**

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

### **Financial implications**

The scheme development and implementation of the Rose Lane / Prince of Wales Road project will be developed and refined as the design is progressed. Currently, £2.6m from the Local Growth Fund (LGF) has been secured to deliver the earlier phases of the scheme and any additional funding that may be needed will be applied for as appropriate.

**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

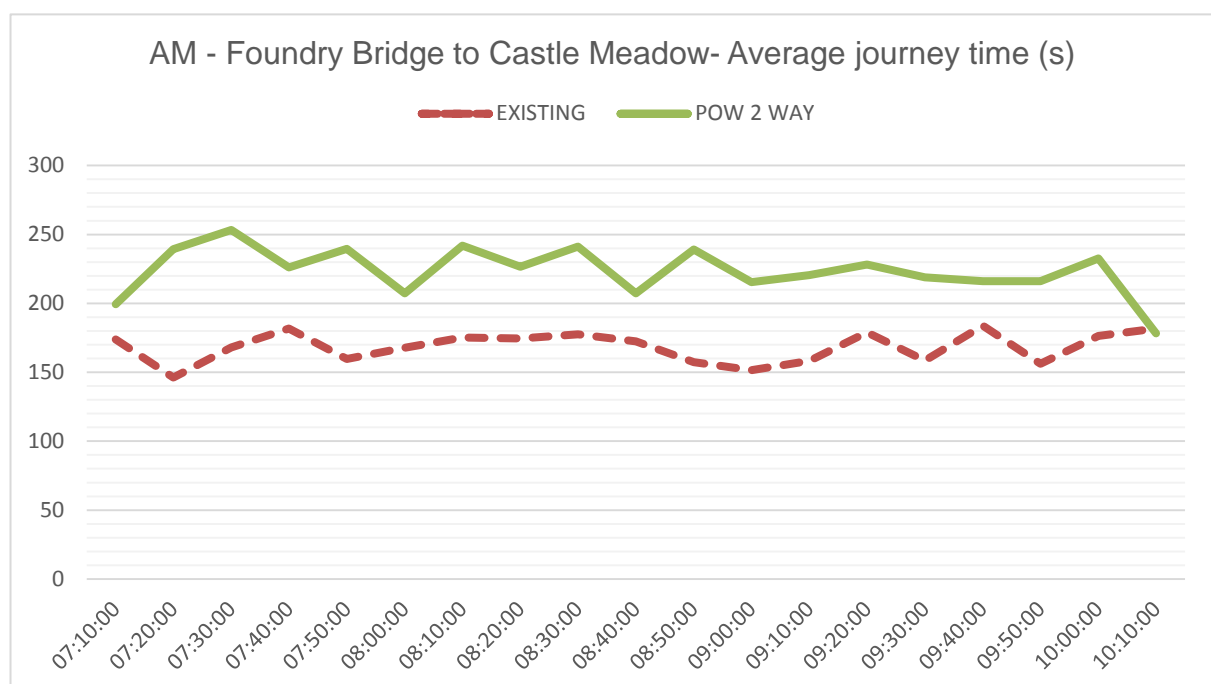
1. The need for this project has been identified through two linked spatial planning documents that have been jointly produced by the City and County Councils under the auspices of the Greater Norwich Development Partnership:
  - Norwich Area Transportation Strategy Implementation Plan (adopted in March 2010, with 2013 update) <http://www.norfolk.gov.uk/view/ncc127029>
  - Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk (adopted in March 2011, and amended by the Broadland Part of the Norwich Policy Area: Local Plan, adopted in January 2014) <http://www.greaternorwichgrowth.org.uk>
2. The Norwich Area Transportation Strategy (NATS) public consultation in October 2009 introduced the principles of the city centre measures. The purpose of these measures is to make it easier for walking, cycling and public transport in the city centre and to help improve the public realm and the economic vitality of the business and retail centre. The measures were subsequently embodied in the NATS Implementation Plan (NATSIP).
3. Many of the city centre measures are now in place, but the measures included proposals to implement bus, cycle and taxi use only on Prince of Wales Road, and making Rose Lane two-way for general traffic, thus creating a general traffic route from Ber Street to Foundry bridge, building on the earlier scheme on Golden Ball Street.
4. The brief for this project has six principal objectives that are derived from the NATSIP and JCS that seek to:
  - (a) Reduce the levels of traffic using routes through the city centre that don't have an origin or destination there;
  - (b) Improve local air quality within the Norwich Air Quality Management Area (AQMA);
  - (c) Improve the public realm to provide more pedestrianised areas and encourage more journeys to be made on foot;
  - (d) Improve conditions for public transport services to make them more attractive including journey time reliability;
  - (e) Improve cycle routes across the city centre;
  - (f) Assist with improving the economic vitality of the business and retail centre.
5. The brief also included a number of design principles, the primary one of which was to make Prince of Wales Road two-way for buses taxis and cyclists, and make Rose Lane two-way for general traffic. There was also an expectation of traffic management measures to significantly reduce through traffic in the city centre by limiting north-south and south-north movements in the city centre.

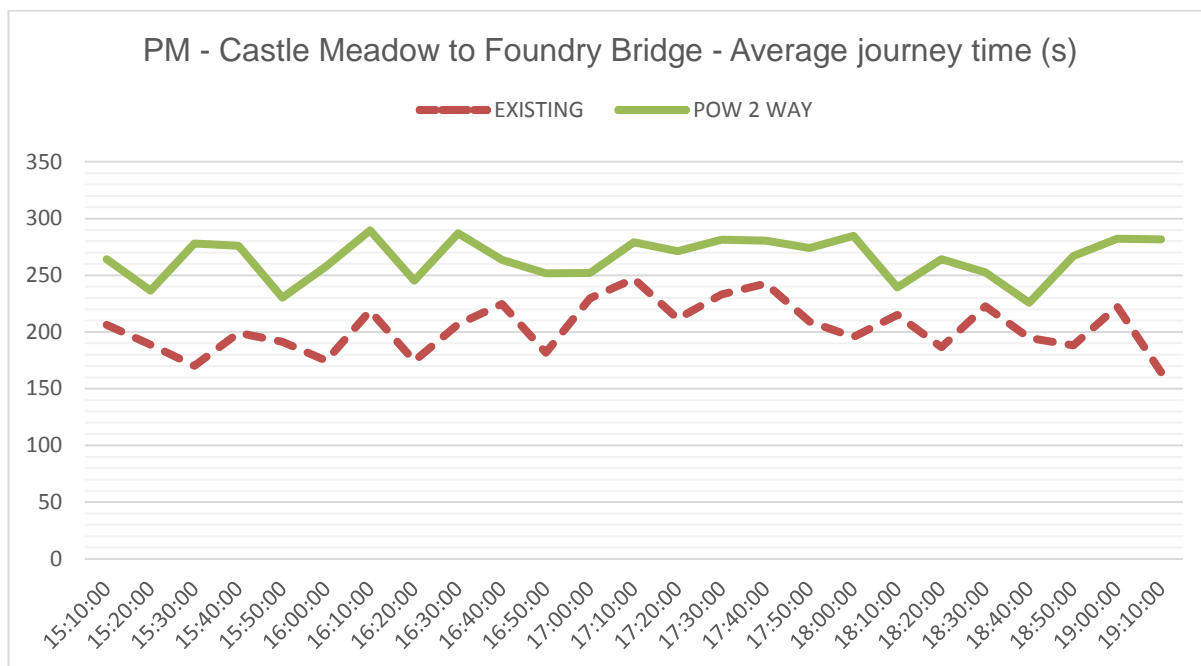
## Evolution of current proposals

6. It was not possible to investigate the impact of wider changes to city centre

through traffic movements as there was no available data at the time of the initial traffic surveys and modelling of options. A comprehensive inner ring road study is being carried out during 2017/18, results from which should feed into a wider conversation about what options are possible for future changes to city centre traffic access.

7. Officers therefore pursued an option that would have limited impact on overall city centre movements in testing proposals for the two-way scheme on both Prince of Wales Road and Rose Lane.
8. Initially, a proposal was developed which makes the existing gyratory of Prince of Wales Road, Rose Lane and Market Avenue two-way. To achieve this, the Bank Plain / Castle Meadow / Prince of Wales Road / Upper King Street / Market Avenue junction would need redesigning to provide for movements out of Prince of Wales Road. The green traffic light time needed for buses approaching the junction from Prince of Wales Road reduces the available green traffic light time for other approaches, most of which also carry large numbers of buses and general traffic.
9. Queue and journey time impacts for general traffic and buses were extracted and compared against a computer program model of the existing situation. Test results showed making Prince of Wales Road and Rose Lane two-way would result in an unacceptable increase to public transport journey times.
10. The following graphs show morning (AM) and evening (PM) peak modelled journey times for buses with Prince of Wales Road two-way (POW 2 WAY) compared against the existing situation (EXISTING):





11. The decision was therefore taken by officers to develop and test options that retain the existing circulation of traffic. As part of this, a meeting was held with representatives from local bus companies to obtain feedback on how to improve the existing circulation for buses.
12. The current road layout has a number of elements that have proved beneficial to the city centre since being introduced over the last 15 years and they remain consistent with many of the objectives of this project. It was therefore decided to develop a proposal that largely retained the existing road layout, but included some of the fundamentals of the design considered so far.
13. A range of options was then developed in more detail to address existing problems and to increase resilience in response to future potential changes to travel demand and how people travel. This assessment has resulted in the preferred layout shown in this report.

## Design Proposals

14. The key features and benefits of the design that is recommended to be taken forward to consultation are detailed below. It should be noted that the current allocation of funding is unlikely to cover the full costs of delivering all elements but it is important to outline the overall scheme that is sought to be delivered.
15. The junction of Rose Lane and Prince of Wales Road is substantially remodelled, providing two-way access from Prince of Wales Road to Mountergate, significantly improving vehicular access to and from this major redevelopment area and the Rose Lane car park. Vehicles turning out of Mountergate will be able to turn right and head towards Foundry Bridge, as well as being able to turn left and head towards the city centre. This provides the opportunity to create a new area of public realm as a gateway to the city centre from the east, by removing the underused central reservation and closed public toilet block, and creating significant areas of public space at Eastbourne Place and on Prince of Wales Road itself.

16. This area will include improved off-carriageway cycling facilities with fully controlled pedestrian and cycle crossing points of both Rose Lane and Prince of Wales Road, substantial new paved areas and landscaping.
17. Beyond Mountergate, Rose Lane will remain one-way, but reduced from three to two traffic lanes. This will allow the southern pavement to be widened on what is a key pedestrian route from the rail station through to the city centre. A with-flow cycle track is also proposed on this side of the road, which will link with the cycle lane along Cattle Market Street. Space gained on Rose Lane also affords landscaping opportunities, along with improved servicing facilities for adjacent businesses. St Vedast Street is remodelled, again improving pedestrian areas and loading / parking bays, as well as providing a with-flow cycle lane. It will remain one-way from Prince of Wales Road but with a give way rather than traffic signals onto Rose Lane, improving traffic flows in the area.
18. The section of King Street between Agricultural Hall Plain / Prince of Wales Road and Rose Lane will be closed to through motorised traffic and become a pedestrian and cycle zone with access from motorised vehicles only from Rose Lane as far as the junction with Greyfriars Road. Traffic that previously used King Street from Agricultural Hall Plain will now be required to use St Vedast Street. These works on King Street will result in a significant enhancement of this part of National Cycle Route No.1, which is particularly substandard at this point. The change also allows for the redesign of the traffic signal controlled junction at King Street / Rose Lane, and the much reduced movements from King Street results in an improved traffic flow for all vehicles on Rose Lane itself. This should help to alleviate current congestion issues that are currently experienced along Rose Lane, often causing blocking of the junction with Mountergate further down the hill.
19. Progressing through to Cattlemarket Street, carriageway narrowing (while maintaining the existing number of traffic lanes) and replacing the existing two-phase pedestrian crossing with a single phase pedestrian crossing provides the opportunity to link the cycle route on Rose Lane with the existing cycle route further up Cattlemarket Street. The pavements can also be widened in this area, again affording potential soft landscaping opportunities. The most direct route for pedestrians from Rose Lane through to the entrance to the castle gardens next to the Shirehall Chambers can also be better accommodated.
20. Changes on Market Avenue are limited, but the footway on the north side will be widened and converted to shared pedestrian and cycle use to link with the southern end of King Street. Zebra crossings over the access and exit from Castle Mall Car Park, coupled with enhancements to the entrance to the Castle Gardens will improve connectivity for the expanding east part of the city to the city centre and the castle.
21. Having removed traffic movements from King Street, the corresponding right turn lane into King Street from Agricultural Hall Plain will no longer be required. This space, together with kerb adjustments on the south side of Prince of Wales Road, provides the opportunity for a segregated contra-flow cycle lane up Prince of Wales Road and continuing into Castle Meadow. This will avoid buses being delayed behind cyclists on this uphill section of road. The footway

outside Anglia House will also be widened.

22. St Faiths Lane is to be closed at its junction with Prince of Wales Road, providing cycle access only and an improved pedestrian environment.

### **Environmental impacts**

23. The proposals are entirely within existing highway boundaries, and whilst there will be some diversion of traffic (primarily from King Street onto St Vedast Street), there will also be a reduction in traffic for eastbound drivers currently from Mountergate. The scheme also includes enhancements for walking, cycling and public transport, and there is no significant adverse environmental impact. Consequently, all the works are permitted development.

### **Consultation**

24. The intention is to consult on the overall principles of this proposal rather than specific details, which will be worked up once we have received responses. The intention is that all frontagers and stakeholders will be informed of the proposal, with material being available both on-line and at an exhibition to be held in City Hall. This consultation will take place commencing in February 2018 over a period of four weeks.

### **Phasing**

25. There is an expectation that a significant amount of the funding received from the Local Growth Fund will be spent in the 2018/19 financial year, and it is therefore important that work commences as soon as possible to achieve the desirable spend profile.

### **Traffic Regulation Orders**

26. The following Traffic Regulation Orders will be required to implement the scheme:

#### **Traffic Regulation Orders In relation to traffic management:**

- (a) Rescind the current one-way operation of the south side of Prince of Wales Road creating a two way access between Mountergate and Prince of Wales Road

- (b) Close Eastbourne Place to motorised traffic
- (c) Close King Street to through traffic just north of its junction with Greyfriars Road, creating a pedestrian and cycle zone with access only\*<sup>1</sup>
- (d) 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\*
- (e) Close St Faiths Lane to motorised traffic at its junction with Prince of Wales Road
- (f) Introduce contra-flow cycling on Bank Street and Prince of Wales Road
- (g) Introduce a with flow cycle track on Rose Lane\*
- (h) Widen and convert to shared use a length of footway on the northern side of Rose Lane between Market Avenue and King Street

#### **Traffic regulation orders in relation to on-street parking controls:**

- (a) Introduce a 'loading only' restriction in the proposed pedestrian areas\*
- (b) Introduce no waiting and no loading restrictions along both sides of Rose Lane\*
- (c) Introduce dedicated loading bays on Rose Lane\*
- (d) Introduce revised parking arrangements on Redwell Street to include additional disabled parking provision, loading provision, car club and parking spaces and a coach bay.
- (e) Relocate the disabled parking bay on Bank Street to the other side of the road
- (f) Relocate the disabled bay on King Street to Greyfriars Road\*
- (g) Adjust the position of the parking and loading bays on Prince of Wales Road, and St Vedast Street to reflect the new layout

#### **Traffic regulation orders in relation to pedestrian crossings:**

- (a) Introduce new signalled control pedestrian / cycle crossings at the new junction created just east of Eastbourne Place

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<sup>1</sup> \*Indicates an order or notice that will need to be advertised with the initial consultation to enable construction Autumn 2018.



- (b) Retain the existing 'Green Wave' crossings on the rest of Prince of Wales Road
- (c) Amend the crossing layout at Agricultural Hall Plain reducing crossing distances in some locations, incorporating both pedestrian and pedestrian/cycle crossing points
- (d) Retain the crossing at the northern end of Market Avenue
- (e) Provide a new zebra crossing at the mouth of the Castle Mall car park
- (f) Provide signalled control pedestrian / cycle crossings at the southern end of Market Avenue
- (g) Upgrade the current crossing on Cattlemarket Street to provide a single crossing phase
- (h) Replace the controlled crossing across Rose Lane at its junction with King Street
- (i) Provide a new Toucan crossing on Rose Lane south of the Junction with St Vedast Street

27. However, as the scheme is being developed and implemented over a longer period of time, and the consultation will help to inform this, it is too early to advertise many of these Traffic Regulation Orders, and these will form part of the report to this committee following the consultation later this year.

28. Some orders, to enable the delivery of the earliest phase, do need to be advertised at the same time as the consultation, so that responses can be considered by this Committee and for there still to be enough time for engineering design to progress for construction this financial year. These issues are discussed later in this report.

### **Traffic Impacts**

29. The proposals are compared here against the existing situation that also assumes:

- (a) Rose Lane car park is fully utilised;
- (b) Mountergate area is fully redeveloped.

30. The following explains likely impacts on bus journeys and general traffic, in terms of journey times and queues for both the morning and evening weekday peak hour.

### **Bus journeys**

31. Bus journeys between Castle Meadow and Foundry Bridge are likely to benefit from reductions in journey time, particularly inbound towards the city centre, as shown in the following table.

Time period	Modelled route	Average journey time (seconds)			
		Existing	Proposed	difference	Difference (%)
AM Peak hour 07:45-08:45	Castle Meadow to Foundry Bridge	218	206	-12	-5%
	Foundry Bridge to Castle Meadow	166	147	-19	-11%
PM Peak hour 16:45-17:45	Castle Meadow to Foundry Bridge	228	220	-8	-3%
	Foundry Bridge to Castle Meadow	184	144	-40	-22%

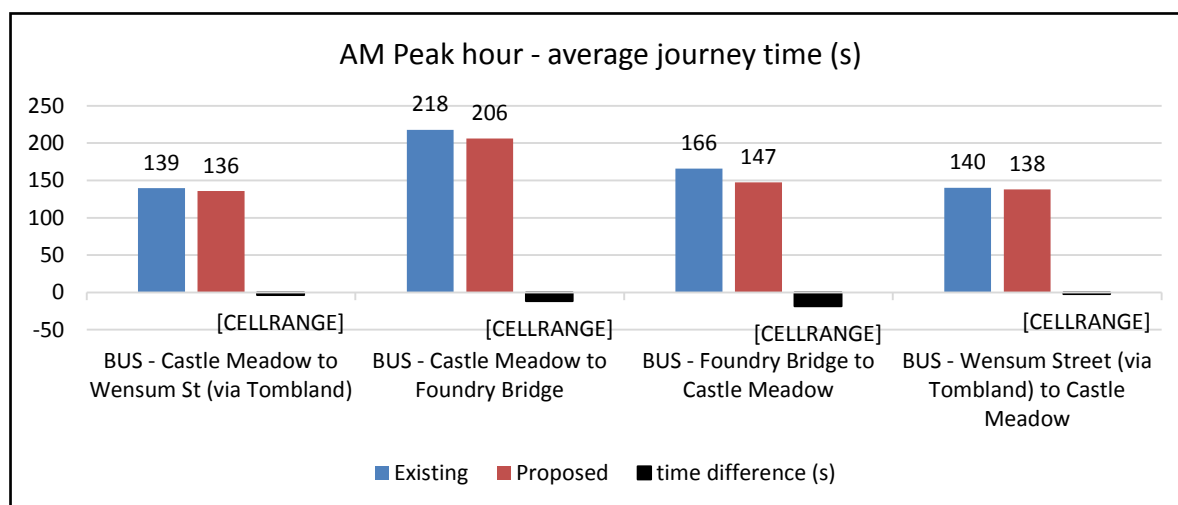
*Table 1 - Modelled peak hour average bus journey time between Castle Meadow and Foundry Bridge (rounded values)*

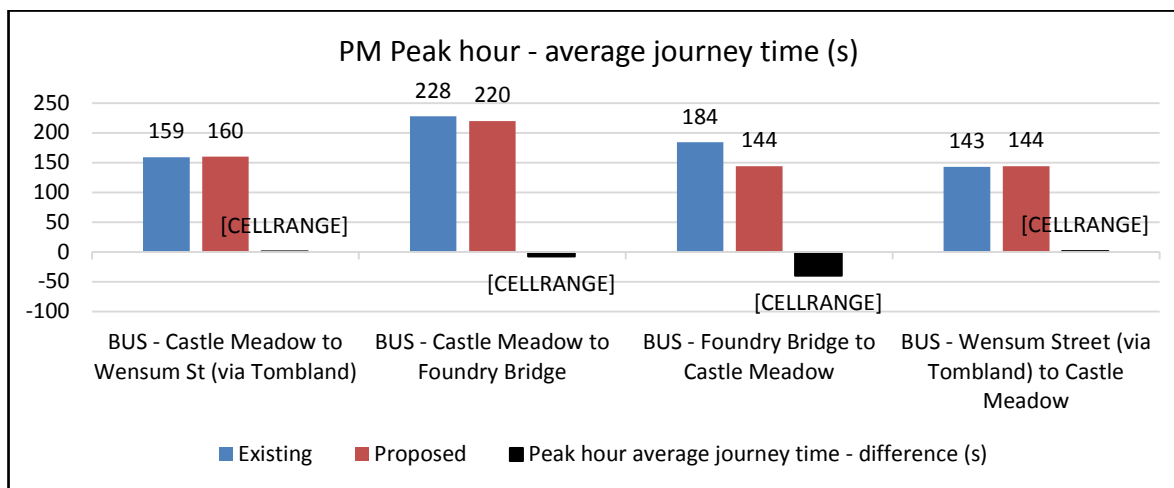
32. The significant improvements to bus journey times inbound from Foundry Bridge are made possible by simplifying and / or removing traffic signals from junctions with Mountergate, St Vedast Street and King Street.

33. Bus journey times between Castle Meadow and Wensum Street (Tombland) are unlikely to change significantly, as shown in the following table:

Time period	Modelled bus route	Average journey time (seconds)			
		Existing	Proposed	Difference	Difference (%)
AM Peak hour 07:45-08:45	Castle Meadow to Wensum Street	139	136	-4	-3%
	Wensum Street to Castle Meadow	140	138	-2	-2%
PM Peak hour 16:45-17:45	Castle Meadow to Wensum St	159	160	1	1%
	Wensum Street to Castle Meadow	143	144	1	1%

*Table 2 - Modelled peak hour average bus journey times between Castle Meadow and Wensum Street (rounded values)*





## General traffic

### Strategic traffic movements – Norwich inner ring road

34. Journey times on the strategic movement network at the junction of Foundry Bridge / Thorpe Road and Riverside Road are unlikely to be affected, as shown in the following table:

Time period	Modelled route	Average journey time (seconds)			
		Existing	Proposed	Difference	Difference (%)
AM Peak hour 07:45-08:45	Riverside Road (North) to Riverside (South)	96	94	-2	-2%
	Riverside (South) to Riverside Road (North)	80	80	1	1%
PM Peak hour 16:45-17:45	Riverside Road (North) to Riverside (South)	92	91	-1	-1%
	Riverside (South) to Riverside Road (North)	89	90	1	1%

Table 3 - Modelled peak hour average journey time on the inner ring road (rounded values)

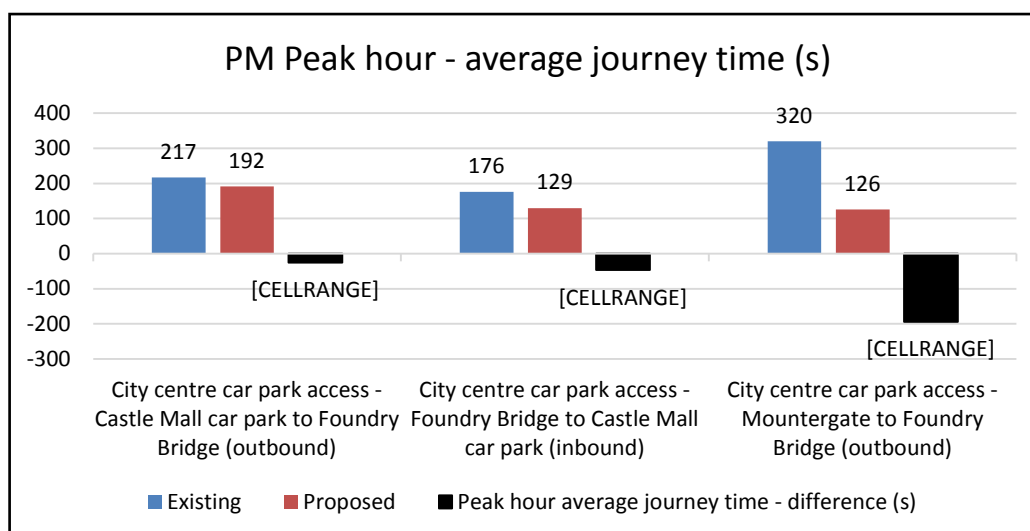
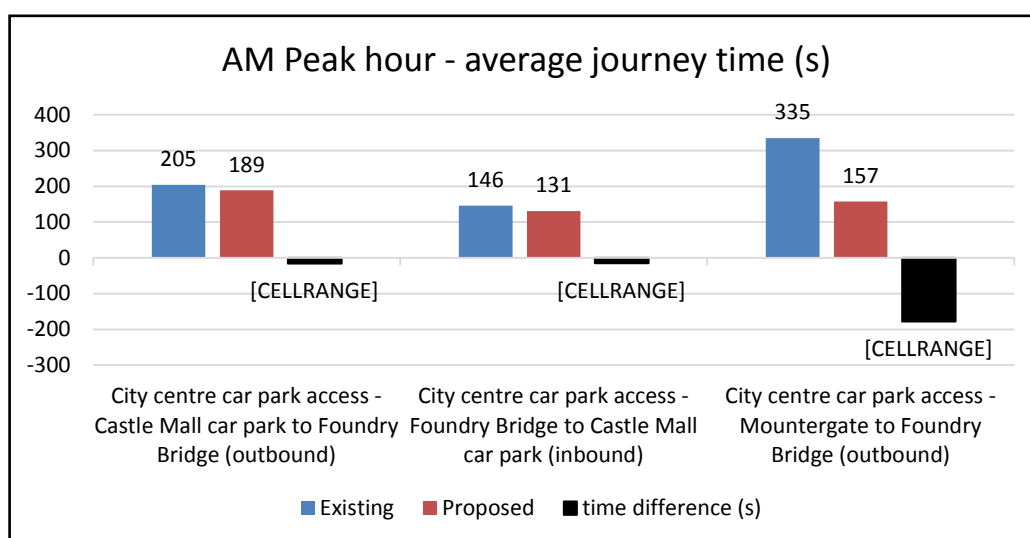
### Car park access/egress

35. Journey times between the Foundry Bridge and both car parks (Castle Mall car park and Rose Lane car park) within the extent of the scheme are improved as shown in the following table:

Average journey time (seconds)
--------------------------------

Time period	Modelled route	Existing	Proposed	Difference	Difference (%)
AM Peak hour 07:45-08:45	Castle Mall to Foundry Bridge	205	189	-16	-8%
	Foundry Bridge to Castle Mall	146	131	-15	-10%
	Rose Lane to Foundry Bridge	335	157	-178	-53%
PM Peak hour 16:45-17:45	Castle Mall to Foundry Bridge	217	192	-25	-12%
	Foundry Bridge to Castle Mall	176	129	-47	-27%
	Rose Lane to Foundry Bridge	320	126	-194	-61%

Table 4 - Modelled peak hour average journey time between car parks and Foundry Bridge (rounded values)



36. The significant improvements in journey time from the Mountergate area to Foundry Bridge is made possible by allowing right turning traffic out to Prince of

Wales Road, which also has the benefit of reducing the level of traffic that uses the gyratory (Rose Lane and Prince of Wales Road).

## **Queues**

37. In the morning peak hour, the following locations are likely to experience significant reductions in the average maximum queue length (metres [m])
- (a) Rose Lane approach to junction with King Street, -50m (-52%)
  - (b) Rose Lane approach to junction with Mountergate / Eastbourne Place, -18m (-20%)
  - (c) Mountergate approach to junction with Rose Lane / Eastbourne Place, -25m (-36%)
  - (d) St Vedast Street approach to junction with Rose Lane, -28m (-34%)
38. In the evening peak hour, the following locations are likely to experience significant reductions in the average maximum queue length (metres [m]) –
- (a) Rose Lane approach to junction with King Street, -35m (-36%)
  - (b) Rose Lane approach to junction with Mountergate / Eastbourne Place, -23m (-24%)
  - (c) Mountergate approach to junction with Rose Lane / Eastbourne Place, -30m (-44%)
  - (d) St Vedast Street approach to junction with Rose Lane, -42m (-51%)
39. Significant improvements to queues on Rose Lane are a result of removing traffic signals at the junction with St Vedast Street and simplifying existing traffic signal junctions at Rose Lane / King Street. Removing traffic signals at the Mountergate approach to Rose Lane reduces queues and vehicles can now emerge in gaps that are produced when the adjacent signal controlled pedestrian crossing is triggered. Removing traffic signals at St Vedast Street should also result in less queueing as vehicles emerge in gaps.

## **Accident reduction**

40. Over the past five years there have been 59 accidents in the plan area, 14 involving cyclists and 20 involving pedestrians, which equates to almost 70% of accidents involving vulnerable users. Improvements to the pedestrian realm, with upgraded crossing points and the extensive new cycle provision, should have a significant beneficial impact on the accident rate. The reduction of the carriageway width on Rose Lane and Prince of Wales Road should also help to reduce vehicle speeds and keep them within required speed limits.
41. This should further improve the accident record in the area following the implementation of the 'green wave' scheme on Prince of Wales Road, which resulted in an overall reduction in casualties on Prince of Wales Road of 45%, with a 63% reduction in pedestrian casualties.

## **Cycle Impact**

42. The proposals provide the opportunity to upgrade the Green Pedalway by

redirecting the route along Prince of Wales Road from St Faiths Lane, making a more direct route. As well as introducing two-way cycling along Prince of Wales Road, the junction arrangements at Agricultural Hall Plain and Mountergate will be significantly improved.

43. The National Cycle Route No 1 will be significantly enhanced along King Street at the junctions either end, whilst the uphill cycle track along Rose Lane will link with the recently constructed cycle lane on Cattle Market Street, providing a much improved facility from Prince of Wales Road.

### **Pedestrian Improvements**

44. The proposals provide the opportunities for an enhanced pedestrian environment through widened pavements, new areas of public realm and better landscaping and signage. Regularly spaced, signal-controlled pedestrian crossings are also proposed, coinciding with key crossing desire lines whilst reduced carriageway widths will help self-regulate traffic speeds through the area.

### **Economic benefits**

45. The east of Norwich has seen substantial regeneration and development in recent years, particularly at Riverside and the football club. However, areas closer to the city, and noticeably around the Rose Lane area, are still in need of regeneration and redevelopment.
46. The proposals will significantly improve access and the public realm in the areas around Mountergate, Rose Lane and the remaining part of King Street. Strengthening pedestrian and cycle links with the rest of the city centre. These, together with the most recent developments in the Rose Lane, notably the new Rose Lane car park, the upgraded office space at the Union Building and the development of the long derelict St Anne's Wharf site will create further opportunities for, and investment in this run down area of the city. In particular, the new access arrangements to the Mountergate area will enhance the potential of the remaining development sites in the area, and hopefully speed up their redevelopment. Improved public realm has also encouraged the upgrading of adjacent premises, adding vibrancy in other areas of the city, and it is expected that the work in this area will achieve the same uplift in King Street, Rose Lane and Prince of Wales Road.

### **Public Consultation**

47. Extensive public consultation was carried out for NATS in 2009 and these proposals are the last of the major city centre interventions that were proposed at that time. There was a significant level of public support for the city centre transport schemes.
48. It is proposed that a four-week public consultation will be carried out on the proposed scheme concurrent with the statutory advertisements for the TROs to support the traffic changes. The consultation outcome and any objections to the TROs will be reported to a future NHAC meeting.

### **Timescales**

49. If approval is given, it is proposed to consult on the scheme in February / March 2018. The results of the consultation will be reported back to NHAC, nominally to the July meeting, depending on the extent and nature of the feedback received. Providing the scheme is approved, construction could start as early as September 2018, prior to the Christmas embargo. Officers anticipate that work will commence on Rose Lane / King Street with the main public realm works at Eastbourne Place / Prince of Wales Road creating the two-way access to Mountergate to follow in early 2019. The overall work will be undertaken in phases, and it is unlikely that all of these will be completed with the current allocated budget. Additional funding sources will be sought for the later phases as necessary.
50. The costs of the project will be developed and refined as the overall design is progressed, taking into account consultation feedback. The initial phases of works will be in line with the principal objectives outlined in section 4 of the scheme background. The design aims to retain large areas of the existing footway paving which is in good order, particularly along the south side of Rose Lane and where the bulk of any new paving will be in the widened footway areas. This will help to get the best value out of the current budget whilst making significant improvements to the area. Planned carriageway surfacing works will also be carried out at the same time to minimise future disruption and maximise savings.

### **Stakeholder views**

51. Meetings have already been held with some stakeholders on the scheme proposals, in particular the bus companies. These discussions will continue throughout the consultation period and will be reported back to this committee.

### **Conclusions**

52. The project is rooted in strategy documents that have been adopted by Norwich City and Norfolk County Councils and the proposals will provide a range of benefits. The project team are confident that all major issues of feasibility can be satisfactorily resolved.
53. A public consultation will help us to identify any residual issues that need to be addressed. Subject to the committee approving the TROs, this next stage in delivering transport improvements in the city centre for buses, pedestrians and cyclists could begin at the end of the summer 2018 and will be completed in phases.

### **Resource Implications**

54. Finance: The TfN (Transport for Norwich) programme forms an integral part of the strategic infrastructure as set out in the Joint Core Strategy. The delivery of this work is funded through £2.6m from the Local Enterprise Partnership (LEP) along with a NCC maintenance contribution towards carriageway surfacing.
55. Staff: The project will be delivered through joint team working involving both county council and city council officers.

56. Property: All work is within the existing highway boundary.

57. IT: None.

### **Other implications**

58. Legal Implications: None.

59. Human Rights: None.

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

61. Communications: The Transport for Norwich Communications Officer is a member of the delivery team

### **Section 17 - Crime and Disorder Act**

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

### **Risk Implications/Assessment**

63. 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.

64. 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

<b>Committee:</b>	Norwich Highways Agency Committee
<b>Committee date:</b>	18 January 2018
<b>Director / Head of service</b>	Andy Watt
<b>Report subject:</b>	Norwich Area Transportation Strategy Implementation Plan – Rose Lane and Prince of Wales Road
<b>Date assessed:</b>	December 2017
<b>Description:</b>	

	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			
<b>Waste minimisation &amp; resource use</b>	<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.
<b>Pollution</b>	<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.
<b>Sustainable procurement</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The scheme is provided under long term contract.
<b>Energy and climate change</b>	<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.
<b>(Please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Risk management</b>	<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.
<b>Neutral</b>
There are no significant neutral impacts to resolve.
<b>Issues</b>
Any issues raised through the consultation will be fully considered and reported as appropriate at NHAC.



# Prince of Wales Road, Rose Lane - Project overview

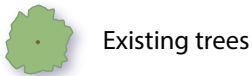




# KEY

## Rose Lane

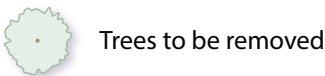
- 1. Cycle track through Cattlemarket Street from Rose Lane.
- 2. Narrowing Rose Lane to two traffic lanes.
- 3. Wider pavements and new off-carriageway cycle route.
- 4. Landscaping plus loading bays.



Existing trees



Proposed trees



Trees to be removed

## Prince of Wales Road

- 1. Prince of Wales Road remains one-way and two lanes for motorised traffic.
- 2. Off-carriageway contraflow cycle route towards the city centre.
- 3. Eastbourne Place closed to motorised traffic.
- 4. New public space on Prince of Wales Road.
- 5. Two-way link between Prince of Wales Road and Mountergate.



Pedestrian crossing (Light controlled)



Cycle/Pedestrian crossing (Toucan)



Pedestrian crossing (Zebra)

## King Street/Upper King Street

- 1. New layout of Agricultural Hall Plain to take account of King Street closure.
- 2. New cycle link to Castle Meadow from Prince of Wales Road, including wider pavements.
- 3. Contra-flow cycle lane on Bank Street.
- 4. Disabled parking moved to south side of road.
- 5. Shared cycleway facility.
- 6. Disabled parking space moved from King Street to Greyfriars Road.
- 7. Convert King Street between Prince of Wales Road and Rose Lane to pedestrian/cycle zone. Close to motorised through traffic at junction with Prince of Wales Road.

## Mountergate

- 1. Upgrade Foundry Bridge area.
- 2. Closure of St Faith's Lane to motorised traffic at Prince of Wales Road junction. Maintain two-way cycling and improve facilities for pedestrians.
- 3. Off-carriageway contra-flow cycle route to south side by narrowing carriageway (two lanes of traffic maintained outbound).
- 4. Re-alignment of road between end of Mountergate and Prince of Wales Road.







**Report to** Norwich highways agency committee

**Item**

18 January 2018

**Report of** Head of city development services

**6**

**Subject** University Area Permit Parking Consultation

---

## **Purpose**

To advise members of the responses to the recent consultation in the University area to extend the existing permit parking areas, and recommend the implementation of permit parking in part of the area.

## **Recommendation**

To:

- (1) note the responses to the permit parking consultation;
- (2) agree to implement a 10am to 4.00pm Monday to Friday permit parking scheme in Ambleside Close, Buttermere Road, Crummock Road, Earham West Centre, Edgeworth Road, Enfield Road (part), Grasmere Close, Hemlin Close, Keable Close, Pitchford Road (part), Rockingham Road, Scarnell Road, Wakefield Road, Wordsworth Road (part), as shown on the plans (nos. PL/TR/3329/776) attached in Appendix 1;
- (3) agree to implement a 24-hour 7 day a week permit parking scheme in De Hague Road (part), Fairfax Road and Northfields as shown on the plan (no. PL/TR/3329/778) attached in Appendix 2;
- (4) agree to convert the existing permit bays on North Park Avenue that currently operate 10am to 4pm Monday to Friday to 24 hour 7 day a week operation as shown on the plans (nos. PL/TR/3329/777) attached in Appendix 3;
- (5) agree to implement the 'no waiting' arrangements associated with the permit parking scheme that was proposed in the South Park Avenue area and to implement additional waiting restrictions in the Norvic Drive area (but not to progress any permit parking in this area at the current time) as shown on the plans (nos. PL/TR/3329/779) attached in Appendix 4;
- (6) 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 funding of £51,600 from UEA obtained as part of a S106 agreement. Implementation costs are estimated at £50,400.

**Ward/s:** Bowthorpe, University and Eaton

**Cabinet member:** Councillor Stonard – Environment and sustainable development

**Contact officers:**

Bruce Bentley, Principal transportation planner

01603 212445

**Background documents**

None

## **Background**

1. Currently, the city council operates and enforces controlled parking zones (CPZs) throughout the city centre, the inner suburbs of the city and around the university. These permit 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. Some parts of the 'University' scheme only operate between 10am and 4pm.
2. Until recently extensions and amendments to CPZs were funded from general transport capital budgets, but as this funding stream declined following the cuts to the integrated transport grant, the decision was taken to ensure that the income generated from the civil parking enforcement scheme was sufficient to cover the cost of extending and amending CPZs. This has now been achieved following the permit review and on street tariff review and the backlog of outstanding CPZ extension requests can now be addressed. In 2017 extensions to Zone P into College Road and Zone A into Salisbury Road were completed, along with the move to a 24/7 scheme in parts of zones Y & Z and the introduction of a new zone LK in Lakenham, as an extension to the south east CPZ.
3. Zone extensions are prioritised on the basis of the demonstration of demand (e.g. a petition to NHAC or surveys by local members) and are done in the order that the council were first made aware of that demand. The current outstanding priorities are extensions to the UEA CPZ based on local member findings, the Wellesley Avenue Area based on a petition to this committee and the "Welsh streets" off Earlham Road (Denbigh Road etc.) based on local member surveys.

## **UEA CPZ extension**

4. Through the planning processes S106 funding has been secured to contribute to the delivery of the requested UEA CPZ extension, and also to consider whether there is a need to change operational hours in some parts of the existing UEA CPZ. Officers have worked with local ward members to identify the areas where amendments and changes are needed. These are;
  - (a) around the West Earlham area, where a 10am- 4pm, Monday to Friday scheme was offered;
  - (b) around Northfields, George Borrow Road and Fairfax Road, where residents were given the option 10am- 4pm, Mon-Fri, or 24/7 operation;
  - (c) on North Park Avenue, where residents were consulted on possible changes to the existing 10am- 4pm bays to 24/7 operation;
  - (d) around South Park Avenue where a 10am- 4pm, Monday to Friday scheme was offered.

5. Consequent on the consultation, some minor amendments and additions were advertised on the 22 December 2017. These are discussed in the individual area sections of this report below.

## **The West Earlham Area**

### **Responses**

6. 643 households and businesses in the West Earlham area north of the existing zone WE were consulted on the proposal to implement a 10am to 4pm Monday to Friday permit parking scheme, which would extend the existing scheme in the Friends Road area. 196 responses were received, representing a response rate across the area of 30%. The table in appendix 5 summarises the responses.
7. It can be seen that the strongest support comes from those streets adjoining the existing CPZ, the further away from the existing CPZ the level of support decreases significantly, as does the response rate to the consultation.
8. Whilst there was very clear support for permit parking in most of the streets adjacent to the existing CPZ, residents of Rockingham Road, and parts of Pitchford Road and Wordsworth Road did not support the idea. However, not including these streets in the scheme, but still providing it in those areas that did want permits, would result in an incoherent area, and substantially increased parking pressures on the streets omitted as existing parking pressures would be concentrated in these locations. Local members support the extent of the overall area as there have had consistent requests for permit parking over many years, even from the areas that did not vote for it when consulted.
9. General comments from residents and businesses of the area are included in Appendix 6, along with officer comments. In response to these comments some minor amendments to the scheme were advertised. These were
  - (a) an extension of the proposed permit area to include the grassed area at the end of Ambleside Close;
  - (b) an extension to proposed double yellow lines across the entrance to the church on Scarnell Road.
10. In addition, shopkeepers in Earlham West Centre did not feel that the one-hour parking was adequate. It is therefore recommended that this is increased to two hours. Unrestricted parking will continue to be available on Hutchinson Road and Enfield Road
11. The additions and amendments were advertised on 22 December 2017 and the results will be presented orally to your meeting.

## **Proposed extent of scheme**

12. Consequent on the consultation the recommendation is to extend permit parking operating 10am to 4pm Monday to Friday to the residents of Ambleside Close, Buttermere Road, Crummock Road, Earham West Centre, Edgeworth Road, Enfield Road (part), Grasmere Close, Hemlin Close, Keable Close, Pitchford Road (part), Rockingham Road, Scarnell Road, Wakefield Road, Wordsworth Road (part) as shown on the plan attached as appendix 1.

## **The Northfields and George Borrow Area**

### **Response rate**

13. 747 households and businesses in the area bounded by Colman Road, Earham Road, North Park Avenue and the existing Zone BB eastern boundary were consulted on the proposal to implement permit parking in their area. They were given the choice of a 24/7 scheme or a 10am to 4pm Monday to Friday scheme, as both currently operate in zone BB. 226 responses were received, representing a response rate across the area of 30%. The table in appendix 5 summarises the responses.
14. It can be seen that in only 2 streets, Northfields and Fairfax Road, did the majority who responded want to be included in the CPZ; however the overall response rate was quite low. Local members have been closely involved in pressing for permit parking in this area and are not particularly surprised at the low level of response. However, they believe that there is a very strong desire for permit parking amongst residents in Northfields and Fairfax Road that has not been expressed through the consultation, as it is a significant issue with their constituents in this area. Whilst the response rate is low, the majority of those who did respond supported permit parking as do local councillors. Therefore, the recommendation is to progress permit parking in these streets.
15. Of those who did support permit parking, 77% wanted it to operate 24 hours a day, seven days a week, which is consistent with that already in operation on adjacent permit bays on North Park Avenue.
16. In order to ensure that the extension to the existing zone is coherent, it will be necessary to also include a short stretch of De Hague Road, which will affect 13 of the 33 properties in that street.
17. In Stannard Road and Corie Road the vote was split 50/50, however these two streets are not immediately adjacent to the existing zone and given that George Borrow Road and the section of The Avenues that is not already in the zone clearly did not favour permit parking, it would not make sense to include these within the CPZ.

18. General comments from residents and businesses of the area are included in Appendix 7, along with officer comments. In response to these comments some additions have been included in the proposals. These are :-

(a) the cul-de-sac that leads to George Carver Court, and the parking spaces accessed from it;

(b) the garage courts at the rear of 38-92 and 198-236 Northfields.

19. The additions were advertised on 22 December 2017 and the results will be presented orally to your meeting.

### **Proposed extent of scheme**

20. Consequent on the consultation the recommendation is to extend permit parking to the residents of De Hague Road (part), Fairfax Road and for Northfields to operate 24 hours a day, seven days a week as shown on Appendix 2.

## **North Park Avenue**

### **Responses**

21. Residents of North Park Avenue and Percival Close were consulted as to whether they wanted to change the hours of operation of the permit parking scheme from 10am to 4pm Monday to Saturday for the entire length of the street that is included within the CPZ, to 24 hour 7 day a week operation. Currently there is a mixture of time restrictions along North Park Avenue. 62 households and businesses were consulted 21 responses were received, representing a response rate across the area of 31%.

22. Within the area 74% of those who did respond supported the change to 24/7 operation. This response means that almost a quarter of residents asked for the change to be made; members will recall that this committee received a petition from the residents of North Park Avenue requesting this change and 12 of the signatories of that petition did not respond to our consultation. Taking that petition into account shows a very significant support for the change, which is also welcomed by local councillors.

23. General comments from residents and businesses of the area are included in Appendix 8, along with officer comments.

### **Proposed extent of scheme**

24. Consequent on the consultation the recommendation is to change the operational hours of the existing permit parking on North Park Avenue so that all of it operates 24 hours a day, seven days a week as shown on appendix 3.

## **The South Park Avenue Area**

### **Responses**

25. 487 households and businesses were consulted on the proposal to introduce a permit parking scheme operating 10am to 4pm Monday to Friday in South Park Avenue and the streets accessed off it. 149 responses were received, representing a response rate across the area of 31%. Overall, 77% of those who did respond opposed the introduction of permit parking, and in only one street (where the response rate was only 10%) were a majority in favour, Therefore it is not recommended to implement permit parking in this area.
26. General comments from residents and businesses of the area are included in the appendix 9, along with officer comments. There was limited support for the implementation of double yellow lines, however, these are recommended to be implemented, particularly as they will ease the passage of buses through the estate. In response to local member requests, some additional double yellow lines on junctions adjacent to the proposed permit area were advertised to further improve access for buses to the area these were.
- (a) on both sides of Osborne Road (rather than just one side) extending from Bluebell Road to the boundary of 10/12 Osborne Road (one side could operate for a shorter period, for example 10.00am to 4pm Mon-Fri);
  - (b) on the junctions of Norvic Drive with Bluebell Road, Leng Crescent and Rugge Drive (both junctions) and at the junction of Rugge Drive and Leng Crescent.
27. The additions were advertised on 22 December 2017 and the results will be presently orally to your meeting.

### **Proposed extent of scheme**

28. Consequent on the consultation the recommendation is to not extend permit parking to the area around South Park Avenue, but to implement the advertised double yellow lines, as shown on Appendix 4.

## Integrated impact assessment



**NORWICH**  
City Council

### Report author to complete

<b>Committee:</b>	Norwich Highways Agency Committee
<b>Committee date:</b>	18 January 2018
<b>Director / Head of service</b>	Andy Watt
<b>Report subject:</b>	UEA CPZ Extension
<b>Date assessed:</b>	December 2017
<b>Description:</b>	



	Impact			
<b>Economic</b> (please add an 'x' as appropriate)	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
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"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Social</b> (please add an 'x' as appropriate)	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
<b>Equality and diversity (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Relations between groups (cohesion)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Eliminating discrimination &amp; harassment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Advancing equality of opportunity</b>	<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
<b>Environmental (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Transportation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The implementation permit parking supports NATS by discouraging commute parking in the urban area
<b>Natural and built environment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Waste minimisation &amp; resource use</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Pollution</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will help to promote sustainable transport forms by discouraging commuting by car
<b>Sustainable procurement</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
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
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Recommendations from impact assessment				
Positive				
The proposal will reduce parking congestion in this part of the City and support NATS				
Negative				
N/A				
Neutral				
Issues				
N/A				



**NORWICH**  
City Council

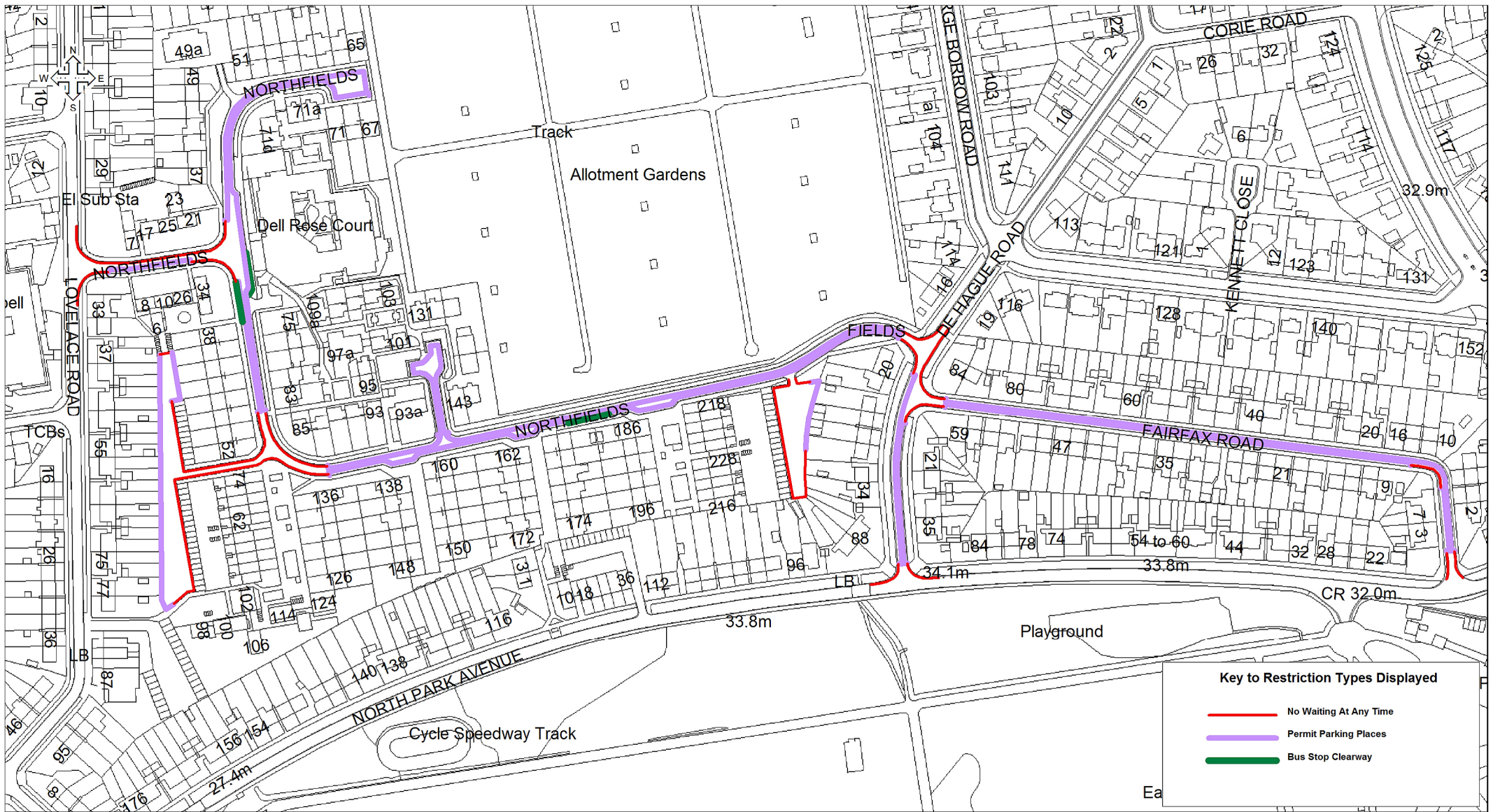
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2017 University CPZ West Earlham recommended extent

SCALE	1 : 2000
DATE	18/12/2017
DRAWING No.	PL/TR/3329/776
DRAWN BY	JG

Appendix 1



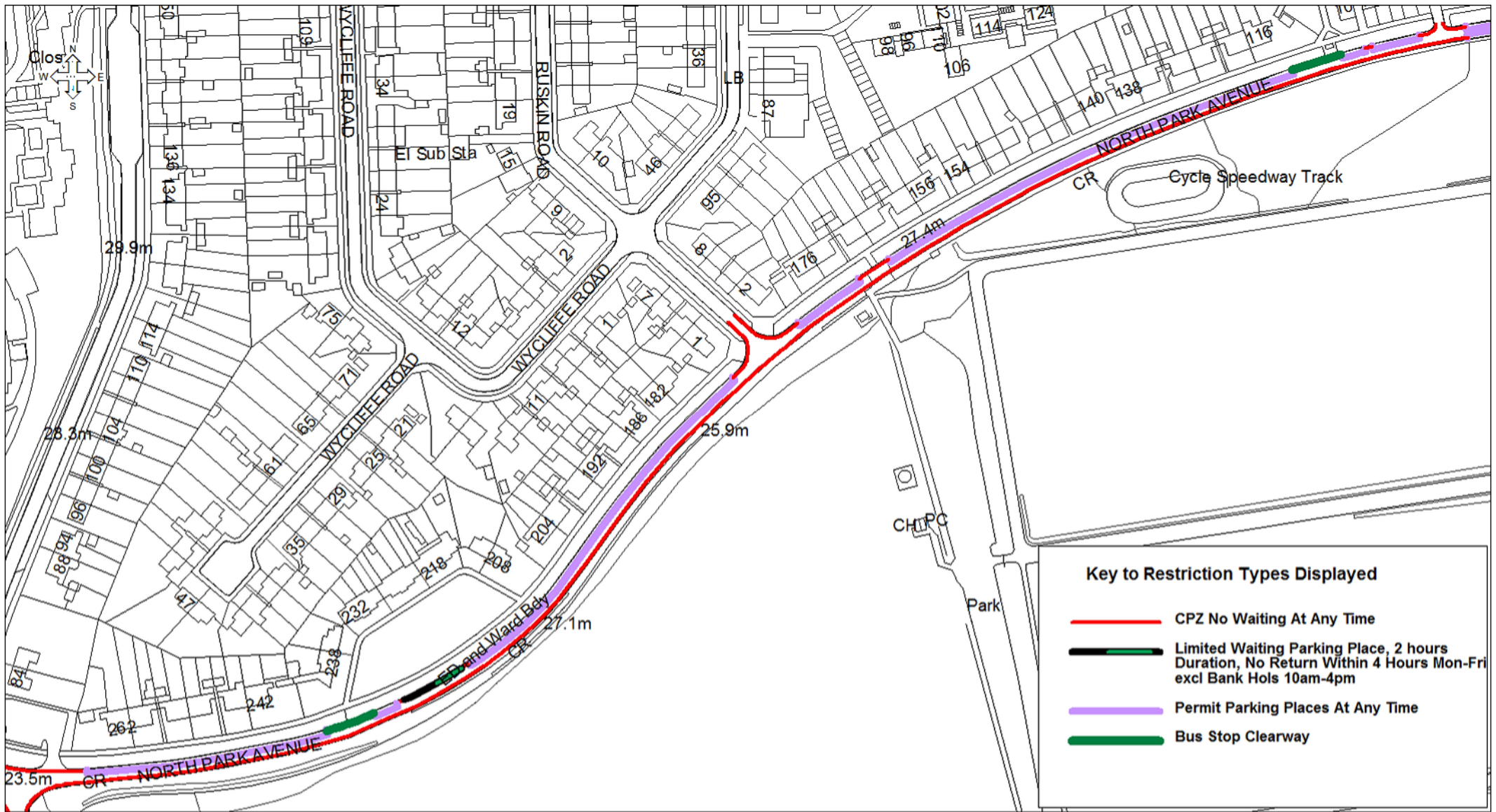


2017 University CPZ Northfields recommended extent

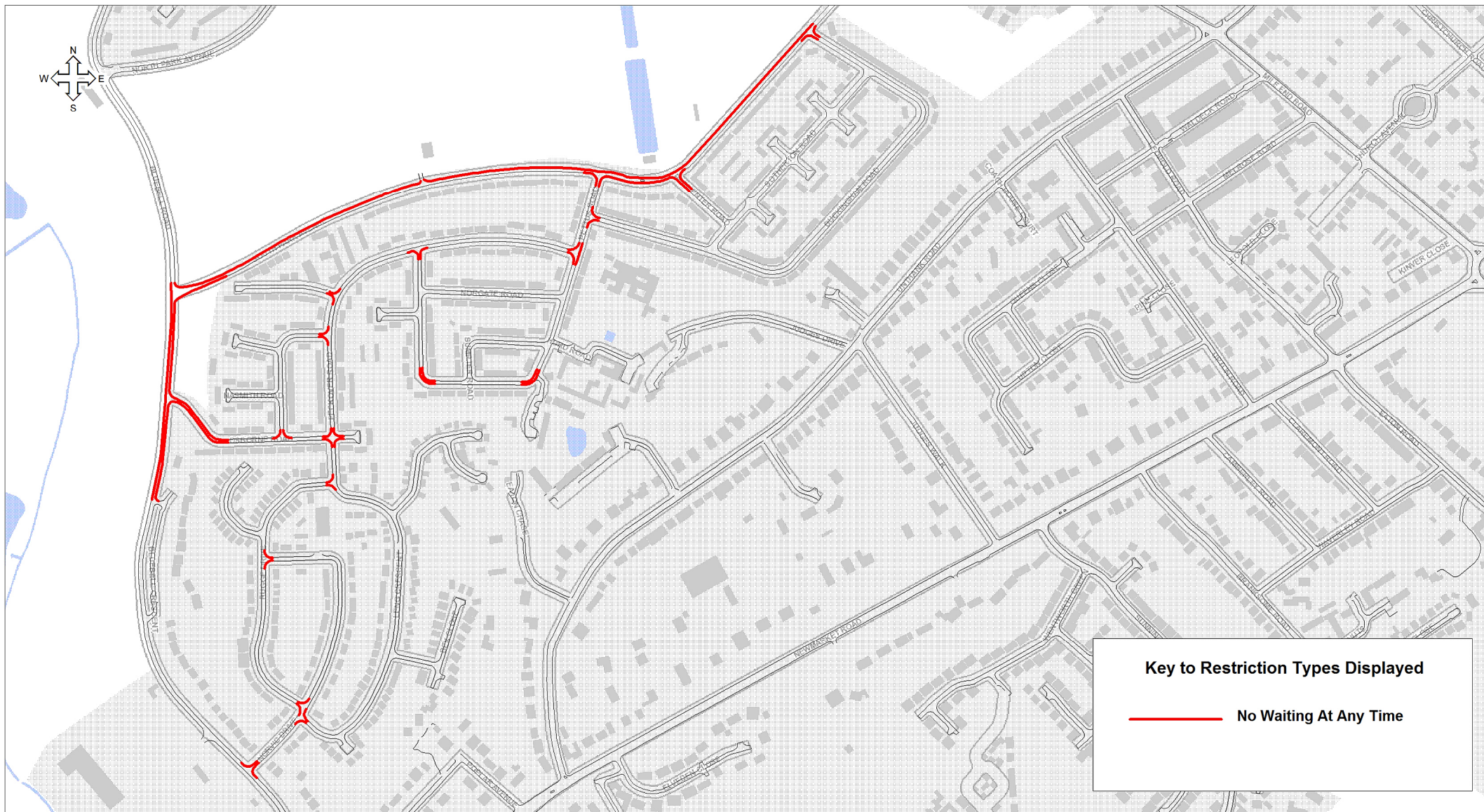
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SCALE	1 : 2500
DATE	18/12/2017
DRAWING No.	PL/TR/3329/778
DRAWN BY	JG

Appendix 2







**Key to Restriction Types Displayed**

— No Waiting At Any Time



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2017 University CPZ South Park Avenue area  
Showing existing and proposed Double Yellow Lines only

SCALE	1 : 7000
DATE	19/12/2017
DRAWING No.	TR/PL/3329/779
DRAWN BY	JG

Appendix 4

## West Earham Area

Road	No of households	YES responses	NO responses	Response rate	% of those who responded in favour	Include in CPZ
Grasmere Close	16	5	0	31%	100%	Yes
Keable Close	10	6	0	60%	100%	Yes
Scarnell Road	8	7	0	88%	100%	Yes
Ambleside Close	16	8	2	63%	80%	Yes
Hemlin Close	16	4	2	38%	67%	Yes
Robson Road	72	17	10	38%	63%	Yes
Edgeworth Road	24	8	5	54%	62%	Yes
Wakefield Road	34	8	6	41%	57%	Yes
Crummock Road	8	2	2	50%	50%	Yes
Rockingham Road	51	5	8	25%	38%	Yes
Brereton Close	12	1	0	8%	100%	No
Bridge Farm Lane	10	2	0	20%	100%	No
Pitchford Road	27	5	2	26%	71%	No
Buttermere Road	12	2	1	25%	67%	No
Wordsworth Road	26	3	2	19%	60%	No
Rydal Close	20	2	2	20%	50%	No
Taylor Road	25	1	1	8%	50%	No
Enfield Road	32	4	8	38%	33%	No
Douglas Haig Road	50	4	9	26%	31%	No
Coniston Close	24	2	7	38%	22%	No
Earlham West Centre	52	1	4	10%	20%	No
Bevan Close	36	1	8	25%	11%	No
Wilberforce Road	54	1	13	26%	7%	No
Calthorpe Road	2	0	0	0%	0%	No
Hutchinson Road	3		0	0%	0%	No
St Mildreds Road	3	0	0	0%	0%	No



## Northfields and George Borrow Road area

Road	No of households	YES responses	NO responses	Response rate	% of those who responded in favour	No's in favour of 24/7 scheme	% in favour of 24/7	Include in CPZ
Northfields	235	34	14	20%	71%	25	74%	Yes
Fairfax Road	72	17	12	40%	59%	14	82%	Yes
Corie Road	30	8	8	53%	50%	6	75%	Yes
Stannard Road	21	4	4	38%	50%	3	75%	Yes
Lound Road	28	4	7	39%	36%	4	100%	No
George Borrow Road	142	22	41	44%	35%	16	73%	No
Violet Elvin Court	40	1	2	8%	33%	1	100%	No
Colman Road	64	2	9	17%	18%	2	100%	No
De Hague Road	33	2	11	39%	15%	2	100%	No
Henderson Road	39	2	12	36%	14%	1	50%	No
Hodgson Road	16	0	5	31%	0%	0	0%	No
Kennett Close	12	0	3	25%	0%	0	0%	No
North Park Avenue	4	0	0	0%	0%	0	0%	No
The Avenues	11	0	2	18%	0%	0	0%	No

## South Park Avenue area

Road	No of households	YES responses	NO responses	Response rate	% of those who responded in favour	Include in CPZ
Custance Court	28	3	0	10.7%	100.0%	No
Osborne Road	40	6	12	45.0%	33.3%	No
Ramsey Close	16	3	6	56.3%	33.3%	No
Nasmith Road	60	5	14	31.7%	26.3%	No
Pettus Road	106	7	22	27.4%	24.1%	No
South Park Avenue	73	7	23	41.1%	23.3%	No
Norgate Road	38	2	8	26.3%	20.0%	No
Peckover Road	93	2	23	26.9%	8.0%	No
Sumpter Road	33	0	6	18.2%	0.0%	No

Issue	Times raised	Officer response
Student/UEA related parking is the problem	29	Noted
No parking problems in my area	22	This is accounted for by the overall response to the consultation
Parking issues cause access problems	12	Noted
Permits should be free	11	The permit scheme needs to cover its operational costs, and permit prices are set to achieve this
Permit scheme is too restrictive, have more cars	10	Space is limited and parking more than two cars on street takes space that should be available for other households
Build more car parks at UEA rather than implement permit parking	10	UEA operate an effective travel plan but more parking will not resolve the issue without additional controls outside the site
Parking problems caused by HMOs/ too many cars per household	9	Permit parking restricts individual households to two cars
Permits too expensive	7	Permit charges are set to cover the operational costs of the permit scheme
It's a way for the council to make money	7	The permit scheme covers its operational costs. Residents were advised of this (Appendix 10)
The University should resolve this issue	7	The University is funding this extension to the CPZ. Permit parking is the only effective solution to parking issues
Nowhere for customers to park/ 1 hour not long enough	4	Short stay parking is provided in the Earlham West Centre, and longer stays can be accommodated in private parking spaces or adjacent

Issue	Times raised	Officer response
		streets outside the proposed permit area. The recommendation is that short stay parking is extended to 2 hours
Something needs to be done, but not permit parking	4	Permit parking is the only effective remedy available to us.
Permits cause problems for visitors	3	The visitor scheme aims to provide flexible options for visitors who are more likely to be able to park in a permit area
Will just move the problem elsewhere	3	There is always the potential to move the problem on. This is made clear in the consultation documentation
Council should create more parking, not install a permit scheme	3	There is no space to do this, and no funding for it either
So many households are students now, families will be outvoted	3	Every household has the right to comment on the proposals
School pick-up/ drop off is an issue	3	Permit parking will not resolve this problem
10am-4pm isn't long enough to be effective	3	This is the operational hours of the existing zone, and we have had not requests to change that in this part of the city
The green on Ambleside Close needs to be covered	2	This is now included in the scheme
Disabled/elderly residents need regular visitors	2	The 4-hour permit is valid for as many visits a year as needed. There are up to 60 'day' permits available as well

Issue	Times raised	Officer response
Residents should park in their own driveways before we consider permit parking	1	The council cannot require this, and not everyone has a driveway
Permits will not solve problem	1	Permits are the most effective solution to commuter parking, and residents believe that this is the problem
Permits don't guarantee a parking space	1	No, they don't. We make this very clear in all our documentation. They do, however, make it more likely that space will be available
Council have allowed house to become multi-let	1	The council does not have control over this
Resident requires a disabled bay	1	The council does not install these in residential areas. Permit parking will make it more likely that parking will be available nearby
Residents from elsewhere in the zone will come and park in my street	1	They might but they already can
Additional costs with no benefits	1	So far as is possible, we aim to install permit parking in those areas where the majority see a benefit
Cannot park outside own house	1	Double yellow lines are proposed to protect junctions and ensure bus access to the estate. Parking spaces can be used by all permit holders
Double yellow lines need extending past church	1	This has been included
Double yellow lines around Earlham West Centre should be shortened	1	These are needed to ensure bus access through the estate

Issue	Times raised	Officer response
It's a way for the council to make money	10	The permit scheme covers its operational costs. Residents were advised of this (Appendix 10)
Permits cause problems for visitors	8	The visitor scheme aims to provide flexible options for visitors who are more likely to be able to park in a permit area
No parking problems in my area	53	This is accounted for by the extent of the permit zone recommended
Cannot afford permits/ permits too expensive	7	Visitor permits are offered free to those on low incomes. The resident permit cost is low compared to the cost of running a car
Permit parking will encourage people to park on/ damage the verge	2	Permits reduce parking pressure, so this is unlikely to be a consequence
Road is too narrow to permit	2	Currently no restriction is in place. Permits to not give a right to park and cause obstruction
Leaving garden area by car is dangerous	1	Permits will not affect this
Spaces at Bunnet Square should not be restricted to shop customers	1	No change is proposed in this location
Spaces in Bunnet square should be 1-hour	1	No change is proposed in this location
Non-residents cause parking issues	1	Noted
No provision for visiting carers	1	There is provision, both for carers, and if necessary for those being cared for

Issue	Times raised	Officer response
No provision for businesses/residents on Bunnet Square	1	No change is proposed here
Tradespeople will need permits	2	Permits are required for anyone parking in a permit zone, dispensation permits are available for trades people
Permits will make the road safer/ more attractive	2	Noted
It would adversely affect people visiting Eaton Park	1	Parking is available for visitors to the park. The needs of park visitors need to be balanced against those of nearby residents, and alternative modes of transport to the car are available.
UEA have told students not to bring cars, so the problem will reduce	1	This is unlikely to have a significantly impact
People need to park on Corie road to get to the shops	1	Corie Road is not recommended for inclusion in the permit area
Permits are not convenient	1	Permits are only worthwhile where there are significant external parking pressures
Would reduce damage to verges/pavements	5	There may be a slight reduction
Would need more permits than allocated	1	The permit allocation is as advised
Need to visit relative in care home	1	There are arrangements in place to meet care needs
Could scheme only operate term time?	1	Scheme needs to be consistent with adjacent areas which current operate all year

Issue	Times raised	Officer response
Lives outside area, but parks in affected streets	1	Noted
Residents from adjacent permit areas park in the street	1	Noted
Some people park too many cars on street	3	Permits are limited to two per household.
Doesn't want permits, but would prefer 24 hour if they were introduced	1	Noted, 24-hour permit parking is recommended in those streets where there was support
Doesn't want permits, but would prefer 10-4 if they were introduced	3	Noted, 24-hour permit parking is recommended in those streets where there was support
Would not guarantee a parking space	1	Permit parking does not guarantee a space, but makes it more likely that one will be available
People keep using my driveway	1	This will not be resolved by permit parking and is a private matter
First floor flats have to park on street	2	Noted. Many residential properties only have access to on-street parking
Supports Double yellow lines on Fairfax Rd	3	Noted, and these are recommended for implementation
Dropped kerbs cause parking pressure	1	They can do, and the council has a policy to minimise problems.
New double yellow lines will cause parking problems	1	Yellow lines are proposed in locations to protect junctions and bends and to keep routes clearer for traffic.
Permits will not solve parking issues	1	Permit parking reduces local parking pressure where this is a result of non-local parking

Issue	Times raised	Officer response
Parking restrictions should be introduced to protect bus routes	1	Double Yellow lines are recommended where they help access for buses.
UEA should provide the solution, not permit parking	3	UEA have provided the funding to install this permit parking scheme
Permits should be free/ do not want to pay	6	Permit parking has to cover its operational costs
Permits should cover privately owned section of road	1	This area is no longer recommended for inclusion in the scheme
Need evening/weekend parking bays for visitors	1	Visitors can use the normal permit bays provided they display a visitor permit
Permits would encourage on-street parking and disrupt buses	1	Currently there is no restriction on on-street parking, and additional waiting restrictions are proposed to ease the passage of buses
People will convert their gardens to parking, causing pavement safety issues	1	Permission is required to do this, and safety is one of the considerations
George Carver Court is not included, but should be	1	It has been included as part of the revised proposals
People will move from the road, and block garage access, should have permit parking too	3	Garage courts are now included in the scheme. Double yellow lines are proposed to protect garage access
One visitor pass is not enough	1	Every resident is entitled to one 4-hour permit and up to 60 'day' permits. These can be used at the same time
Would prefer double yellow lines to permit parking to keep pavements free	1	Noted



Issue	Times raised	Officer response
Increased hours would cause problems for visitors	1	Extended hours can be more restrictive for visitors as they will have to use a permit at all times
No parking problems in my area	2	Noted
Parking problems caused by park users	4	Noted
Would have to pay for a permit	2	Existing permits will be valid. Residents who are never home during the current operational hours of the scheme will need to get a permit
The 20mph Zone is not effective	1	This is outside the scope of the permit scheme
Extending the operational hours will make access easier for disabled people	1	Noted
Wasn't able to sign original petition, but supports changes	1	Noted
Short stay parking should remain	1	Short stay spaces are not being affected
Extending the period to 8.00am to 6pm would be a better idea	1	See para 21 of the report
There should be a mix of times to allow for visits to the park	1	The existing short stay parking is being retained
There isn't enough parking for the park	1	On-street parking is limited. There is no opportunity to increase it. Providing additional parking within the park is beyond the scope of this project
There should be a cap on the number of dropped kerbs permitted to maintain permit spaces	1	Noted, but we already operate a policy to minimise the impact of dropped kerbs

Issue	Times raised	Officer response
No parking problems in my area	39	This is accounted for by the overall response to the consultation Permit parking is not being recommended.
Parking problems caused by park users/ Students	10	Noted
10-4 permit parking not adequate	10	There is insufficient support locally for any permit parking
Permits should be free/ shouldn't have to pay	9	Permit charges are needed to fund the day to day operation of any permit scheme. Permit parking is not being recommended
It's a way for the council to make money	7	The permit scheme covers its operational costs. Residents were advised of this (Appendix 9). Permit parking is not being recommended
Supports Double Yellow line proposals	6	Noted, these are recommended for implementation
UEA should resolve the problems, not permit parking	5	UEA have an effective travel plan, have funded this consultation and will fund the recommended changes
Parking issues caused by residents	5	Noted
Problems are worst at weekends	3	Permit parking is not being recommended
Agree with DY lines on Bluebell Rd/ Osborne Road junction	3	Noted, these are recommended for implementation
There should be DY lines on parts of South Park Avenue	3	These are recommended for implementation
Would restrict access to the park , which is undesirable	3	As permits are not being recommended in this area, this issue will not arise

Issue	Times raised	Officer response
Speeding is a problem	2	This is outside the scope of this project
No waiting at any time should be extended on both sides of Pettus Road	2	'No waiting' restrictions are proposed on Pettus Road where access issues have been identified
People park too close to junctions	2	This should be resolved by the recommended double yellow lines
It is difficult for visitors at the moment	2	Noted, but no change is recommended
24 permit parking is needed	2	There is insufficient support locally for any permit parking
Permit parking should operate 7 days a week	2	There is insufficient support locally for any permit parking
Issues with speeding	2	This is outside the scope of this project
Waiting restrictions on Osborne Road should be on the other side	1	This issue will be raised verbally at the meeting, following responses to the most recent consultation
Would cause problems for visitors	1	The visitor scheme aims to provide flexible options for visitors who are more likely to be able to park in a permit area. Permit parking is not being recommended
Permits too expensive/unaffordable	1	Permit parking is not being recommended
Needs access for carers	1	This is catered for within permit schemes, but permit parking is not being recommended here
Pay and display parking should be provided on-street for park users	1	We do not currently operate pay and display bays outside the city centre, but these would only work if we did install an area-wide permit parking zone

Issue	Times raised	Officer response
Visitor parking should be done on-line	1	We do not currently have the technology to offer this
Parked cars cause obstruction	1	noted
Parked cars damage verges	1	noted
8-6.30 permit parking is required	1	There is insufficient support locally for any permit parking
People park on verges	1	noted
Wouldn't work. Need to cater for tradespeople (window cleaners etc)	1	The permit scheme makes arrangements for this, but is not proposed here
HMOs are the problem	1	noted
Parking should be prevented by DY lines, not permits	1	noted
Permit parking would obstruct buses	1	Double yellow lines are proposed to ease bus access
Verge parking needs reducing	1	This is beyond the scope of this project



## Permit parking and Controlled Parking Zones

When there are parking pressures on streets in Norwich we have Controlled Parking Zones (CPZs) where parking permits are used. CPZs are very effective at preventing commuter parking or local parking pressures as we enforce the restrictions. You can find out more about permit parking and CPZs at [www.norwich.gov.uk/permits](http://www.norwich.gov.uk/permits)

### How CPZs work

The proposed permit parking zone is dependent on the outcome of this consultation. We are required by law to publish a Traffic Regulation Order which we will do alongside this public consultation so that if residents approve the scheme we can implement it quickly. This streamlines the process and reduces costs.

We are proposing a CPZ in your area that operates during the hours detailed in the letter that accompanies this note.

During these hours you and your visitors will need to use parking permits to park in a permit bay. We might also propose limited waiting bays that offer short stay parking which do not require the use of permits. These tend to be located near to local business premises. Short lengths of double yellow lines will also be implemented on junctions where they are not in place already. Please see the attached plan for the local proposals.

Outside of these hours there is no restriction on parking in any designated parking bay, nor is there any restriction on Christmas Day. However, permits are required during operational hours on all other public holidays.

### Number of resident permits allowed

We offer residents up to two parking permits for their own vehicles and a choice of visitor parking permits. Visitor permits are available as a one-day 'scratchcard' (maximum of 60 per year valid on day of validation and until 10.00am the following day) and/or a four-hour permit (this is issued with a clock to confirm the time the permit is used).

### Costs

Resident permit charges are based on the length of your vehicle to encourage use of shorter vehicles in CPZs to maximize the amount of parking space available.

Resident's parking permit for 12 months:

- Short vehicle (or Blue Badge holder): £21.60
- Medium vehicle: £34.20
- Long vehicle: £49.80

- Four-hour visitor permit: £21.60 for 12 months (no charge for those on low incomes).

( please note – we can issue permits for a minimum of 1 month up to 18 months)

- One-day visitor parking permit: 60p per day (but issued as a £12 minimum amount).
- We also issue care permits to people who can demonstrate the need for support relating to health/disability reasons or for childcare.

### **Business permits and costs**

We offer a range of parking permits to suit the needs of businesses situated within a permit parking area.

A business may apply for the following permits:

- Long stay permit; all day stay (two permits with two vehicles per permit) £138 for 12 months
- Short stay permit: two hours stay (one permit with any vehicle per permit) £138 for 12 months

Minimum permit issue is one month, up to a maximum of 18 months.

There are also arrangements in place for hotels and guest houses and other specific business and household needs. Visit [www.norwich.gov.uk/permits](http://www.norwich.gov.uk/permits) for more information.

### **Other things to consider**

- Permits are for use on-street only. They are not required for any private off street parking areas or driveways.
- Properties built or converted after the CPZ is in operation will not receive a permit entitlement. This rule aims to ensure that CPZs are not oversubscribed when new residential developments are built.
- If you have a blue badge you can park for up to three hours in a permit bay, but you will need a permit for longer stays.
- If you are actively unloading or loading you don't need a parking permit (for example if you have deliveries from a supermarket to your property).
- CPZs are a tried and tested way of managing high demand to parking and we aim solely to cover the operating costs of enforcement, permit issuance and maintenance from permit charges. If we were to make any surplus, this would be invested in other transport improvements.
- Permit parking does not resolve parking issues if these are caused by residents own vehicles
- Streets just outside permit parking areas can be subject to increased parking pressures.

January 2017

**Report to** Norwich Highways Agency committee  
18 January 2018

**Report of** Head of city development services

**Subject** Transport for Norwich – Angel Road / Waterloo Road  
cycling improvements

**Item**

**7**

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### **Purpose**

To consider responses from the first and second consultations and approve further advertising and consultation on the Angel Road / Waterloo Road cycling improvements scheme.

### **Recommendation**

To:

- (1) agree the retention of the existing signalised crossing on Waterloo Road north of the junction with Angel Road.
- (2) ask the head of city development services to carry out the necessary statutory legal procedures to:
  - (a) advertise and consult on the revised proposals for traffic calming on Waterloo Road and Angel Road as shown on plans PE4122-CO-012 to 016, including the cycle lane on Waterloo Road;
  - (b) confirm the traffic regulation order to install a 30 minute waiting area outside nos.126/128 Waterloo Road;
- (3) 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 a safe, clean and low carbon city

### **Financial implications**

£320,000 to be funded from the City Cycling Ambition Grant and £20,000 from the local safety scheme budget

**Ward/s:** Catton Grove, Mile Cross and Sewell

**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**

None



# Report

## Background

1. This cycle improvement scheme covers part of the yellow pedalway from Heath Road, to Shipstone Road and onto Angel Road and Catton Grove Road, including part of a neighbourhood route on Waterloo Road from its junction with Magpie Road to its junction with Angel Road.
2. At the Norwich Highways Agency Committee (NHAC) meeting on 24 November 2016, members agreed to consult on the Angel Road / Waterloo Road cycle improvement scheme proposing two options for the junction of Angel Road / Waterloo Road and requesting the public to choose their preference between the two options. These options were;
  - Option 1: retain a signalled crossing in the current location but convert it to a toucan crossing with shared used footpath / cycle paths on all approaches, and
  - Option 2: replace the signalled crossing with a zebra crossing with a parallel cycle crossing and to introduce a second zebra / cycle crossing on Waterloo Road to the south of the Angel Road junction again with shared use footpath / cycle paths on the approaches.
3. The report also included proposals for a speed reducing table at the junction of Elm Grove Lane and Angel Road, improvements on the closed section of Shipstone Road and amendments to the kerb radius on the corner of Waterloo Road and Angel Road.
4. A report was prepared for the NHAC meeting on 16 March 2017 informing the results of the consultation. However, this was not debated at the meeting as councillors requested prior to the meeting that further consultation was carried out.
5. Despite the original report not being debated, officers took the opportunity to consider the responses received to the original consultation, and to revise the design to remove as many of the objections as possible prior to undertaking further consultation. This resulted in a third option being developed, which removed the shared use footpaths and cycle-paths and retained all cycle movements on the carriageway. This report covers the consultation on that option which consists of two zebra crossings on Waterloo Road, either side of the junction with Angel Road along with junction realignments and also the proposed raised table at the junction of Angel Road and Elm Grove Lane. The proposals are shown on appendices 1 & 2.

## Public consultation

6. The consultation period for the revised scheme was 28 July to 22 August 2017.
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 web sites of Norwich City Council and Norfolk County Council.

## Responses

8. Fourteen responses were received to the consultation.
9. Four responses objected to the removal of the signalised crossing and replacement with two zebra crossings, three agreed with the whole scheme and others had concerns for some aspects. Councillor Julie Brociek-Coulton, local ward member, requested that the survey she carried out for the first consultation for options one and two be considered for this report too.
10. A summary of all responses to this second consultation can be found in Appendix 3.
11. Six responders were in favour of replacing the one signalised crossing with two zebras, but one resident objected to the raised table outside their property as they considered it would generate traffic noise. Three responders were concerned with the removal of the traffic island that works informally as a pedestrian refuge on Angel Road at the junction.
12. The Norwich Cycling Campaign gave a considered response with support for the scheme with suggestions to improve and Norfolk Living streets also supported the scheme but were concerned with the removal of the traffic island on Angel Road.
13. The Norfolk and Norwich Association for the Blind (NNAB) gave a response to the proposals of wishing to see a signal controlled crossing retained, advising these are vital for visually impaired people (VIP) allowing them to cross roads confidently when they are unable to use the visual clues available to the wider population.
14. The petition from Sewell ward councillors during the first consultation obtained mainly from parents with children at nearby schools, has 89 signatures supporting a signalised crossing (option 1), but with an additional raised table. Petitions have to be considered with the assumption that each individual signature is usually given quickly without full knowledge of the situation. In this case, the whole scheme with 20mph zone, traffic calming and the alternative option of two zebras at the crossing does not appear on the statement. Acknowledging this, it is still a large “vote” for the retention of a signalised crossing.
15. The two councillors who responded directly, objected to the removal of the signalised crossing and the removal of the traffic island on Angel Road. They consider that not only is a traffic signal crossing safer for pedestrians to use at this junction, but the signals help the flow of traffic at this T junction during peak traffic flow times. They both consider this would not happen if the crossing was replaced with a zebra crossing.
16. One objection to the proposed 30 minutes parking area on Waterloo Road outside Nos.126/128 was received from Cllr Julie Brociek-Coulton. The reason given was that parked cars would hold up the traffic and cause congestion. A shorter time of 15 minutes was suggested.
17. Two responses, including Cllr Steve Morphew, objected to the raised table proposed for the junction of Angel Road with Elm Grove Road on the basis that the design was over engineered and not appropriate.

## Considerations

18. The original consultation on Options 1 and 2 gave an almost 50/50 split on those that wanted to see a signalled crossing retained (but modified to a Toucan) as opposed to two zebra crossings with cycle crossing facilities. One of the main concerns raised in the first consultation was the suitability of the footpaths in the area to become shared use. The footpaths are relatively narrow with some very tight corners. Another concern was the size of the raised table at the road junction of Waterloo Road and Angel Road. Some concerns were stated that VIPs find it difficult to detect the edge of the footpath and can lead them walking unintentionally into the road. It was decided to revisit the original proposals to see how the main concerns could be alleviated while achieving benefits for cyclists, especially on the yellow pedalway. It was therefore decided to omit the shared use cycle paths and keep cyclists on the carriageway, in a traffic calmed 20mph area. The option of two zebra crossings on Waterloo Road either side of the Angel Road junction, both of which will be on individual speed tables was chosen for consultation.

## Loss of signalled crossing

19. The existing signalled pedestrian crossing was installed in 2004 and it has an anticipated life span of around 20 years. Signalled crossings delay the travel of pedestrians unnecessarily and do not give priority to pedestrians in residential 20mph areas.
20. A pedestrian crossing assessment was undertaken by Norfolk County Council on the replacement of the signalled crossing with two zebra crossings. The result of that assessment was very finely balanced as to which option was preferable, but the report concluded the signalised crossing was marginally the better option due to the proximity of the NNAB offices in Magpie Road. However that report only considered the effects on pedestrians. When considering the implications for cyclists the provision of two zebra crossings on raised tables will have a significantly higher impact on reducing vehicle speeds in the area and therefore improving the environment for cyclists. Additionally, the pedestrian crossing report did not consider that further traffic calming measures are proposed on Waterloo Road to reduce vehicle speeds further.
21. Concern has been expressed that without the signalled crossing on Waterloo Road, drivers will find it difficult to get out of Angel Road, particularly those turning right. In reality, with two zebra crossings, more breaks in the traffic will be created in the traffic on Waterloo Road, enabling a more convenient manoeuvre out of Angel Road for general traffic and cyclists. A similar double zebra crossing junction layout is found on Unthank Road at its junction with Park Lane and Essex Street, which has proven to be a very successful arrangement in slowing vehicles down and allowing cyclists to stay safely on the road.
22. Two local councillors made reference to the fact that when the crossing was first introduced on Waterloo Road it was a zebra crossing, and as a result of a petition from local residents it was converted to a signalled crossing in the 1990's. Since that time, the environment in the area has changed significantly, particularly following the implementation of the St Augustine's gyratory system. Prior to that, there were often long queues on Waterloo Road with traffic queuing back over the then zebra crossing, which resulted in pedestrians wanting to use the crossing being hidden by the stationary vehicles. It was for this reason the decision was taken to convert the

crossing to a signalled one. Nowadays, such queuing is rare and that justification for a signalled crossing no longer exists.

23. Department for Transport advice is that zebra crossings are a suitable crossing provision on roads with moderate traffic flows and 85<sup>th</sup> percentile speeds under 35mph. Waterloo Road is a 20mph area, with proposals for additional 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.

### **Removal of the splitter island on Angel Road at the junction**

24. The removal of the splitter island on Angel Road is necessary to allow traffic movement around the kerb build out. The kerb built out gives a traffic calming effect and the extra space on the footpath is needed to position the zebra crossing where people wish to cross. Without the kerb buildout the crossing would have to be moved further south where it interferes with accesses.
25. Although the splitter island is equipped with dropped kerbs, it is a very substandard provision as it is just 1.1m wide. This is well below the 1.8m minimum width that would be required under current regulations. It offers little protection to those pedestrians pushing buggies or in wheelchairs.
26. The current junction layout allows vehicles to accelerate around the corner and increases speeds on Angel Road. The Norwich Cycling Campaign has also reported that cyclists get squeezed on Angel Road by drivers trying to accelerate past them at the end of the splitter island by Patterson Road. While it is acknowledged that having a zebra crossing on a raised table will decrease the amount of acceleration into Angel Road, without the tightening of the radius on the corner there is still the opportunity for drivers to speed up once they have negotiated the zebra crossing, and this would not remove the problem reported by the Norwich Cycling Campaign.
27. Currently, the mouth of Angel Road on the pedestrian desire line for those walking along Waterloo Road is 15m wide, and three lanes of traffic need to be crossed, one into Angel Road and 2 out of it. The realignment of the junction reduces this to 10m and 2 traffic lanes.

### **Angel Road / Elm Grove Lane junction**

28. The raised table proposed for the junction of Angel Road with Elm Grove Road is a standard form of traffic calming used in many areas of the city, but is relatively expensive due to the need to relay the kerb lines to provide adequate levels on the footways and drainage. Concerns on the cost of this and the concern from the NNAB that a substantial kerb edge is needed to help VIPs navigate the footpath edge, warrants consideration of a simpler solution.
29. The nearest traffic cushions on Catton Grove Road and Angel Road need to be removed as they are not easy for cyclists to navigate. It is proposed to replace these with full width sinusoidal humps which will help slow vehicles approaching the crossroads. Cllr Morphew has requested extra traffic calming in Catton Grove Road to slow traffic down. The existing traffic calming further north on Catton Grove Road was recently installed and this area is out of the scope of this scheme.

### **Limited waiting parking bay on Waterloo Road**

30. The objection to the 30 minutes limited waiting on Waterloo Road outside house nos. 126/128 has to be balanced with the benefit this will give to surrounding retail businesses and the traffic calming effect of slowing vehicles down. The width of the carriageway at this location is sufficient for parked vehicles not to cause congestion. Reducing the time limit from 30 minutes to 15 minutes will have little impact and will inconvenience those drivers with reduced mobility who take longer to run errands.

### **Improvements to Shipstone Road cycle track**

31. Consultation on the proposed improvements to Shipstone Road cycle track was carried out with the first consultation. In this consultation two residents expressed their concerns for the drainage on Shipstone Road and the removal of the existing cobbled areas as it was felt they help prevent cyclists from riding too close to their property.
32. It is felt that the cost of the proposed improvements to this cycle link outweigh the benefit to cyclists. In effect this is an aesthetic improvement that does have some benefit to the environment, but at this time of reduced budgets it would be appropriate not to go ahead with the proposed changes.
33. A further meeting with representatives of Norwich cycling campaign was held to discuss the approach in this report. It was understood the need to provide cost effective changes and suggestions were made to improve the existing cycle link on Shipstone Road. These included improvements to the ramp effect on both ends of the link, a smooth surface and removal or change to the existing bollards which cause obstruction to cyclists. These will be incorporated into the detail design.

### **Proposed double yellow lines on Angel Road opposite Rosebery Road**

34. Consultation on the proposed double yellow lines on Angel Road opposite Rosebery Road junction was included in the first consultation. No objections for these double yellow lines were received.

### **Conclusion**

35. The option of two zebra crossings on raised tables on Waterloo Road at its junction with Angel Road is suggested as being the best solution for this junction for both cyclists and pedestrians. However, with the existing signal crossing in good working order and not being at the end of its working life, it is recommended to leave it in place and not to make amendments to the layout of the Angel Road / Waterloo Road junction at this current time. It is anticipated that once the crossing reaches the end of its working life in around 6-8 years time, that would be the opportunity to make the changes proposed in the recent consultation.
36. In order to improve conditions for cyclists in the intervening period, it is suggested that additional traffic calming be introduced in Waterloo Road. In addition, it is proposed that the cycle lane, 30 minutes waiting area (on Waterloo Road), traffic calming modifications and double yellow lines (on Angel Road) and replacement of the southernmost speed cushions on Catton Grove Road with a sinusoidal hump as shown on plan nos. PE4122-CO-012 to 016 attached as appendix 5 to 9 are implemented as advertised.

37. This approach will require a new road hump notice to be advertised for the additional traffic calming in Waterloo Road. It is suggested consideration of any comments received from this consultation is delegated to the head of city development services, in partnership with the chair and vice chair of this committee.



### Report author to complete

<b>Committee:</b>	Norwich Highways Agency Committee
<b>Committee date:</b>	18 January 2018
<b>Director / Head of service</b>	Andy Watt
<b>Report subject:</b>	Transport for Norwich – Angel Road / Waterloo Road cycling improvements
<b>Date assessed:</b>	12 December 2017
<b>Description:</b>	To consider responses from the first and second consultation and approve further advertising and consultation on the fourth option for Angel Road / Waterloo Road cycling improvements scheme.

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme helps to encourage sustainable travel to benefit the city and everyone who lives and works here.
Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme promotes cycling and walking which are inclusive and low cost forms of transport.
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.
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed facilites will help to encourage more walking and cycling which has been shown to benefit health. If more drivers are encouraged to walk or cycle, air polution will decrease.



	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"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This scheme aims to improve travel facilities for pedestrians and cyclists, making the roads safer 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
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will not have any adverse effects on the environment, but by encouraging non motorised travel will help improve air quality.
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If the decision is taken to retain the signalled crossing until the end of its working life is chosen, the existing signal control crossing will have a full period of service, giving a good cost benefit outcome.
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 and reducing traffic speeds.
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme contributes to the corporate priority 'a safe, clean and low carbon city' by encouraging cycle use, reducing car use and CO2 emissions
(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

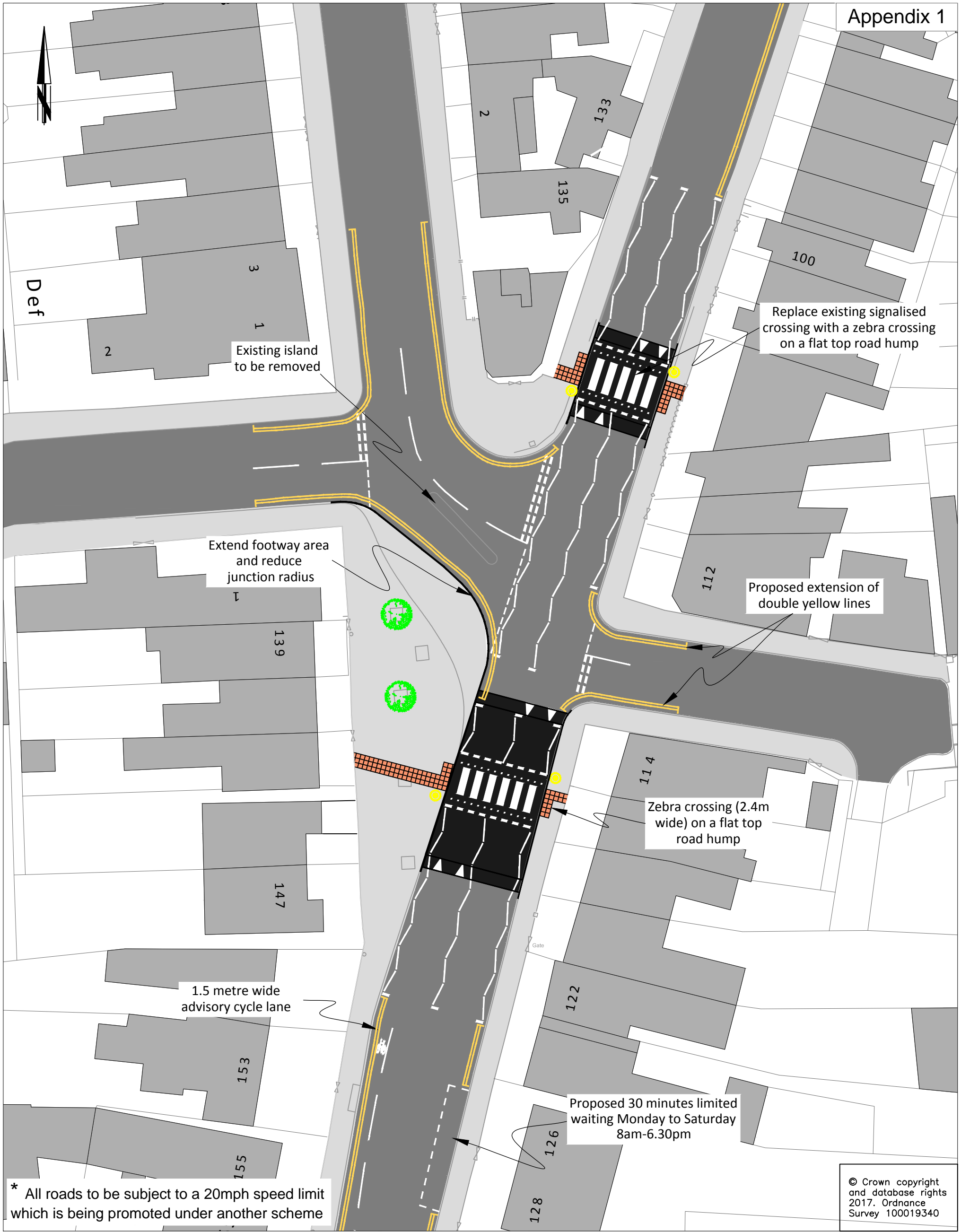
If option 4 is agreed, the signalised crossing will remain for some years to assist vulnerable people to adjust gradually to the changing environment in the proposed traffic calmed 20mph area.

#### Negative

With option 4, the signalised crossing will continue to give a delayed response to the pedestrian which may encourage misuse or avoidance of use which could become a safety issue.

#### Neutral

<b>Issues</b>



\* All roads to be subject to a 20mph speed limit which is being promoted under another scheme

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Department for Transport



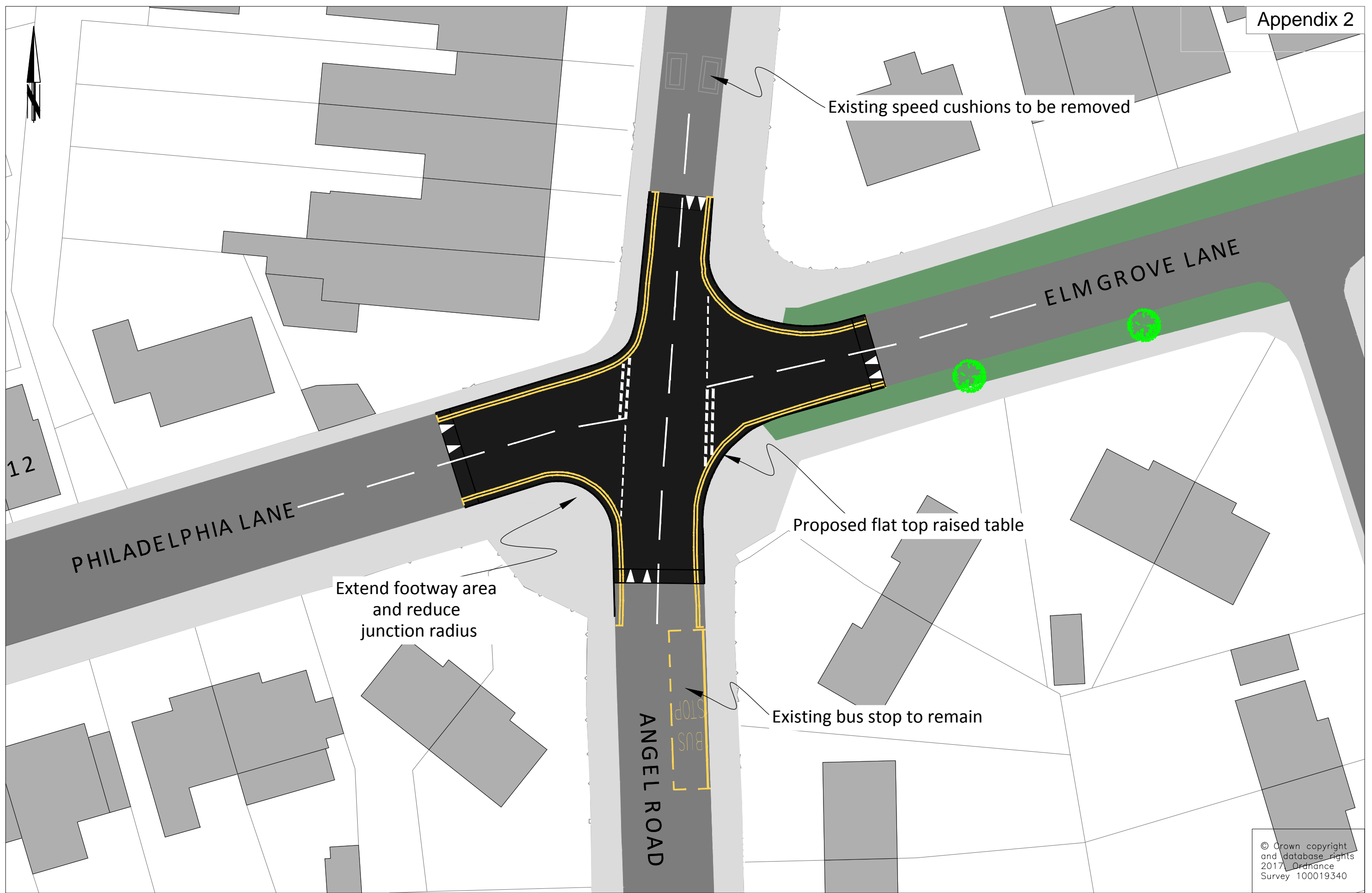
DRAWING TITLE

TRANSPORT FOR NORWICH  
ANGEL ROAD/WATERLOO ROAD  
CONSULTATION PLAN

Tom McCabe  
Executive Director of  
Community and Environmental Services  
Norfolk County Council  
County Hall  
Martineau Lane  
Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

			DRAWING No. PE4122-MP-010
SURVEYED BY	OS	07/17	PROJECT TITLE
DESIGNED BY	JT	07/17	Transport For Norwich
DRAWN BY	JT	07/17	Angel Road/Waterloo Road
CHECKED BY	MA	07/17	SCALE NTS
			FILE No. PE4122



REV.	DESCRIPTION	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PE4122-MP-011
SURVEYED BY	OS	07/17	PROJECT TITLE
DESIGNED BY	JT	07/17	Transport For Norwich
DRAWN BY	JT	07/17	Angel Road/Waterloo Road
CHECKED BY	MA	07/17	SCALE NTS
			FILE No. PE4122

## Responses to the second consultation on Waterloo Road / Angel Road scheme (28/07/17 to 22/08/17)

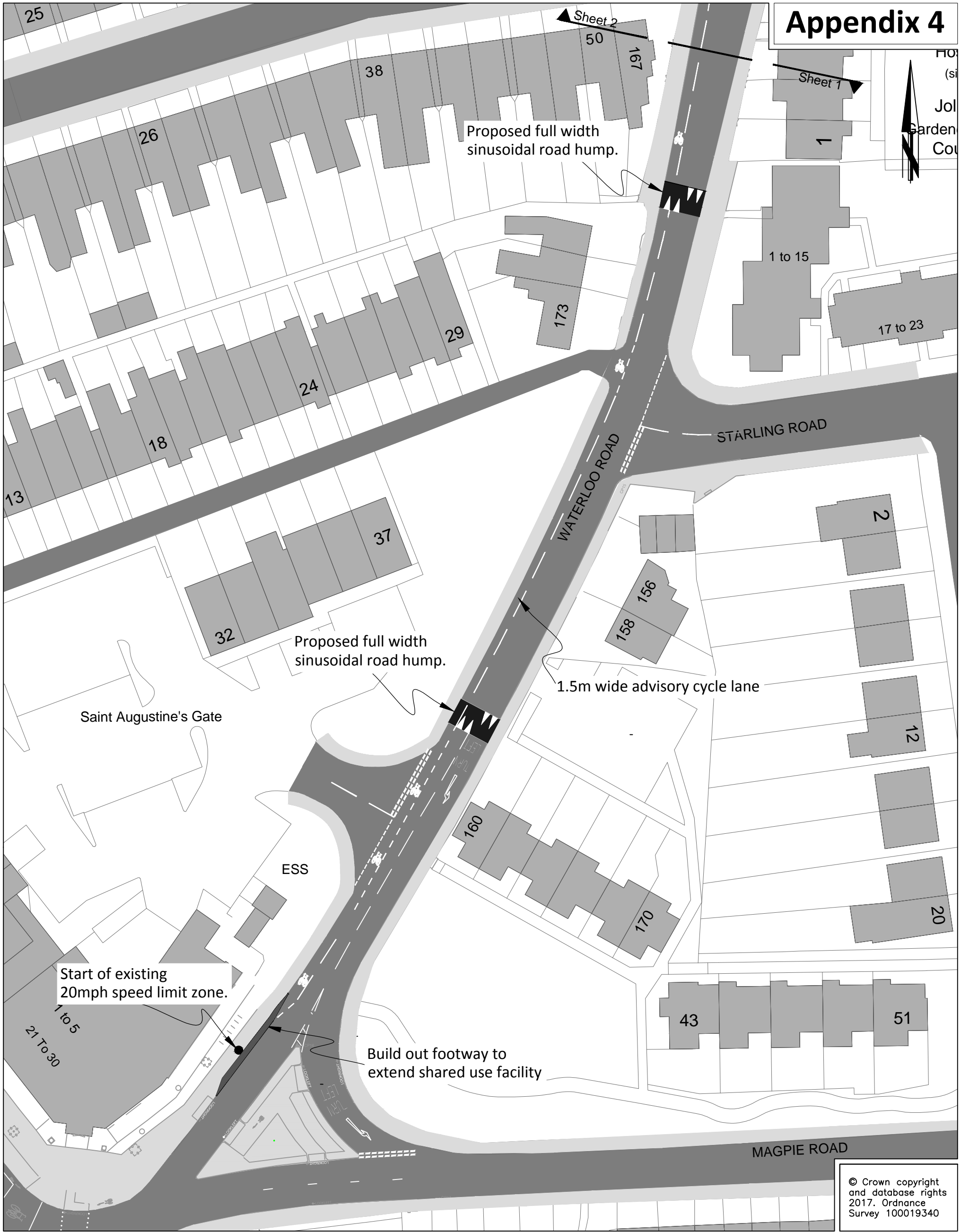
Responder	Object	Comments	Officer comments
Resident		Concerned with previously advertised design for Shipstone Road and how it will affect their property.	Shipstone Road is not under consultation this time. The design engineer will meet the resident to discuss the design.
Resident		"Totally in support of these proposed changes."	Support welcomed
Resident	Yes	I do not agree with the traffic calming on the Angel Road / Elm Grove Lane junction. I do not think there has been a bad accident at this location. Money would be better spent elsewhere.	Traffic calming at this junction is justified. The raised table was chosen as it provides a smoother travel for cyclists and buses and does not interfere with the bus stop on Angel Road
Resident		The proposed raised table at the zebra outside Nos 114 to 120 Waterloo Road would be a source of increased road noise into our house. Speed cameras would be a better solution to lower the speed of traffic. Please add double yellow lines to protect our entrance on Shipstone Road as the proposed yellow lines at the junction will push parked cars further down to block our entrance and the cycle track. I agree to both zebra crossings, the 30minutes waiting bay and the kerb realignment at the junction.	Raised tables have been used in many areas in the city, this should not increase road noise but lower traffic speed which will help the noise levels. Speed cameras are only used in areas of proven road safety issues. Double yellow lines are not provided to protect individual accesses; existing yellow lines protect the cycle lane. Support for parts of the scheme welcomed.

Responder	Object	Comments	Officer comments
Resident	Yes	The signalised crossing is safer for pedestrians and helps traffic at this junction. Road humps should not be installed as the government are concerned on their connection with air quality. Money will be wasted when they have to be removed.	Please see report for replies. There has been no official response from the government on concerns about road humps. Until such time, working as agents for Highways England we must follow current guidelines.
Resident		Gives support for the scheme.	Support welcome.
Resident		Requested confirmation about proposals	Information given.
Cllr Julie Brociek-Coulton	Yes	A signalised crossing is needed on Waterloo Road it is the safest way to cross. The pedestrian refuge on Angel Road at the junction is needed, especially for school children who use it to cross. The parking bay outside the shop on Waterloo Road is not a good idea as it stops the flow of traffic; maybe it should be for 15 minutes stay. I agree with the speed humps, but the signalised crossing is needed and helps traffic to emerge from Angel Road. Please consider the petition from the previous consultation.	Please see report

Responder	Object	Comments	Officer comments
Cllr Steve Morphew	Yes	The removal of the traffic island on Angel Road will reduce traffic discipline and make crossing more hazardous. The signalised crossing helps traffic flow at the junction because of the certainty of the lights, a zebra will not. As the signals are not at the end of their life, they should remain. The raised table at the Angel Road / Elm rove Lane junction is over engineered and would be better with a mini roundabout. Other problems with the existing traffic calming in the surrounding areas need solutions.	Please see report
First Bus		Any speed humps or raised tables should be 65mm high as this allows a smooth passage for buses. The kerb alignment at the junction may make it hard for buses to manoeuvre; we need to maintain a balance between road safety and vehicle speeds.	In the past 65mm high humps have been used on the highway on a bus route, but it has been found these have a minimal effect on traffic speeds, especially if the road is "surface dressed" for maintenance reasons. Engineers have tracked the new design to ensure buses and other large vehicles can manoeuvre round this junction.
Norfolk and Norwich Association for the Blind	Yes	The NNAB would like to see a signal controlled crossing retained. These are vital for visually impaired people allowing them to cross roads confidently when they are unable to use the visual clues available to the wider population.	Please see report.



Responder	Object	Comments	Officer comments
Norfolk Constabulary		Norfolk Constabulary supports the proposal which will give pedestrians safer places for pedestrians to cross and help regulate traffic speed. Please consider enforcing the Catton Grove Road bus gate with camera technology.	Support welcome, camera enforcement will be considered.
Norfolk Living Streets		We have concerns to the removal of the pedestrian island on Angel Road at the junction as this is very busy. The two proposed zebra crossings are welcomed. The raised table on Angel Road / Elm Grove Lane and removal of speed cushions are welcomed.	Support welcomed. The traffic island is discussed in the report.
Norwich Cycling Campaign		We prefer the option of two zebras on raised tables as this will create greater calming across the whole junction benefitting cyclists and pedestrians. The footpath is not wide enough for a shared footway / cycleway if a toucan is provided. We welcome the extension of the 20mph area and the removal of speed cushions and replacement with sinusoidal humps. The cycle lane on Waterloo Road will be of little help as this will encourage cyclists to ride next to the kerb and vehicles will move too close. Please consider painting a "cycle path" across the junction from Shipstone Road to Angel Road to raise awareness of cyclists. The Catton Grove Road bus gate must be enforced.	Support welcome. As discussed in the previous report the advisory cycle lane is to enhance drivers' awareness of cyclists on this road. The lane will be 1.5m wide and will leave enough room on road for most vehicles to pass without moving into the cycle lane. The suggestion of cycle lane across the junction will be discussed with the design team. Norfolk Constabulary have been requested to enforce the bus gate, they have asked us to consider camera enforcement too.



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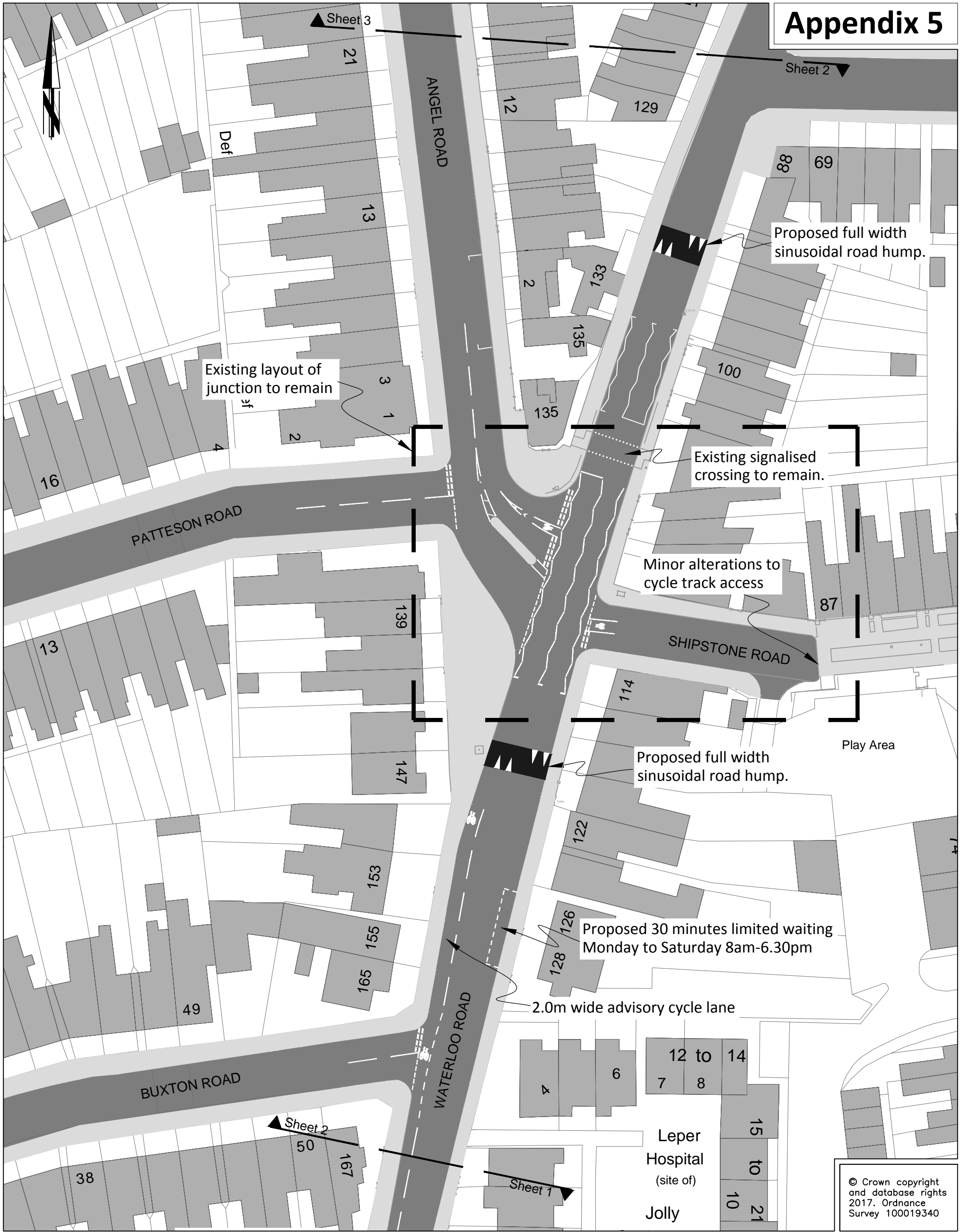
Department for Transport

NEWANGLIA  
Local Enterprise Partnership  
for Norfolk and Suffolk

DRAWING TITLE

Transport for Norwich  
PE4122 Angel Road/Waterloo Road  
Sheet 1

Tom McCabe Executive Director of Community and Environmental Services Norfolk County Council County Hall Martineau Lane Norwich NR1 2SG	REV.	DESCRIPTION	DRAWN	CHECKED	DATE	SURVEYED BY	OS	2016	DRAWING No. PE4122-CO-012	
						DESIGNED BY	JT	10/17	PROJECT TITLE Transport for Norwich	
						DRAWN BY	JT	10/17	Angel Road/Waterloo Road	
						CHECKED BY	BL	10/17	SCALE NTS	FILE No. PE4122



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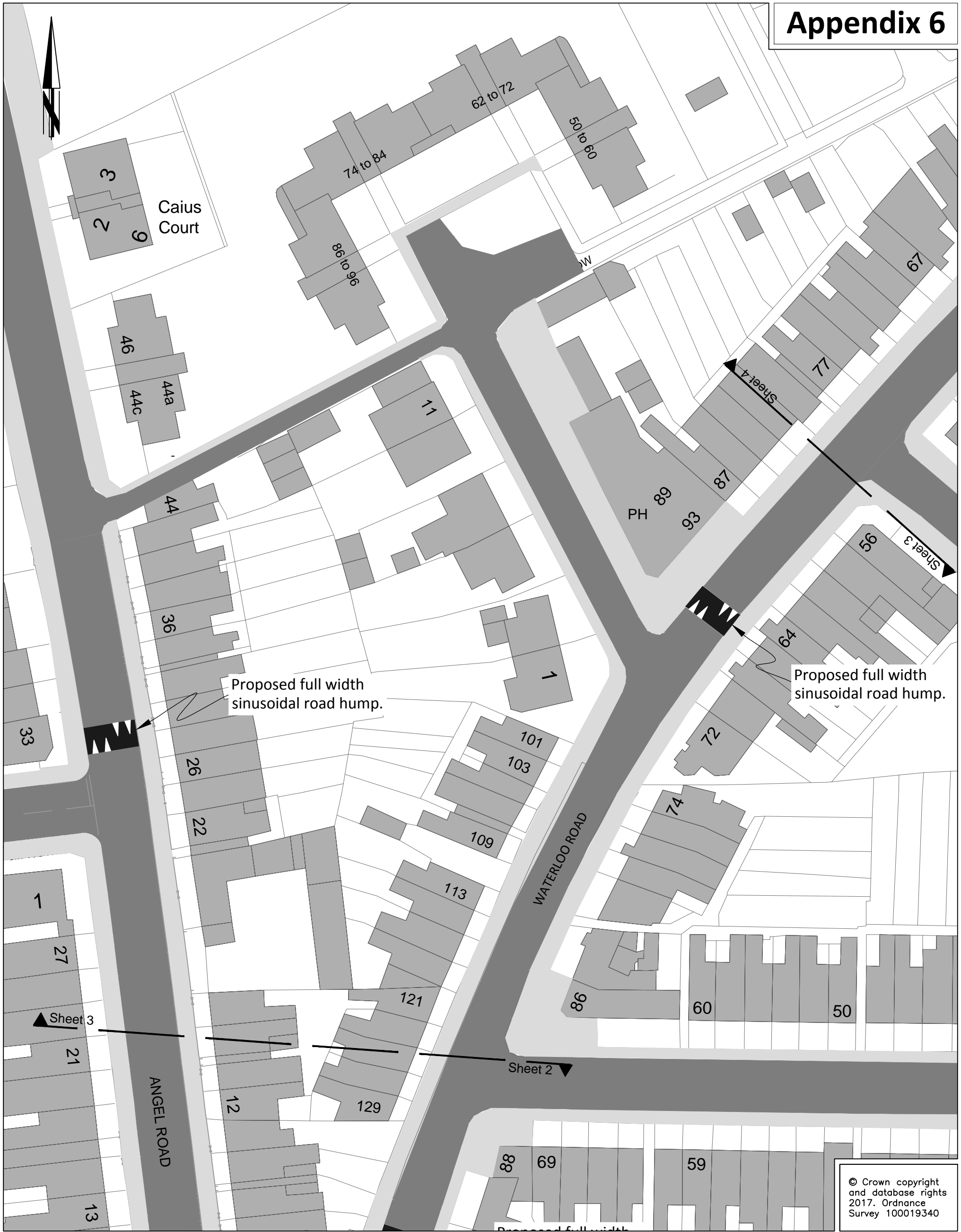
DRAWING TITLE

Transport for Norwich  
PE4122 Angel Road/Waterloo Road  
Sheet 2

Tom McCabe  
Executive Director of  
Community and Environmental Services  
Norfolk County Council  
County Hall  
Martineau Lane  
Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

			DRAWING No. PE4122-CO-013
SURVEYED BY	OS	2016	PROJECT TITLE Transport for Norwich Angel Road/Waterloo Road
DESIGNED BY	JT	10/17	SCALE NTS
DRAWN BY	JT	10/17	FILE No. PE4122
CHECKED BY	BL	10/17	



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DRAWING TITLE

Transport for Norwich  
PE4122 Angel Road/Waterloo Road  
Sheet 3

Tom McCabe  
Executive Director of  
Community and Environmental Services  
Norfolk County Council  
County Hall  
Martineau Lane  
Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

			DRAWING No. PE4122-CO-014
SURVEYED BY	OS	2016	PROJECT TITLE
DESIGNED BY	JT	10/17	Transport for Norwich
DRAWN BY	JT	10/17	Angel Road/Waterloo Road
CHECKED BY	BL	10/17	SCALE NTS
			FILE No. PE4122

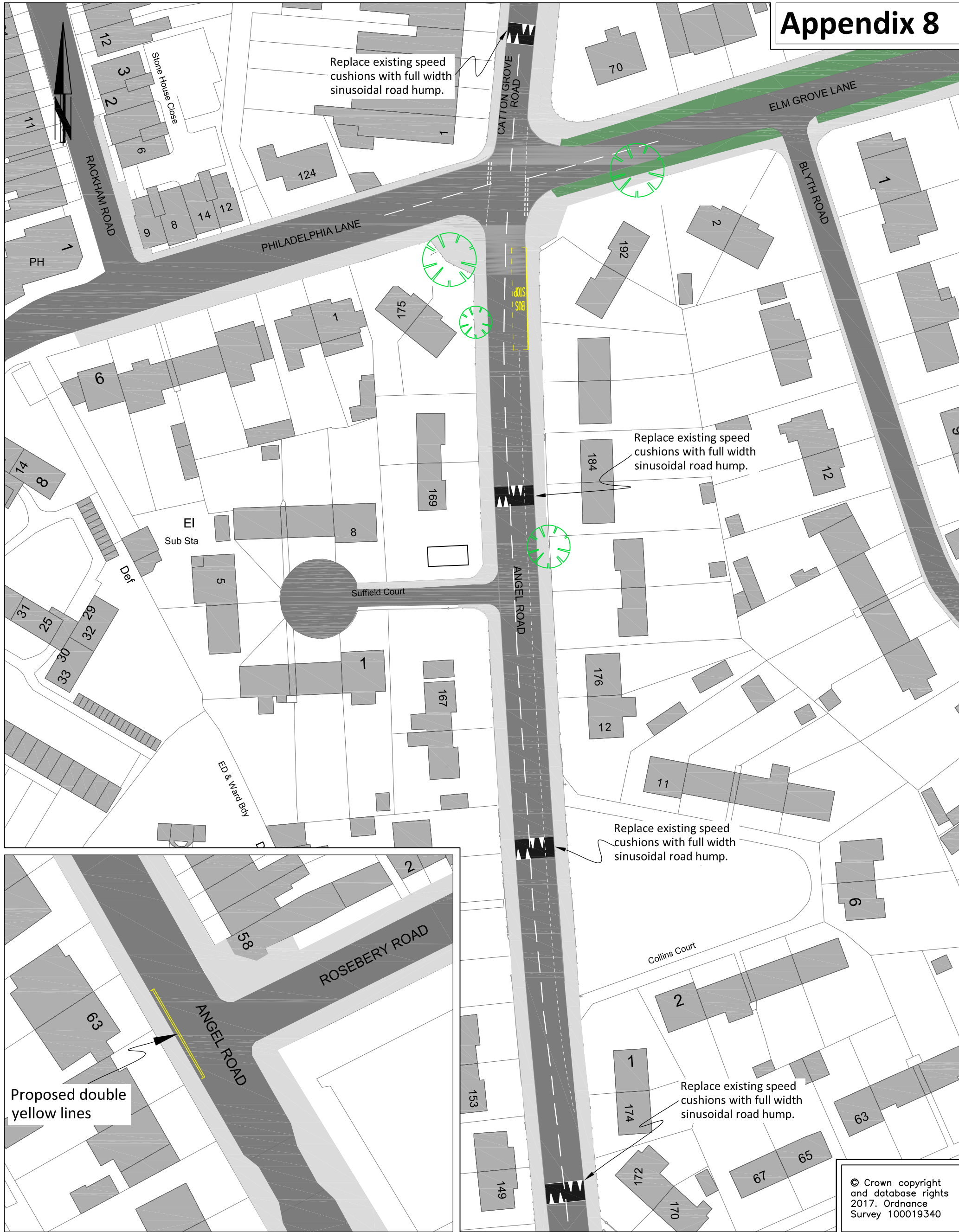




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SURVEYED BY	INITIALS	DATE	DRAWING No.
DESIGNED BY	JT	01/17	PE4122-CO-015
DRAWN BY	JT	01/17	PROJECT TITLE
CHECKED BY	BL	01/17	Transport for Norwich Angel Road/Waterloo Road
			SCALE NTS
			FILE No. PE4122



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DRAWING TITLE

Transport for Norwich  
PE4122 Angel Road/Waterloo Road  
Sheet 5

Tom McCabe  
Executive Director of  
Community and Environmental Services  
Norfolk County Council  
County Hall  
Martineau Lane  
Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

Page 90 of 102

SURVEYED BY	INITIAL	DATE	DRAWING No.
			PE4122-CO-016
DESIGNED BY	JT	10/17	PROJECT TITLE
DRAWN BY	JT	10/17	Transport for Norwich
CHECKED BY	BL	10/17	Angel Road/Waterloo Road
			SCALE
			NTS
			FILE No.
			PE4122

<b>Report to</b>	Norwich Highways Agency committee 18 January 2018	<b>Item</b>
<b>Report of</b>	Head of city development services	<b>8</b>
<b>Subject</b>	Transport for Norwich – Cycling improvements, Edward Street / Magpie Road junction	

## **Purpose**

To seek approval to consult on the proposals to aid pedestrians and cyclists at the junction of Edward Street and Magpie Road.

## **Recommendations**

To:

- (1) approve for consultation the scheme to introduce a segregated cycle crossing of Magpie Road at its' junction with Edward Street. In addition to the crossing the scheme will have the effect moving the position of the Heath Road closure, changing the vehicle waiting restrictions in Heath Road and Esdelle Street, introducing a new cycle path on land to the east side of Edward Street and converting part of the footpath on the western side of Edward Street to shared use;
- (2) ask the head of city development services to carry out the necessary statutory legal procedures to advertise the road notices and traffic regulation orders for the cycle scheme in Edward Street and Magpie Road as shown on plan No. PEA009-MP-004C.

## **Corporate and service priorities**

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

## **Financial implications**

£188,000 to be funded from the City Cycling Ambition Grant

**Ward/s:** Mancroft and Sewell

**Cabinet member:** Councillor Stonard- Environment and sustainable development

**Contact officers**

Linda Abel senior transportation planner	01603 212190
Joanne Deverick transportation and network manager	01603 212461

**Background documents**

None



# Report

## Background

1. The yellow pedalway runs from the city technical college at the bottom of Hall Road, through the city centre, north towards St Georges Street and on to Edward Street and Heath Road before continuing up Angel Road towards the airport industrial site. This cycle improvement scheme covers part of the yellow pedalway from Edward Street, across the junction with Magpie Road to Heath Road.

## Existing situation

2. The existing layout of the junction between Edward Street / Heath Road and Magpie Road is shown on plan No. PEA009-MP-007 attached as appendix 1.
3. Whilst the existing junction works well in managing motorised vehicles, the facilities for pedestrians and cyclists could be improved. There is potential for conflict between cyclists and pedestrians on route to the crossing from north and south, especially the blind corner at the junction of Heath Road with Magpie Road. The staggered two stage crossing delays cyclists and is difficult to manoeuvre.
4. Also at this junction the narrowness of the shared use path on the east side of Edward Street makes it uncomfortable and awkward for cyclists and pedestrians to pass without obstructing each other. This is especially true for northbound cyclists who do not have the option to ride in the carriageway.

## Proposals

5. The proposed outline scheme is shown on Plan No.PEA009-MP-004C attached as appendix 2. This scheme is designed to give a direct route to cyclists across Magpie Road and to take away the points of conflict between cyclists and pedestrians in this location.
6. The scheme comprises of:-
  - (a) The existing two stage signal crossing will remain for pedestrians to use.
  - (b) A cycle only direct crossing over Magpie Road between Edward Street and Heath Road with cycle low level signals and push button control.
  - (c) Heath Road will be closed to motorised vehicles at its junction with Magpie Road, with access limited to pedestrians and cyclists.
  - (d) The existing road closure outside No.8 Heath Road will be removed. The brick enclosure with tree outside No.1 Heath Road will remain.
  - (e) Amendments to the existing residents parking areas and limited waiting areas with extra restrictions to facilitate vehicle manoeuvres at the road closure.
  - (f) A new cycle track through city council land next to No.82 Magpie Road to give a more direct route to cyclists and take cyclists away from the east of Edward Street at the junction with Magpie Road. This will be landscaped and adopted for maintenance by Norfolk County Council.

- (g) The north section of the west footpath of Edward Street to be converted to a shared cycleway/footway.
  - (h) A 2m section of double yellow line at the end of Esdelle Street with cycle markings to ensure a path is left free of parking to enable access by pedestrians and cyclists between Edward Street and Esdelle Street.
7. Local ward members have been consulted on the proposals and have expressed some concerns. These include the failure to acknowledge that cyclists want to be able to cycle in all directions not just along a route, the piecemeal implementation of cycle improvements, the lack of connectivity to the new cycle crossing planned for St Crispin's, the feeling that the money would be better spent elsewhere and the disruption to residents during the construction period.
  8. The implementation of the cycle network is a key part of the Transport for Norwich Strategy as encouraging more people to walk and cycle means that road space is available for public transport, deliveries and those who have no choice but to drive. It is acknowledged that cyclists do not necessarily want to cycle along dedicated routes, but providing a network does highlight areas where there are specific provisions for cyclists. Unfortunately, whilst continuous cycle routes along significant lengths would be the preferred option, this is not always possible.
  9. Following discussions with local ward members the proposals to improve the link between Esdelle Street and Magpie Road were added to the scheme. These include the conversion of a section of the west footpath of Edward Street to a shared cycleway/footway with dropped kerbs to provide a link between Esdelle Street and the Yellow Pedalway and a short section of double yellow line on Esdelle Street to ensure that access to the shared use path is not obstructed by parked vehicles.
  10. At this point in time, it would be premature to improve the link between this junction and the new parallel cycle / pedestrian signalled crossing on St Crispin's ahead of the Anglia Square development, as this would inevitably involve abortive works and the developers of the site can be required to provide the link as part of their scheme. The funding for this scheme comes from the second tranche of cycle ambition funding from the Department for Transport (DfT). As part of the agreement with the DfT, the funding has to be spent on the yellow pedalway and while we have scope to spend it elsewhere along the route, it would mean that when the Anglia Square development is complete further funding would need to be found to improve cycling at this junction.
  11. It is inevitable that all highway improvements cause some disruption during their construction, however everything possible is done to minimise this as far as possible.

## **Conclusions**

12. The proposed scheme significantly improves conditions for both pedestrians and cyclists at this junction and removes the use of narrow shared use facilities. The scheme is considered to be value for money and therefore it is recommended that consultation with the public is undertaken.

13. It is planned that the consultation will take place during February and the results reported back to a future meeting. Should the scheme be approved, construction is expected to take place in autumn 2017.

## Integrated impact assessment



**NORWICH**  
City Council

### Report author to complete

<b>Committee:</b>	Norwich Highways Agency Committee
<b>Committee date:</b>	18 January 2018
<b>Director / Head of service</b>	Andy Watt
<b>Report subject:</b>	Transport for Norwich – Magpie Road / Edward Street improvements
<b>Date assessed:</b>	4 December 2017
<b>Description:</b>	To request permission to advertise and consult on cycle improvements proposed for the Edward Street / Magpie Road junction.

	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"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme helps to encourage sustainable travel to benefit the city and everyone who lives and works here.
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.
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"/>	This scheme promotes road safety for all road users and seeks to separate where possible pedestrian and cyclists. The Norfolk and Norwich Association for the blind will be directly consulted as this proposal changes the pavement close to their main residential site.
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

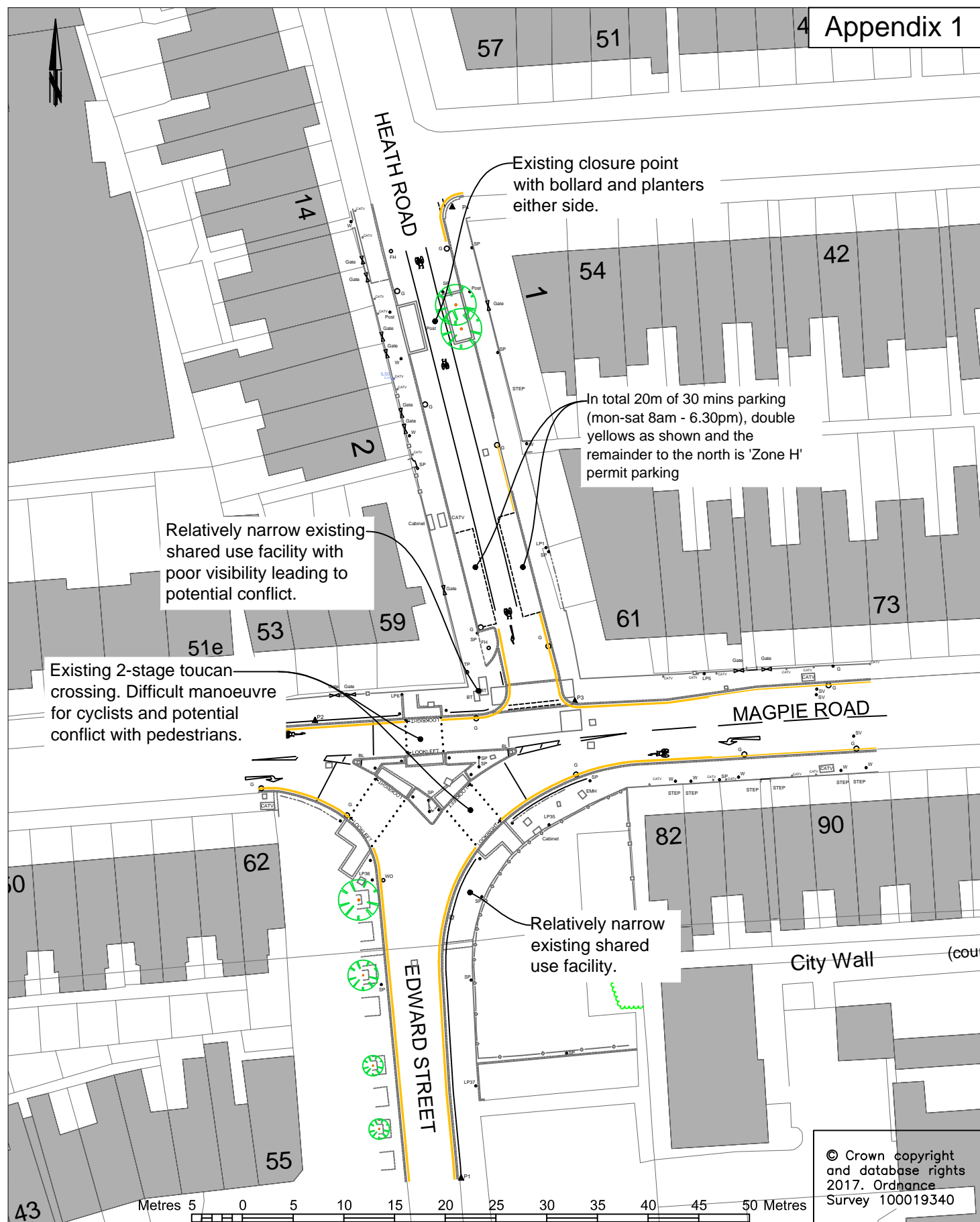
	<b>Impact</b>			
<b>Health and well being</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed facilities will help to encourage more walking and cycling which has been shown to benefit health. If more drivers are encouraged to walk or cycle, air pollution will decrease.
<b>Equality and diversity (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Relations between groups (cohesion)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This scheme will specifically aim to separate cyclists from pedestrians at the junction of Heath Road with Magpie Road, where at the moment there is a "blind" corner on the pavement.
<b>Eliminating discrimination &amp; harassment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Advancing equality of opportunity</b>	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This scheme aims to improve facilities for cyclists and pedestrians and road safety for all road users.
<b>Environmental (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Transportation</b>	<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
<b>Natural and built environment</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will not have any adverse effects on the environment, but by encouraging non motorised travel will help improve air quality. If existing trees need to be removed, they will be replaced with appropriate vegetation in accordance with the council policy.

	Impact			
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme contributes to the corporate priority 'a safe, clean and low carbon city' by encouraging cycle use, reducing car use and CO2 emissions
(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	
<b>Positive</b>	
The scheme should be publically advertised and consulted. All transportation stakeholders will be contacted and local residents living in the immediate area of the proposal.	
<b>Negative</b>	

<b>Neutral</b>
<b>Issues</b>





## DRAWING TITLE

Transport for Norwich  
Edward Street North  
Existing Situation

**Norfolk County Council**

Tom McCabe  
Executive Director of  
Community and Environmental Services  
Norfolk County Council  
County Hall  
Martineau Lane  
Norwich NR1 2SG

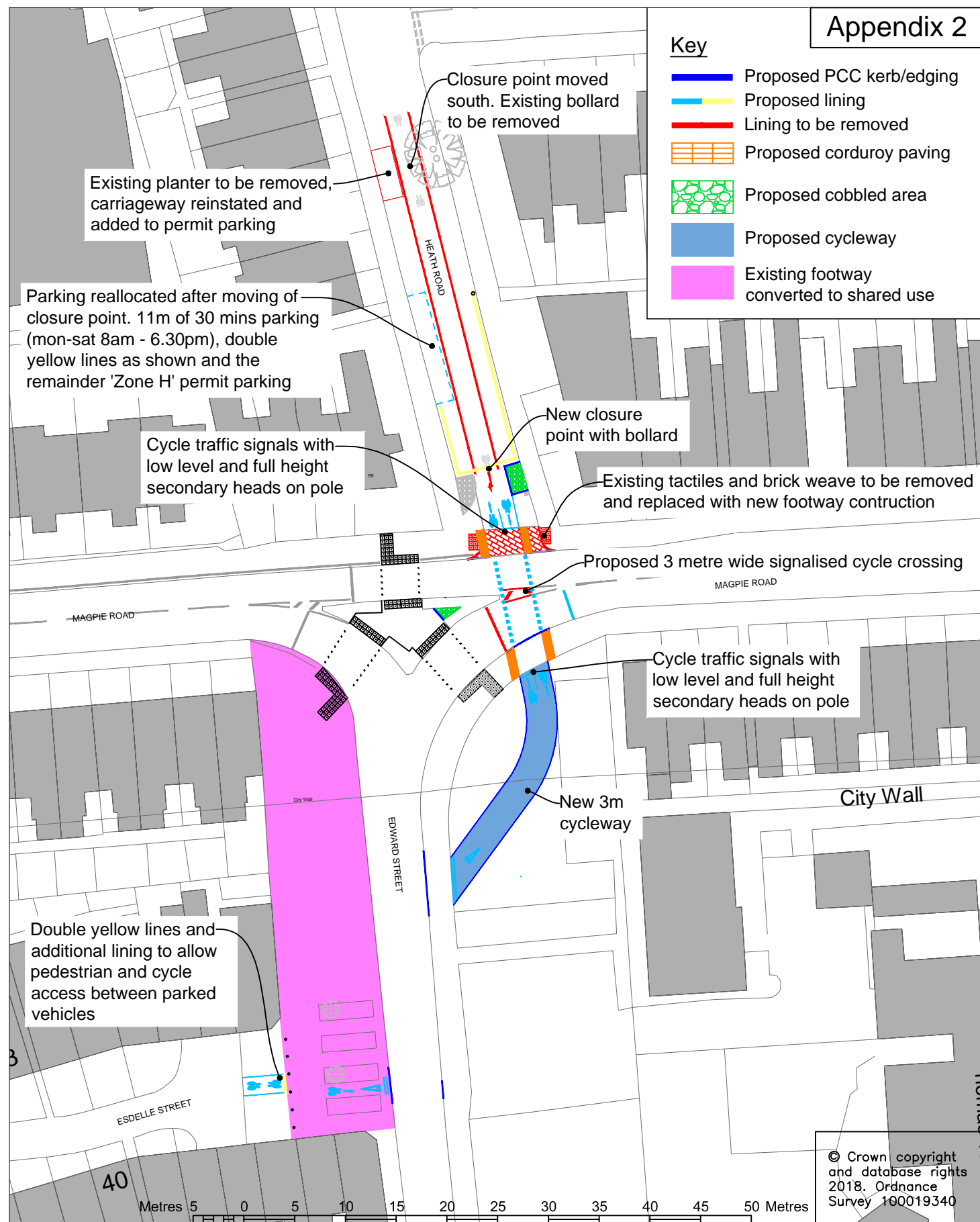
REV.	DESCRIPTION	DRAWN	CHECKED	DATE

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	INIT.	DATE	DRAWING No. PEA009-MP-007	
SURVEYED BY	OS/PC	10/17	PROJECT TITLE	
DESIGNED BY	RH	12/17	Transport for Norwich	
DRAWN BY	RH	12/17	Edward St. North	
CHECKED BY	JT	12/17	SCALE 1:500 @ A4	FILE No. PEA009

## Key

- Proposed PCC kerb/edging
- Proposed lining
- Lining to be removed
- Proposed corduroy paving
- Proposed cobbled area
- Proposed cycleway
- Existing footway converted to shared use



## DRAWING TITLE

Transport for Norwich  
Edward Street North  
Consultation Plan - Magpie Road Cycle Crossing

REV.	DESCRIPTION	DRAWN	CHECKED	DATE
A	Parking restrictions revised for TRO	RH	JT	11/17
B	Dropped kerbs added	RH	JT	12/17
C	Conversion to shared use added	RH	JT	01/18

SURVEYED BY	OS/PC	DATE	10/17	DRAWING No.	PEA009-MP-004C
DESIGNED BY	RH	DATE	10/17	PROJECT TITLE	Transport for Norwich Edward St. North
DRAWN BY	RH	DATE	10/17	SCALE	1:500 @ A4
CHECKED BY	BL	DATE	10/17	FILE No.	PEA009