



Norwich Highways Agency committee

Date: Thursday, 23 July 2015

Time: 10:00

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

Members:

County Councillors:

Morphew (chair)*
Adams*
Agnew
Shaw
Sands (M)

* voting members

City Councillors:

Bremner (vice chair)*
Stonard*
Harris
Carlo
Jackson

For further information please contact:

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

Democratic services
City Hall
Norwich
NR2 1NH

www.norwich.gov.uk

Information for members of the public

Members of the public and the media have the right to attend meetings of full council, the cabinet and committees except where confidential information or exempt information is likely to be disclosed, and the meeting is therefore held in private.

For information about attending or speaking at meetings, please contact the committee officer above or refer to the council's website



If you would like this agenda in an alternative format, such as a larger or smaller font, audio or Braille, or in a different language, please contact the committee officer above.

Agenda

Page nos

- | | | |
|----------|--|----------------|
| 1 | Apologies

To receive apologies for absence | |
| 2 | Public questions/petitions

To receive questions / petitions from the public (notice to be given to committee officer in advance of the meeting in accordance with appendix 1 of the council's constitution, ie please email/send questions to the committee officer by 10:00 on Monday, 20 July 2015, and notice of petitions by 10:00 on Wednesday, 22 July 2015) | |
| 3 | Declaration 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

To approve the accuracy of the minutes of the meeting held on 4 June 2015 | 5 - 8 |
| 5 | Hotblack Road area

Purpose - To consider a report produced by residents of Hotblack Road of traffic issues in the local area. | 9 - 22 |
| 6 | Push the Pedalways programme update

Purpose - To update the committee on the progress of the Push the Pedalways phase one programme of cycling infrastructure improvements | 23 - 32 |
| 7 | Push the Pedalways - Project 19 – 20mph areas in the City Centre and Heartsease

Purpose - To consider the responses to the City Centre and Heartsease 20mph areas statutory consultation and approve the proposals for implementation, with amendments | 33 - 60 |
| 8 | Bowthorpe Three Score - proposed bus lane

Purpose - To note that the road infrastructure and new bus gate to the Bowthorpe Three Score development is currently | 61 - 70 |

under construction, and due for completion before March 2016; and, agree to advertise the Traffic Regulation Orders required to implement the bus gate and speed restrictions on the new spine roads.

9 Norwich car club 2015 expansion - Results of consultation 71 - 80

Purpose - To consider the results of the statutory consultation on the planned introduction of 25 new car club parking bays across the city.

10 Hall Road district centre area; Results of consultation on traffic management changes 81 - 86

Purpose - To note the consultation and seek approval to implement a Traffic Regulation Order, Shared use footway/cycle order and road crossing notice associated with the new Hall Road district centre development.

11 Major road works 87 - 92

Purpose - This report advises and updates members of current and planned future roadworks in Norwich.

Date of publication: **Wednesday, 15 July 2015**

Norwich Highways Agency committee**10:00 to 11:05****4 June 2015****Present: County Councillors:**

Morphew (chair) (V)
Adams (V)
Agnew
Sands (M)
Shaw

*(V) voting member

City Councillors:

Stonard (V)
Harris (V) (substitute for
Councillor Bremner as (V)
Carlo
Jackson
Woollard (substitute for
Councillor Harris)

Apologies: City Councillor Bremner (vice chair)

1. Public questions/petitions

There were no public questions/petitions.

2. Declarations of interest

There were no declarations of interest.

3. Minutes

RESOLVED to approve the accuracy of the minutes of the meeting held on 19 March 2015.

4. Transport for Norwich (Norwich Area Transportation Strategy) delivery update

The NATS/NDR manager, Norfolk County Council, introduced the report and together with the principal planner (transportation), Norwich City Council, answered members' questions.

During discussion members commented on the various elements of the strategy and its implementation. Members welcomed the new title for the strategy, Transport for Norwich. The committee was advised that the strategy had been reviewed in 2013 and the implementation plan brought up to date. There was a high level of support for the strategy (85%). The report provided context for schemes which would be coming forward and these would be implemented to current standards. Some of the

schemes would be subject to separate reports seeking permission to go forward to further consultation and possible future delivery.

Discussion ensued on the Northern distributor road (NDR) and its impact on the city centre. The chair suggested that it was one of the solutions to relieve traffic from the city centre and to provide infrastructure to facilitate the growth of the city to create homes and jobs. Broadland District Council, South Norfolk Council and the city council had agreed to pool community infrastructure levy (CIL) funding to ensure the smooth delivery of infrastructure. One member cautioned that this element of the strategy would increase carbon emissions, encourage car use and out of town shopping centres. Another member expressed his full support for the NDR and said that it should link to the A47 to benefit the people living in the parishes to the north and west of the city.

The committee considered the city council's opposition to out-of-town retail centres. One member said that at the worst of the recession Norwich had retail vacancy rates of 11%, as opposed to Ipswich, where the retail vacancy rates were 25% because of competition from its out-of-town retail centres. The TfN helped ensure that the city was a pleasant place to visit for retail, leisure and work. The Cycle Ambition Funding helped achieve improvements for all road users, not just cyclists. The NATS/NDR manager confirmed that traffic schemes were not implemented in isolation and that the city and county councils' officers worked together as a team to develop schemes.

A member commented that she was pleased to see that bus punctuality had improved and that there was a good level of customer satisfaction. She pointed out that it was important that officers continued to keep the dialogue open with the bus companies so as not to lose impetus.

RESOLVED to note the report.

5. Norwich Area Transportation Strategy/implementation plan Golden Ball Street and Westlegate

The principal planner (transportation) presented the report and said that the proposal had been included in the original consultation for the Norwich area transportation strategy (NATS)/implementation plan in 2009, although bus operators no longer required All Saints Green to be bus only, except in during large events in the city, such as the fireworks, Lord Mayor's parade, etc. Members were asked to approve the recommendations, subject to an additional traffic regulation order to review the parking provision in Rouen Road and Ber Street.

The NATS/NDR manager and the principal planner (transportation) and the transportation and network manager, Norwich City Council, referred to the report and answered members' questions on the implementation of the scheme. Officers explained that it was intended that the consultation would be conducted over four weeks from the end of the month. There was a tight timescale for implementation and it was intended that works would commence in January 2016 and last for 20 to 25 weeks. There would be a clear communications strategy for this scheme.

During discussion members noted that as with any other major scheme there would be an impact on the wider road network and suggested that clear plans showing the

effect of the scheme on the network and the volume of traffic should be made available as part of the consultation. A member suggested that a potential question from the public would be about car parking spaces for people with disabilities and that it would be useful to have a link to a map showing the locations of these in the city centre.

Discussion ensued on the scheme and the principle of removing traffic from the city centre. There were some members who could not agree that the proposal would be beneficial to the vibrancy of the city centre and considered that it would deter people from coming into the city centre, particularly people who could not walk far, and cause traffic congestion. Other members welcomed the pedestrianisation of another area of the city and that this scheme would improve access to the city centre car parks for people who wanted to drive into the city.

There was discussion about the availability of buses, particularly park and ride after 18:00. Officers said that further information on the county council's retender of the park and ride scheme could be made available to members.

RESOLVED with 3 voting members voting in favour (Councillors Morpew, Stonard and Harris) and 1 voting member voting against (Councillor Adams) to:

- (1) approve for consultation the proposals included in the Golden Ball Street project, including:
 - (a) conversion of Golden Ball Street to two-way for general traffic.
 - (b) pedestrianisation of Westlegate with access for deliveries and cyclists only.
 - (c) removal of general traffic from Red Lion Street to create a bus, cycle and taxi only route with access for deliveries only.
 - (d) reconfiguration of John Lewis car park access on Ber Street to enable right turn in and out in addition to existing movements.
 - (e) conversion of Farmers Avenue to two-way for general traffic between the Castle Mall car park entrance and its junction with Golden Ball Street.
 - (f) reconfiguration of Rouen Road/Cattle Market Street junction to remove traffic signals and improve cycle/pedestrian facilities.
 - (g) removal of traffic on Farmers Avenue between its junctions with Castle Meadow and Orford Street, with access for cyclists and pedestrians retained.
 - (h) removal of through traffic from All Saints Green, from its junction with Surrey Street northwards, and removal of all traffic from All Saints Street, except for use by buses when St Stephens Street, Red Lion Street or Castle Meadow are closed.
 - (i) removal of traffic signals at St Stephens Plain - Westlegate/St Stephens Street/Red Lion Street/Rampant Horse Street junction.
 - (j) removal of existing turning bans at St Stephens Plain, with provision of right turn for buses from Rampant Horse Street into St Stephens

Street, and left turn from St Stephens Street into Rampant Horse Street.

- (k) closure of Thorn Lane at its junction with Ber Street, with the provision of a turning area at the closed end.
 - (l) removal of the signal controlled pedestrian crossing at Castle Meadow/Farmers Avenue junction, with provision of a raised table crossing in its place.
 - (m) provision of raised table crossing on Ber Street at junction with Golden Ball Street/Timberhill.
 - (n) the removal of the banned left turns for cyclists from St Stephens Street into Rampant Horse Street, and from Westlegate into St Stephens Street.
 - (o) the ability for buses to use All Saints Green and All Saints Street on occasions when Castle Meadow is unavailable on occasions such as during events i.e. Lord Mayor's Procession, or when closed for maintenance works.
 - (p) alterations to the on-street waiting restriction in Ber Street and Rouen Road to remove the two existing disabled parking spaces from the east side of Ber Street, and replacing them with 4 spaces on the east side. Removing the existing bus stop, and providing a coach bay, removing 2 'Pay and Display' parking spaces from the east side of Ber Street, and adding 9 additional P&D spaces on at the northern end of Rouen Road;
- (2) ask the transportation and network manager, Norwich City Council, to carry out the necessary statutory procedures associated with advertising the Traffic Regulation Orders that would be required for the implementation of the scheme as described in this report;
 - (3) agree that the outcome of the proposed consultation will be reported to a future meeting of the committee.

6. Major road works - regular monitoring

The transportation and network manager presented the report.

RESOLVED to note the report.

CHAIR

Report to Norwich highways agency committee
23 July 2015
Report of Head of city development services
Subject Hotblack Road area

Item

5

Purpose

To consider a report produced by residents of Hotblack Road of traffic issues in the local area.

Recommendation

Members are recommended to:

- (1) receive the report produced by Hotblack Road residents;
- (2) Note the actions already taken on some issues in the report and confirm the residential area will be considered for inclusion in a 20mph speed limit when funds become available.

Corporate and service priorities

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

Financial implications

Actions taken to-date have been funded by the highway maintenance and minor works budgets. Future capital bids such as funding of pedalways through City Cycling Ambition Grants may provide funds to consider further extensions to 20mph areas.

Ward/s: Wensum

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

Contact officers

Linda Abel	Senior transportation planner T: 01603 212190 e:lindaabel@norwich.gov.uk
Joanne Deverick	Transportation & network manager T: 01603 212461 e:joannedeverick@norwich.gov.uk

Background documents

None

Report

Background

1. A petition was presented to council on 17 March 2015 by Ben Walker stating:

“Traffic speeds and volumes are unacceptable in the Hotblack Triangle. An area bounded by Dereham, Waterworks and Hotblack Road. We call on Norwich City Council and Norfolk County Council to take action to deal with issues outlined in the report ‘Tackling Traffic in the Hotblack Triangle’.
2. The petition summarises issues discussed at a meeting held in January 2014 between residents, local councillors, a local PCSO and a council transportation officer. In this report the residents’ concerns are stated with suggested actions to be taken by the community, police and council.

Residents’ concerns

3. The report is attached as appendix 1. The main issues are stated as:
 - (a) The volume of traffic on Hotblack Road;
 - (b) The speed of traffic on Hotblack Road;
 - (c) The speed of traffic on Waterworks Road; and
 - (d) School traffic on Turner Road for Wensum Junior School.

Considerations

4. Hotblack Road is used by some as a cut through between Dereham Road and Waterworks Road. The signal junction at its connection with Dereham Road does encourage this use, but is necessary for traffic flows on Dereham Road and Bowthorpe Road. Hotblack Road could not be closed at this junction without causing more pressure and probable safety issues on other nearby junctions on Dereham Road.
5. It is acknowledged that there are concerns about traffic speeds on Hotblack Road. However, the existing road humps deter drivers from driving too fast and the number of parked cars gives drivers the uncertainty of priority thereby slowing traffic. A speed survey conducted on 14 May 2015, mid-afternoon when traffic is free flowing on this road, recorded an average speed of 19.5 mph (with an 85%ile speed of 22.8mph).
6. Waterworks Road is a distributor road. The existing speed limit of 30mph is suitable for traffic on this road and speed activated signs are positioned near Wensum Junior School to encourage compliance. A speed survey on Waterworks Road conducted on 14 May found the average speed of 30.1 mph (with an 85%ile speed of 34.6 mph). The survey showed occasional vehicles travelling much faster and local police are aware of residents’ concerns. Consequently the speed limit has been a policing priority for Norwich West section in the past and it is understood that residents are in discussion with the police about improved enforcement; possibly involving a community speedwatch campaign.

7. Parents driving their children to school and causing safety concerns from parking in unsuitable places is a problem associated with many schools in Norwich. Most schools are continually requesting parents to drive and park safely and some have worked with the road safety team at Norfolk County Council to help solve such problems. At present Wensum Junior School has not taken up this opportunity.
8. Other concerns in the report were identified as:
 - (e) Vehicles overrunning the footpath as they turn left into Hotblack Road from Waterworks Road;
 - (f) A sunken road gully on Hotblack Road at the junction with Waterworks Road;
 - (g) The layout of footpath surrounding Jarretts removal company at the junction of Hotblack Road with Waterworks Road is considered dangerous for young pedestrians and is occasionally blocked by large vehicles; and
 - (h) The lack of advance warning school signs.

Way forward

9. Many of the concerns in the petition have already been or are being addressed. These include:
 - The sunken gully on Hotblack Road near to the junction with Waterworks Road has been replaced;
 - Jarretts removal company have been contacted and they have agreed to ensure their staff and other drivers keep the footpath clear of vehicles;
 - An assessment of the school advance warning signs around Wensum Junior School has been carried out and an extra school sign erected on Turner Road;
 - The footpath surrounding Jarretts premises and the Waterworks Road / Hotblack Road junction are on the minor works list for action to bring the footpath up to Norfolk County Council highways standards. This is intended to be completed within this financial year.
10. It is understood that residents and local police are considering additional ways of enforcing the speed limit on Waterworks Road which may involve community speed watch.
11. Looking forward, Wensum Junior School and other nearby schools will be approached to ask them to consider taking up the offer of working with road safety officers from Norfolk County Council to progress with a road safety campaign.
12. It is also a city council priority to introduce 20 mph speed limits in residential areas as funds permit. This would include Hotblack Road (as well as other streets between Dereham Road and Waterworks Road) Presently there is no budget available to do this, however future bids may provide such funding; for example as provided for in the City Cycling Ambition Grant programmes elsewhere in the city.

Tackling traffic issues in the Hotblack triangle

A report and action plan based on discussion, meetings and consultations with local residents

Introduction

'A disproportionate concentration of traffic problems which have been overlooked by the authorities for too long and which are worsening.'

1. Dereham/Bowthorpe/Hotblack Roads Junction

'Rat running due to poor traffic management'

2. Hotblack Road

'Safety at risk due to traffic speed and volume'

3. Waterworks Road

'High speed and school means children's safety at risk'

4. Turner Road/Wensum School

'School drop-off traffic causing danger and problems'

5. Action Plan Summary

Appendix one – Question and response – Norwich city council 28.01.14

Appendix two – Participants 17.01.14.

Introduction

This Action Plan refers to longstanding traffic issues affecting the triangular neighbourhood in the NR2 section of Norwich bordered by Hotblack Road, Waterworks Road and Dereham Road (the 'Hotblack Triangle'). It documents the outcome of a series of discussions, public meetings and consultations in the area involving local residents, councillors, transport planners and the police.

The Plan highlights specific local issues raised by residents and proposes both short-term remedial actions and longer-term requirements if the area is to be made safe and suitable for motorists and pedestrians alike, and small children in particular.

In doing so it is mindful of both the inherent contradiction of managing 21st century urban traffic within a 19th century street layout and the limitations imposed by central government cut-backs to local authority funding.

However, local feeling is that compared with the city at large the Hotblack Triangle is subject to a disproportionate concentration of traffic problems which have been overlooked by the authorities for too long and which are worsening year on end, and that the present situation is inconsistent with the council's ambition for Norwich to be a 'Healthy City'.

It is clear to residents that there are a number of low-cost modifications which cannot be put on hold any longer, and this Plan calls for a number of immediate improvements.

In addition it is felt that if creative solutions and attendant resources are not forthcoming to deal with problems of congestion, speeding, rat-running, inconsiderate parking and irresponsible motor use in this area they will multiply both here and elsewhere.

To that end **this Plan calls for local authorities including both the City and County Councils and the Norfolk Police, to combine in a whole-hearted and public commitment to devise new strategies to deal with those long-term issues for which appropriate responses are not presently available.**

1. Dereham Road/Bowthorpe Road/Hotblack Road Junction ***'Rat running due to poor traffic management'***

A traffic light junction on Dereham Road manages traffic Dereham Road and Bowthorpe Road, including an important link from the City to the Norwich Community Hospital. As Hotblack Road is within this junction it is necessary to include this road in the signal controlled junction, leading to both congestion (as the light sequence favours the other roads) and rat-running (as cars use Hotblack Road as a conduit from Waterworks Road).

Short Term:

At present there are no changes proposed for the junction of Dereham Road / Bowthorpe Road / Hotblack Road.

Some residents have suggested that the restrictions set at nearby Bond Street of "no motorised traffic except for access" which has been in place for many years may be a suitable model for Hotblack. However this was imposed originally due to the road safety implications of subsidence not because of traffic. These restrictions are the responsibility of the police and need their agreement, and it is their strong opinion that the measure is practically unenforceable due to the interpretation of access and evidence. This type of restriction will only be agreed in exceptional circumstances and Hotblack is not regarded as a case in point.

Long Term:

City Transport Planners recognise that this junction needs to be improved, but the cost makes it not possible for many years. It is possible land will need to be purchased and major civil works will be needed. There is a possibility the re-design of this junction, probably to allow a bus lane for out bound traffic, may have implications for the Waterworks Road / Dereham Road junction, but due to the unlikelihood of having the money in the near future the design has not been finalised.

2. Hotblack Road

'Safety at risk due to traffic speed and volume'

Residents on Hotblack Road consider that not only is the volume of traffic passing through the street a problem, but also its speed, and that action needs to be taken to address this.

Traffic calming measures are already in place which Planners consider suitable for the road, and they point out that the presence of cars parked on the road actually helps slow traffic down. There is no history of personal injury accidents on the road itself (there have been two at the junction) and so they are reluctant to use their (admittedly) limited resources to consider any further interventions. They also insist that although the traffic

may seem to speed, this may be due to the effect of a narrow confined road with pedestrians very close to vehicles. However, it is felt by residents that their perception of speeding should be given due consideration.

With respect to parking issues, council enforcement officers can only enforce signed restrictions on the highway, so the most effective way of addressing inconsiderate parking is by education, but where parking is actually by local residents themselves it is difficult to see an acceptable solution.

The pavement on the corner of Hotblack and Waterworks has a dropped curb which, coupled with a very narrow street width on Hotblack at the intersection causes it to be regularly overrun by vehicles turning left from Waterworks Road. The road geometry is similar to many small residential roads in Norwich, and is difficult to address. Drivers seem to approach not slowly enough or do not wait for cars to emerge from Hotblack Road before turning in.

One of the road gullies maintained by the city Highways Maintenance section has sunken on Hotblack Road. Residents mention that this has the effect of making cars drive in the wrong place on the road and so causes more issues at the corner.

Short Term:

Residents are to be encouraged to report any accidents however minor to the police to establish an accurate record.

The City Council has agreed to carry out a corner survey, asking highways engineers to survey the road and investigate the possibility of installing a bollard or raising the curb on the corner of Hotblack and Waterworks.

The Highways Maintenance section has been informed of the sunken gully.

Long Term:

Having assessed the range of options theoretically available (including restricted entry, making the street one-way, and the introduction of pinch points similar to Alexandra Road) and after measuring them against one another for likely effectiveness and cost, a large majority of residents attending the meetings felt that the preferred response should involve a city council feasibility study into the installation of a 20 mph zone within the area, with a view either to its imposition or the bringing forward of more effective alternatives. It is felt that this status might concentrate the minds of motorists on a wide range of safety issues in the street, not just speeding, and make it more acceptable to pedestrians.

A campaign in favour of this was launched with a public question by a local resident being asked to Cllr Stonard, the Cabinet Member responsible, at the full meeting of the City Council on January 28th 2014. (Question and response at appendix 1)

3. Waterworks Road

‘High speed and school means children’s safety at risk’

There are long-standing concerns about the speed of traffic on Waterworks Road.

Within the outer ring road there remains a 7.5t limit to vehicles except for delivery, while there is no other weight restriction on Waterworks Road. This is a distribution road and has more traffic than a purely residential road and consequently planners feel the speed of 30mph is appropriate. The flashing signs are used as a form of traffic calming and do assist in making drivers aware of their speed.

A subsidiary issue relates to the lack of demarcation between the road, pavement and curtilage on Waterworks Road outside the premises of the Jarrett’s removal company, which is regarded as a danger to children being walked to Wensum School, particularly as lorries can sometimes extend beyond the boundary to the commercial premises and onto the walkway. This has the double impact of both limiting passing space for pedestrians and obscuring the nearby speed warning sign.

Short Term:

Speeding limits on Waterworks Road have been recognised as one of the three policing priorities for Norwich West for the first quarter of 2014. This will involve an increased police presence and active enforcement of regulations.

PCSO Michael Cornaby who patrols the area has also undertaken to borrow a speed gun for use in the area, and to ask roads policing officers to step up the frequency of their checks.

The entrance to Jarrett’s off Waterworks Road is considered by Transport Planning Officers to be unusual. As the arrangement has been in place for many years and it is difficult to enforce change. The difference in road surfaces arguably gives some indication of where the road ends, initially prompting suggestions from officers that a painted line may not be necessary, and that it would only wear away and be a maintenance burden. However, this was felt unsatisfactory to local residents who walk children to Wensum School who argued that it was clearly unsafe even given a responsible level of parental supervision and it has been agreed to review the possibility of resourcing a new line from next year’s budget. Linda Abel, Senior Transport Planner from City Hall has also agreed to write to Jarrett’s asking them to observe the boundary lines.

Long Term:

Information has been distributed to local residents about the process involved in setting up a Community Speed Watch Group in the area. This is an entirely voluntary activity for which training and equipment is supplied by the police. A recent example of such a group in Hellesdon village is understood to have been successful and a link has been made with the organiser who are happy to advise. At the time of writing a number of local residents had expressed interest in being involved and local councillors will help encourage participation.

4. Turner Road/Wensum School

‘School drop-off traffic causing danger and problems’

Residents in Turner Road have concerns about irresponsible and dangerous practices by parents dropping off pupils outside the school. This includes parking on yellow zig-zag lines and pulling up in the centre of the road to let children out.

The street alongside this school has traffic calming and is considered by Transport Planners to have sufficient parking restrictions to ensure the safety of children. They see the problem as being down to the management of parents, but accept that that is very difficult to address. Enforcement officers cannot be on site as often as may be desirable as they are limited in number and since this problem happens all over Norwich they have to conform to a rota apportioning them to schools as often as resources allow.

Short Term:

PCSO Cornaby has agreed to meet with residents in Turner Road to look at options for additional enforcement.

Long Term:

Similar issues have been tackled elsewhere by working with schools to launch a school parking campaign aimed at pupils and children. If the school is in agreement, Norwich CC and the road safety officers from Norfolk CC could help to start a campaign.

The Transport Planning section at City Hall will investigate how the campaign can be brought into the area. Councillors will attempt to meet with the Head Teachers at Wensum and Nelson Primary schools to encourage them to be receptive to the idea and to contact Richard Wiseman at County Hall to request their inclusion in the programme.

City council officer to review signage in neighbouring streets regarding Wensum school.

5. Action Plan Summary

Short Term Actions Agreed:

1. Residents in Hotblack Road (and other streets) to report all accidents, however minor, so that the police can establish an accurate record.
2. City Council to carry out a corner survey, asking highways engineers to survey the road and investigate the possibility of installing a bollard or raising the curb on the corner of Hotblack and Waterworks.
3. Highways Maintenance section to repair the sunken gully in Hotblack Road.
4. Speeding limits on Waterworks Road to be recognised as one of the three policing priorities for Norwich West for the first quarter of 2014, resulting in increased police presence and active enforcement of regulations.
5. Local PCSO Michael Cornaby to borrow a speed gun for use in the area, and to ask roads policing officers to step up the frequency of their checks.
6. PCSO Cornaby to meet with residents in Turner Road to look at options for additional enforcement of parking restrictions.
7. City Council to review the possibility of resourcing a new line separating the pavement alongside Jarrett's from the road and the company's own frontage (to be resourced from next year's budget allocation); Linda Abel, Senior Transport Planner to write to Jarrett's asking them to observe the boundary lines more effectively.
8. City council to look into increased traffic signage in local streets related to Wensum school.

Longer Term Priorities Requiring Attention:

1. City Transport Planners to recognise and acknowledge that the Dereham Road/Bowthorpe Road/Hotblack Road junction is less than adequate and needs to be classed a priority improvement when resources make the necessary re-design work possible.
2. A City Council feasibility study into the installation of a 20 mph zone within the Hotblack Triangle area, with a view either to its imposition or the bringing forward of more effective alternatives, should be conducted at the earliest opportunity.
3. Subject to support from local resident volunteers a Community Speed Watch Group can be established in the area, concentrating on Waterworks Road with training and equipment supplied by the police.
4. A school parking campaign aimed at pupils and children involving Norwich CC and the road safety officers from Norfolk CC could be introduced at local primary schools.

And the Over-riding Priority:

- **Local authorities, including both the City and County Councils and the Norfolk Police, should combine in a whole-hearted and public commitment to devise new strategies to deal with those long-term issues in the Hotblack Triangle for which appropriate responses are not presently available.**

Appendices

One - Question 3 - David Berwick to the cabinet member for environment, development and Transport, Norwich City full council meeting, 28.01.14.

"The area of the city encompassed by Hotblack, Dereham and Waterworks Roads has been be-devilled by traffic problems over a long period of time, giving us serious cause for concern as residents. Problems include speeding, rat running, inconsiderate parking and many other instances of poor driving. Residents and councillors have been meeting as a group since the summer of 2013, to consider the options which might improve the situation. A recent consultation, (involving a senior transportation planner from the council and a police representative) considered a range of potential responses including traffic calming, one-way systems and the implementation of a 20MPH restriction. After examination of the probable costs and effectiveness of each of these, it emerged that the most likely option to immediately mitigate the current difficulties, was for motorists to be asked to drive at, or under, 20MPH in the area. Will the council conduct its own examination of this situation - with a view to implementing a strategy to improve this area for residents, (both pedestrians and other road-users alike) by giving us 20MPH limits in the above area?"

Councillor Stonard, cabinet member for environment, development and transport responded

"Back in 1999 the Norwich Highways Agency committee introduced the Nelson Street area traffic action plan. As part of that traffic calming was introduced, Nelson Street was made no entry from the Heigham Road junction and parking restrictions were implemented where there were parking problems. I am sure that without these measures the problems Mr Berwick described would be significantly worse.

The traffic action plan was reviewed after it had been in operation for a few months, and this review included collecting speed data. This showed that average speeds in the area were at or below 20mph and at the time it was decided by the Norwich Highways Agency Committee that introducing a 20mph speed limit was unnecessary as traffic already complied with that limit.

Thinking around 20mph limits has changed in the last 14 years and these days a 20mph speed limit would be considered appropriate for the area. As my fellow members know, it is the city council's policy to adopt a 20mph speed limit in all residential areas in the city. However achieving this requires a significant amount of funding which is unaffordable within existing highway budgets.

When the Tory led coalition government came to power in May 2010 they made an immediate cut of 25% to that year's integrated transport grant which is paid to the county council to fund highway improvement and safety schemes.

The effect on Norwich saw our budget reduced from £1.4 million to spend in the city to £1.05 million that year. For 2011/12 the county wide integrated transport grant was reduced from £10 million to £2 million and has remained at that level since. The share of this funding for the city was £195,000 in 2011/12; £215,000 in 2012/13 and

for this year the figure is £280,000. These budgets contrast with the one million or so per annum budgets seen in the preceding decade.

This budget cut has resulted in difficult decisions being made about what the money can be spent on. To give you some idea what these figures could fund, a standalone signalled crossing is in the region of £100,000; modifying a signalled junction to provide pedestrian crossing facilities is upwards of £200,000; an area wide traffic calming scheme can be between £100,000 and £300,000 and a major cycle improvement would range from £100,000 to £500,000.

Officers and members continue to have discussions with other stakeholders, including colleagues in public health and at Norfolk Constabulary, to find ways of funding a city wide 20mph speed limit in residential areas. I will continue to keep council informed and updated.”

David Berwick asked, as a supplementary question, if the cabinet member would investigate the particular issue of double parking and cars not observing all due care when driving through this narrow channel in the 30mph zone. Councillor Stonard said that this would be a matter for the police and it should be brought to the attention of Norfolk Constabulary.

Two: Participants

Cllr Neil Blunt – ward councillor

Cllr Lucy Galvin – ward councillor

Linda Abel - senior transportation planner Norwich City Council

Ben Hathway – chair of Wensum Community Centre, local resident

Mac Cornaby – PCSO 8469

Emma Pocknell – local resident

Mark Wiseman – local resident

Jenny Wiseman – local resident

F. Matthews – local resident

Derek Simons – local resident

Stan Marley – local resident

Brian Hillyard – local resident

Sandie Hillyard – local resident

Daphne Jones – local resident

Ray Jones – local resident

David Berwick – local resident

Richard Holmes – local resident

Ian Docking – local resident

Rosey Docking – local resident

Report to Norwich highways agency committee
23 July 2015
Report of Head of city development services
Subject Push the Pedalways programme update

Item

6

Purpose

To update the committee on the progress of the Push the Pedalways phase one programme of cycling infrastructure improvements

Recommendation

To note the content of this report

Corporate and service priorities

The report helps to meet the corporate priority a prosperous city, a safe and clean city and a city of character and culture and the service plan priority to implement the Norwich Area Transport Strategy.

Financial implications

The budget for the Push the Pedalways programme phase one was originally £5.55M. £3.7M of this comes from the Department for Transport's cycle city ambition fund, with local contributions from the County council, the City council, Broadland district council, Norfolk public health, the clinical commissioning group and the UEA. Subsequent to the award of the cycle ambition funding, a further £321k of local contributions were secured increasing the total to £5.87M

As work on the programme has progressed it has been necessary to defer some schemes and move funding between others to ensure that the overall programme is affordable within the funds available. Appendix 1 of the report sets out the current financial position.

Ward/s: All wards

Cabinet member: Councillor Bremner – Environment Sustainable development

Contact officer

Joanne Deverick, Transportation and network manager 01603 212461
Joannedeverick@norwich.gov.uk

Background documents

None

Report

Background

1. In October 2014 this committee received an update report of the progress to date of Push the Pedalways, a £5.87M programme to improve cycling in Norwich and particularly along the line of the pink pedalway from the hospital in the west, along The Avenues, through the city centre, out across Mousehold Heath and on to Salhouse Road in the east. The funding consists of £3.7M of cycle ambition funding from the Department for Transport (DfT) and £2M of local contributions from the city council, county council, Broadland district council, clinical commissioning group, Norfolk public health and the University of East Anglia.
2. The vision for the pedalway project is that it will provide cycling infrastructure that is designed to a very high standard so that people who do not currently feel able to cycle will find it an attractive and safe option for their journeys around the city. All the design proposals have been evaluated against the five criteria of cohesion, directness, safety, comfort and attractiveness. The intention is that along the whole route cyclists will either have separate space from vehicles or share with vehicles travelling less than 20mph. It should especially appeal to women, children and older people who are under-represented in the cycling population.
3. Delivering this vision has presented a number of challenges and since that update report the project has encountered both financial and technical difficulties. The tight timescale for spending the DfT money has been an additional burden. As a result, it has proved necessary to change the scope of some of the elements of the project. This report sets out what has been achieved to date and what revisions to the project have been required.
4. Appendix 1 sets out the latest financial position for the overall programme and constituent projects.
5. Members will be aware that the city council has recently been awarded a further £8.4M of cycle ambition funding to complete the blue and yellow pedalways over the next 3 years. The valuable lessons learned from the pink pedalway will inform the management, design, consultation and construction process with an emphasis on affordability and realistic delivery. A report on the outline proposals for the blue and yellow pedalways will be reported to a future meeting.

Projects

Project 1: Norfolk and Norwich Hospital hub - COMPLETE

6. This is an important destination at the west end of the pink pedalway. Two long shelters have been provided to cover the cycle parking near the outpatients' entrance and new cycle stands have been installed near the inpatient entrances.

Project 2: North Park Avenue zebra - COMPLETE

7. There is a popular access to the UEA campus and the pink pedalway at the junction of North Park Avenue and Bluebell Road. A zebra crossing on a raised table has

been installed across Bluebell Road and the 20mph zone on Bluebell Road has been extended to the south of North Park Avenue.

Project 3: UEA hub - COMPLETE

8. Cycle stands have installed near the Faculty of Education, paid for by the UEA

Project 4: The Avenues – IN PROGRESS, SCHEME REVISED

9. In November this committee agreed that the scheme for The Avenues should include building two 2m wide hybrid cycle tracks between Bluebell Road and Colman Road that have priority over side roads and providing properly surfaced parking spaces with verge protection. At the junction with Colman Road cyclists would have dedicated signals that released them several seconds earlier than vehicles. A 20mph area was proposed for neighbourhood adjacent to The Avenues with traffic calming on George Borrow Road, North Park Avenue and Bluebell Road.
10. Following approval of this scheme, detailed design work was undertaken and this highlighted a number of technical difficulties in providing the hybrid cycle lanes; the need to hand dig around tree roots to avoid damage to the trees added very significantly to the costs of the scheme and even with hand digging no guarantee could be given that the trees would not be damaged and their longevity adversely affected. Additionally the engineers were concerned that within a few years the tree roots would begin to disturb the surface of the track thus creating a maintenance liability.
11. Due to escalating costs, the concerns about the viability of the tress and the long term maintenance implications of the hybrid track the difficult decision was taken to phase the introduction of The Avenues scheme. In early June, work started to implement the improvements to the Colman Road / Avenues junction which are designed to address the long stranding history of cycle accidents at the junction. As part of this first phase of works junction tables are also being introduced along The Avenues at Stannard Road, Lovelace Road, Bluebell Road and George Borrow Road, the latter of which is also a cycle accident cluster site. Full width sinusoidal (cycle friendly) road humps are to be provided along The Avenues to effectively restrict vehicle speeds to 20mph and advisory cycle lanes will be painted on the carriageway. Traffic calming will also be provided in George Borrow Road, to address the long standing concerns about vehicle speeds.
12. Currently the detailed design for the verge works and parking areas are being revised to take account of the removal of the hybrid cycle track. These will be implemented as a second phase to The Avenues scheme.
13. While it is acknowledged that this revised scheme does not deliver the same improvements for cyclists as the hybrid cycle tracks, cyclists will still enjoy the most significant benefits, i.e. from the improved safety at junctions, on carriageway cycle lanes, retention of the off-carriageway cycle track with improved crossings over side roads and the reduced vehicle speeds.

Project 5: Earlham Road (Gypsy Lane to Christchurch Road) – DEFERRED

14. This project on the green pedalway was cancelled in order to ensure there was sufficient money to undertake the Tombland and Palace Street project to the necessary standard. This scheme will be revisited when funding for the green pedalway is available.

Project 6: Adelaide Street – DEFERRED

15. The orange pedalway runs along Adelaide Street but cyclists must dismount at the doctor's surgery. A connection across the surgery car park was planned, but agreement could not be reached on the necessary amendments to their car park. This scheme will be revisited when funding for the orange pedalway is available.

Project 7: Earlham Road (Alexandra Road to Park Lane) - COMPLETED

16. The zebra crossing on Earlham Road has been put on a raised table to make it safer by slowing traffic on Earlham Road. This helps pedestrians and cyclists on the orange pedalway as they head towards the connection with the pink pedalway at the junction with Avenue Road.

Project 8: Park Lane to Vauxhall Street – TO BE IMPLEMENTED WITH MINOR AMENDMENTS

17. In November this committee agreed not to proceed with the implementation of road closures on Avenue Road and Park Lane due to opposition from local residents. Instead a scheme was approved that included the following;
- The replacement of the signalled crossing on Unthank Road by Essex Street with a zebra crossing on Unthank Road between Essex Street and Park Lane, with the 2 junctions and crossing on a speed table.
 - Replacement of speed cushions on Avenue Road with sinusoidal full width humps
 - Junction tables on the entrances to Swansea Road, Cardiff Road and Pembroke Road from Avenue Road.
 - Contraflow cycling permitted in Essex Street and Rupert Street
 - The creation of cycle streets in Avenue Road and Essex Street.
 - Amendments to waiting restrictions in the area
18. The cycle street concept was a new idea suggested by the DfT, however none of the other cycle ambition cities looked to make use of this measure and discussions with the DfT on how these may be implemented have stalled. It will therefore not be possible to introduce these elements as part of the pedalway project. Additionally following the detailed design works the scheme has come in over budget and therefore it will not be possible to provide the junction tables on Swansea Road, Cardiff Road and Pembroke Road, which have the least benefits for cyclists.
19. The work to implement this scheme is programmed to start on 8 August and will take 3 weeks to complete, with the most disruptive work on Unthank Road being completed in the first week.

Project 9: Vauxhall Street to Bethel Street - COMPLETE

20. This project is connected to the Chapel Field North project. It included the reconstructing the toucan crossing over Chapel Field Road at the end of Vauxhall Street to provide more room for cyclists to ride separately from pedestrians, more space on the shared use path around the edge of the Grapes Hill roundabout, new entrances and path in Chapelfield Gardens and the transformation of Little Bethel Street into a traffic free cycle street.
21. In order to complete the scheme to a high standard more cycle ambition funding than originally anticipated was allocated to this project; in particular to provide greater width to the shared use provision alongside Chapelfield Gardens at the Grapes Hill roundabout.

Project 10: Market hub - COMPLETE

22. New cycle stands have been installed next to the Guildhall near the taxi rank and in Malthouse Road by Marks and Spencer. The cycle store under City Hall has been refurbished.

Project 11: Magdalen Street and Cowgate contraflow - COMPLETE

23. The scheme provided for contraflow cycling on the northern section of Magdalen Street between Bull Close and Cowgate and on Cowgate between Magdalen Road and Peacock Street. It has proved popular with cyclists and has been generally well received by the local community, with the traders now promoting Magdalen Street as a cycle friendly street. Unforeseen difficulties in the construction have resulted in an overspend on this project, however, which has necessitated changes to other projects.

Project 12: St Andrews Plain hub - COMPLETE

24. Extra cycle stands have been installed in St Andrews Plain.

Project 13: Tombland and Palace Street – IN PROGRESS, WITH AMENDMENTS

25. Following a lengthy debate and extended consultation with stakeholders the scheme for Tombland and Palace Street was agreed by this committee in January 2015. The scheme consists of
- The removal of the roundabout and traffic island on Tombland
 - The narrowing of the carriageway on Tombland,
 - Widened footpaths on the western side of Tombland
 - Widened footpaths and a cycle path on the eastern side of Tombland
 - The removal of the signalled crossing by the Erpingham Gate and the provision of an informal courtesy crossing on a raised table.
 - The provision of pedestrian and cycle signalled crossing facilities at the junction of Princes Street
 - Narrowing of the carriageway on Palace Street to 5m and a widened shared use footpath cycle way on the southern side of Palace Street with build-outs and informal crossing points

26. Following approval being given to the scheme, a more detailed analysis showed that the plans were incompatible with the Salhouse Road Bus Rapid Transit (BRT) route.. A re-evaluation of the options for Palace Street was therefore carried out and it was decided to implement the proposals that were included in the original bid to the DfT for the cycle ambition funding which was to implement a no waiting at any time restriction along the length of Palace Street (which this committee had agreed) and paint 1.5m wide on carriageway advisory cycle lanes on both sides of the road. This leaves a 4 – 4.5m wide running lane for vehicles which is wide enough for 2 cars to pass, but larger vehicles will need to overrun the cycle lane. Experience elsewhere in the country suggests that this approach is suitable for the volume and make up of traffic that currently uses Palace Street. This is intended to be an interim solution until the BRT works on the Salhouse corridor come forward and an alternative solution for cyclists will be required.
27. Implementation of this scheme started in mid-May and will run through until the Autumn

Project 14: Gilders Way to Cannell Green - COMPLETE

28. The pedestrian refuge on Barrack Street between the junctions with Gilders Way and St James Close has being enlarged so that it can be used by cyclists connecting to the pink pedalway on Gilders Way from St James Close. It is intended that when the St James Place development is completed a better signal controlled crossing for cyclists and pedestrians will be provided on Barrack Street to the west of the junction with St James Place.

Project 15: Cannell Green to Valley Drive – PART COMPLETED, SOME REVISIONS REQUIRED

29. A raised table has been constructed on Gurney Road near the junction with Britannia Road to support an extension of the 20mph limit on Gurney Road. The 20mph zone also includes Britannia Road and Vincent Road. The path alongside Gurney Road between Britannia Road and Mousehold Avenue has been widened so that it can be shared by cyclists and pedestrians. Motion sensitive lighting has been installed along Valley Drive.
30. Following public consultation and the granting of planning permission it was intended to build a new ramp and path across the open space and Mousehold Heath from St James Close on the alignment of the historic Dragoon Street connecting to Gurney Road near the Rangers House. However during detailed design it became apparent that the accommodation works needed to provide the ramp were significantly more expensive than budgeted for and the scheme was unaffordable. A revised design for a shorter route between the northern most point of Heathgate and the Rangers House is now being progressed and it is anticipated that work will start on this in the late summer.

Project 16: St Williams Way - DEFERRED

31. Improvements for cyclists were planned at the Thunder Lane / St Williams Way signalled junction along with measures to improve and extend the on carriageway cycle lanes. However this is on the green pedalway, not the pink, and financial

constraints on the overall programme of schemes has led to this being deferred until funding for the green pedalway is available.

Project 17: Munnings Road to Greenborough Road – COMPLETE

32. New tree-lined and lit cycle and pedestrian paths have been constructed across the Heartsease Towers recreation ground to link Munnings Road to Lishman Road by the most direct route. A raised table has been provided at the junction of Sale Road and Lishman Road. The proposals for a cycle crossing point on Woodside Road and a 20mph speed limit in the Greenborough Road area have been moved to the Salhouse Road project.

Project 18: Salhouse Road – IN PROGRESS

33. A toucan crossing is to be provided on Salhouse Road opposite the end of Hammond Close which will link to an off carriageway cycle track alongside Salhouse Road that will be provided as part of a new development. Additionally a tiger crossing will be provided on Woodside Road between Lishman Road and Greenborough Road. These projects are in Broadland Council's area and therefore not within the jurisdiction of this committee.

Project 19: 20mph areas – PART COMPLETED, PART IN PROGRESS

34. It was planned that 20mph zones were introduced along the length of the pink pedalway and in the residential areas 400m either side of it, with traffic calming installed where necessary. To date 20mph restrictions have been installed in the Gurney Road area, and the work on Project 4 The Avenues will see the completion of the 20mph area in the west of the city.
35. There is a separate report on this agenda that details the results of the consultation on the City Centre and east City (Heartsease) 20mph areas, which recommends some amendments to the proposals. Budget constraints on the Pink Pedalway project may mean that the introduction of some of the city centre measures will need to be done as part of the second phase of the cycle ambition funding, although it is still anticipated that the works will be completed in the current financial year.

Project 20: Cycling in pedestrianized areas - DEFERRED

36. This project was been cancelled early in the programme when it became clear that there was no clear consensus on the extent of cycling that might be permitted nor on consequential changes such as to delivery timings. The broader issue of access for cyclists in the city centre will be looked at as part of the second phase of cycle ambition funding.

Project 21: Directional signage and clutter removal – PART IN PROGRESS, PART DEFERRED

37. It was originally intended that way-finding signs were to be installed across the entire pedalway network to help cyclists find their way to all the destinations on the network. Redundant signs and other street furniture were also to be removed in the vicinity of the new signs. However when putting together the original bid the amount of officer time required to design the way finding network was significantly underestimated, and

it has therefore proved necessary to reduce the scope of the way-finding signs that are provided. Part of the blue pedalway was implemented prior to knowing that funding for this pedalway was to be made available through the second phase of cycle ambition funding. The remaining work will see the pink pedalway signed. In future way-finding will be provided as part of each pedalway as it is implemented making use of the design work that has been funded through this programme.

Project 22: Automatic cycle counters – ONGOING

38. This is the monitoring and evaluation element of the programme. Additional automatic and manual monitoring points have been established to provide good cycle count data to measure changes in cycling activity on the pink pedalway resulting from Push the Pedalways.

Appendix 1 – Budget changes

Ref	Name	Project Status	Original budget £'000's	Actual costs / Revised Forecast £'000's	Change £'000's
1	Norfolk and Norwich Hospital hub	Complete	50	34	-16
2	North Park Avenue - UEA zebra	Complete	70	44	-26
3	UEA Hub	Complete	20	20	0
4	The Avenues	In progress	765	785	20
5	Earlham Rd (Gypsy Lane - Christchurch Rd)	Deferred	495	1	-494
6	Adelaide Street health centre link	Deferred	14	4	-10
7	Alexandra Rd - Park Lane (via Earlham Rd)	Complete	27	28	1
8	Park Lane - Vauxhall Street	In progress	180	214	34
9	Vauxhall Street - Bethel Street	Complete	953	953	0
10	Market hub	Complete	45	55	10
11	Magdalen Street and Cowgate contraflow	Complete	225	415	190
12	St Andrew's Plain hub	Complete	27	15	-12
13	Tombland & Palace Street	In progress	360	974	614
14	Gilders Way - Cannell Green	Complete	36	44	8
15	Heathgate - Valley Drive	In progress	567	617	50
16	Laundry Lane - St Williams Way	Deferred	113	13	-100
17	Munnings Road - Greenborough Road	Complete	86	139	54
18	Salhouse Rd	In progress	365	236	-129
19	20 mph areas	In progress	405	185	-220
20	Simplify cycling & loading in pedestrian areas	Deferred	50	3	-47
21	Directional signage and clutter removal	In progress	203	180	-23
22	Automatic cycle counters	Complete	27	27	0
23	Cycle City Ambition Project Administration	In progress	473	520	47
	Contingency fund*			369	369
	Grand total		5553	5875	321

*Contingency fund is made up of the additional £321K of third party funding that has been secured, and £48k of savings made across the programme as a result of reshaping elements. It is being held to accommodate any cost over runs in schemes already in progress. Any funding not required they will be spent on the 20mph and wayfinding schemes.

Report to	Norwich highways agency committee 23 July 2015	Item
Report of	Head of city development services	7
Subject	Push the Pedalways - Project 19 – 20mph areas in the City Centre and Heartsease	

Purpose

To consider the responses to the City Centre and Heartsease 20mph areas statutory consultation and approve the proposals for implementation, with amendments

Recommendation

To:

- (1) note the response to the consultation;
- (2) ask the head of city development services to complete the necessary statutory processes associated with the installation of :
 - (a) the 20mph Speed Restriction Order for the historic city centre as shown on plan No. PL/TR/4142/225/3.2 and associated amended traffic calming as below:
 - (i) Ber Street – Plan No. CCAG-CON-202A
 - (ii) Duke Street – Plan No. CCAG-CON-502
 - (iii) Rouen Road / King Street – Plan Nos. CCAG-CON-402 and 402a
 - (iv) Westwick Street – Plan No. CCAG-CON-302
 - (b) the 20mph Speed Restriction Order for the area north of Barrack Street as shown on Plan No. PL/TR/4142/225/3.2
 - (c) the 20mph Speed Restriction Order for the Heartsease area without additional traffic calming. The area is shown on Plan No. PL/TR/4142/225/3.1

Corporate and service priorities

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

Financial implications

There was an original budget allocation of £400k from the Cycle City Ambition grant to implement the 20mph and the measures proposed in this report are affordable within that budget. However, as detailed in a separate report on this agenda it may be necessary to

fund all or part of the city centre works from the second tranche of Cycle City Ambition funding.

Ward/s: Crome, Mancroft and Thorpe Hamlet

Cabinet member: Cllr Bremner – Environment and sustainable development

Contact officers

Linda Abel Senior transportation planner
T: 01603 212190 e:lindaabel@norwich.gov.uk

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

Background documents

Consultation material available online at
<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/20mphZonesConsultation.aspx>

Consultation responses

Report

Background

1. Project 19 of the Cycle City Ambition programme seeks to improve cycling provision by ensuring that all residential streets within a 400m corridor surrounding the pink pedalway are covered by a 20mph speed restriction
2. In July 2014 this committee agreed to carry out statutory consultation on a proposed 20mph zone in the historic city centre, area north of Barrack Street and Heartsease after designs of proposed traffic calming were agreed by the chair and vice chair (Norwich Highways Agency committee) and local members.

City Centre Consultation

3. The statutory consultation for the city centre 20mph project was advertised in the local press on 12 January 2015. Street notices were placed on site and local residents and businesses in the immediate area of proposed traffic calming features were written to. Consultation plans of the proposed scheme were displayed in City Hall and comments sheets were available for people to respond. The consultation plans were also placed on the city council web site.
4. The consultation plans are available on the council's web site at <http://www.norwich.gov.uk/pedalways> under 20mph consultation.
5. 128 responses were received from the consultation, the table below summarises the overall response. A full summary of the consultation returns are attached as Appendix 1.

No. of consultation responses	Overall agree with the city centre 20mph zone proposals	Overall disagree with the city centre 20mph zone proposals	Non-committal
128	86	23	19

6. The responses were mainly divided into two aspects, some on the overall concept of the 20mph speed limit and others concentrated on the proposed traffic calming in specific streets. The streets where traffic calming is proposed are Ber Street, Duke Street, Rouen Road / King Street and Westwick Street. The table overleaf summarises the most voiced concerns on these individual proposals.

Street	No. of responses	Main issues raised during consultation
Ber Street	11	<ul style="list-style-type: none"> • Access to the John Lewis car park • Proposed replacement of signalled pedestrian crossing south of Thorn Lane junction.
Duke Street	19	<ul style="list-style-type: none"> • Use of segregators for cycle contraflow lane • Existing rat run between Colegate and Duke Street. • Cyclists on pavements • Concerns with traffic cushions
Rouen Road / King Street	28	<ul style="list-style-type: none"> • Loss of residents parking • Coach parking on Rouen Road • Areas of kerb build out considered dangerous to cyclists • Concerns with proposed cycle lane
Westwick Street	9	<ul style="list-style-type: none"> • Traffic traveling at speed on the south section of Westwick Road where traffic calming has not been proposed.

Stakeholders

7. The response we have received concerning the overall effect of the 20mph zone in the city centre has mostly been positive. However some key stakeholders have concerns on how the 20mph is to be implemented
8. The East of England Ambulance Service NHS Trust explained that all of the routes we are proposing to install traffic calming are main access routes for crews going into and leaving the city on emergency calls. They requested further information on the type of traffic calming proposed and stated “speed bumps would potentially delay our crews getting to patients”.
9. Norfolk Fire Service also expressed concerns that speed humps could cause delay of attendance, has the possibility of causing spinal damage to fire personnel from the ‘jarring effect’ of vehicles going over raised tables at speed and long term damage to emergency vehicles.
10. Norfolk Living Streets local group agreed with the 20mph zone but requested alternative forms of traffic calming, additional cycle stands and benches, more traffic calming on Duke Street, Westwick Street and in the Heartsease zone. They opposed the replacement in Ber Street of the signal crossing with a pedestrian refuge and considered pavement build outs as dangerous to cyclists.
11. The Norwich Society agreed with the introduction of the 20mph speed limit but opposed the widespread introduction of speed humps and tables as they feel these create noise and pollution and damages the streetscape. They suggested the use of “soft engineering” (such as removal of signs, kerbs and introduction of trees, benches and street art).

12. Norwich Cycling Campaign supported the 20mph zone but did not regard the advisory cycle lane on Rouen Road as useful and would prefer a mandatory cycle lane on the west side. They gave a preference of raised tables to speed cushions and stated pavement build outs and pedestrian refuges cause concern for cyclists. They did welcome the introduction of contra flow cycle lane segregators on Duke Street.
13. The Norfolk and Norwich Association for the Blind welcomes the 20mph zone but has concerns for the removal of the signal crossing on Ber Street and advised the proposed pedestrian refuge would add little assistance to visibly impaired people.
14. No representations were received specifically for the areas advertised north of the city inner ring road or north of Barrack Street (including Cannel Green and Heathgate).

City centre specific measures

Entrance signs

15. It is proposed to provide an entrance effect as drivers enter the city centre 20mph zone. This will entail using 'hoop top' signs and 20 roundals

Ber Street

16. The Ber Street proposal for traffic calming has been designed with the intention of narrowing the available road width for drivers to encourage compliance with the 20mph speed limit. Defining the parking areas, pavement build-outs and additional pedestrian refuges help with this and also assist pedestrians crossing the road.
17. The advertised scheme also includes the replacement of the existing pelican crossing (north of the junction with Horns Lane) with an uncontrolled pedestrian refuge with kerb build-outs. Two people objected to the replacement of the pelican crossing as well as Norfolk Living Streets and the Norfolk and Norwich Association for the Blind (NNAB). Some concerns were raised about crossing Thorn Lane; however this area is not part of this scheme. The junction with Thorn Lane, the area in front of Warminger Court and the entrance to John Lewis car park will be considered by the design team for Golden Ball Street improvements who have been informed of the responses we have received.
18. In June 2014 members of this committee agreed to advertising of the pelican crossing replacement. The reason for this change is the existing equipment has come to the end of its life and needs replacing. A study was carried out to find the most appropriate form of crossing for this location and due to the low number of pedestrians recorded using the existing facility it was decided a pedestrian refuge with pavement build-outs would be suitable. At that meeting Members expressed surprise at the recorded level of use and a further survey was requested.
19. Subsequently a further survey was carried out and a different picture of use was found. On one week day the number of people using the crossing during four hours of peak traffic times was 269, however 26% of users crossed the road at this location but did not engage the signal lights and 28% percent of people using the crossing were unaccompanied children of school age. With this information and

after discussions with the road safety team at Norfolk County Council, it is recommended a more suitable replacement would be a zebra crossing. This change to the proposals can be seen on Plan No. CCAG19-CON-202A attached as appendix 2. There have been no other specific concerns for the Ber Street design of traffic calming.

20. In consideration of the above it is recommended to install the traffic calming and replacement of the pelican crossing with a zebra crossing on Ber Street as detailed on Plan No. CCAG19-CON-202A. Further consultation will be necessary on the crossing proposals and amendments to previously advertised traffic regulation Order.

Duke Street

21. The Duke Street proposals use traffic cushions to ensure speed compliance without impacting on the capacity of this major north bound route out of the city centre. This approach has been welcomed by the majority of responders but often with requests for further widening of footpaths in the section between Colgate and Muspole Street. In those responders who mentioned the proposed protection of the contraflow cycle lane, the majority were car drivers and were concerned with the confusion they may give to drivers.
22. Some respondents, including councillors, commented on the unofficial road link between Duke Street and Colgate opposite the Norwich University College of the Arts building and expressed a concern for road safety of cyclists and pedestrians at this location. Norfolk Living Streets considered the proposed traffic calming was inadequate and requested raised tables were used instead of speed cushions. Some comments were received concerning the effectiveness and efficiency of the signal junction of Duke Street with St Crispins roundabout, however this junction is out of the scope of this scheme. These concerns have been shared with our partners at Norfolk County Council in network management.
23. Officers consideration of these concerns are:-
- (a) To construct a raised table the full width of a road it is necessary to close the road to traffic. As Duke Street is the primary north bound traffic route out of the city centre and the only egress from St Andrew's car park, it is felt the impact a temporary road closure would cause on the road network would be unacceptable. Therefore traffic calming speed cushions were chosen as these can be constructed with half of the carriageway available to traffic and the maintenance liability of speed cushions is less than for a raised table. Speed cushions also give a smoother ride to emergency vehicles.
 - (b) The location and design of the proposed traffic calming is in agreement with DfT guidelines. Further discussions with the road safety team at Norfolk County Council has led to re-positioning of the advertised speed cushions south of the toucan crossing at Colgate junction to ensure low traffic speeds. The amended design can be seen on plan No. CCAG19-CON-502 attached as appendix 3.
 - (c) The small road that runs between Duke Street and Colegate opposite the Norwich University College of the Arts building is a private road and so at the moment the council has no authority to close this rat run. However, there should

be the possibility with future development to encourage the severance of this link. This will be considered when the opportunity arises.

- (d) The request for widening some of the footpaths could give further benefit by narrowing the road thereby helping to slow traffic and also improve the area for pedestrians. This footpath construction would be expensive and not possible under this budget but will be considered in future schemes.
- (e) The design of the cycle lane segregators will include bollards and reflectors to enable easy detection and confirmation where the cycle lane begins. This will help protect cyclists from oncoming vehicles and hopefully encourage more cyclists to use this existing facility.

24. In consideration of the above it is recommended to install the traffic calming on Duke Street as detailed on Plan No. CCAG19-CON-502 and to seek opportunities in future schemes to improve the footpaths on Duke Street and close the unofficial access from Duke Street onto Colgate.

Rouen Road / King Street

25. The original Rouen Road and south section of King Street proposals were developed in consideration of this relatively wide, straight road which can be difficult for pedestrians to cross. The available road space for drivers was reduced by defining parking spaces, installing a cycle lane for part of the road and pavement build-outs. Four raised platforms were also proposed to assist pedestrians crossing at strategic positions and sets of speed cushions were placed to help slow traffic down. These proposals result in the loss of some permit parking in both St Peter and St Julian controlled parking zones and a length of part time pay and display parking. The opportunity to provide some additional 4 hour parking bays for coaches was also taken; these will be pay and display and could be used by tourists buses visiting the city or football stadium for relatively short periods. A change to waiting restrictions was also proposed outside Rouen House to facilitate the new NHS walk in centre that opened in June 2015.
26. The response received to the consultation has been mixed. Most responses agreed with the introduction of the 20mph speed limit but were concerned with the effects of the traffic calming proposals. As stated previously the emergency services were concerned with the number of raised tables proposed. Local residents objected to the loss of permit parking and The Cannon Wharf Residents' Association were concerned with the loss of the day time pay and display areas as these are useful for visitors and give extra space for residents in the evenings and on Sundays. The residents association was also concerned with the increase of coach parking on Rouen Road and therefore the increase in large vehicles where drivers may choose to keep engines running.
27. There have been no objections to the replacement of part of the pay and display parking area with 15 minutes waiting area and provision for disabled parking outside Rouen House, north section of Rouen Road. The NHS Walk-in Clinic was deemed to be opened early June 2015 and these changes to on street parking outside the premises is important to the running of this service. Therefore with agreement from the chair and vice chair of this committee and local members, after administrative

confirmation, the TRO for these changes to parking restrictions were made. The developer of this facility has implemented these changes.

28. Officers consideration of concerns expressed on the Rouen Road and south King Street proposals are:-

- (a) Residents permit parking is very limited in the city centre and the consultation has shown removing some of the already restricted space is not acceptable to residents. The new proposals maintain most of the existing provision of residential parking spaces and the majority of pay and display parking areas.
- (b) The existing local coach parking on Rouen Road is a very valuable facility to local bus companies. We have been requested often in the past to provide short term coach parking areas for visiting coaches which could help boost the tourist trade in Norwich. As Rouen Road is wide with not many businesses or residents buildings close to the road, this is felt the best location in the city centre suitable for this use. The proposals have been amended to reduce the number originally proposed and consideration has been given in applying an “engine switch off” restriction on these coach parking areas.
- (c) There are concerns about the raised tables proposed for Rouen Road from the emergency services and this needs to be addressed. As this road is a main access for emergency vehicles, the provision of traffic calming has to be designed to allow easy travel for these vehicles on duty. Speed cushions are mainly used in the new proposals as they slow the majority of traffic down whilst allowing wide axle vehicles easy passage. However the one raised table proposed outside the new NHS walk in centre in Rouen House is thought necessary to ensure safety and give greater confidence to vulnerable road users crossing at this strategic location.
- (d) The concern from some residents and associations that speed cushions and footpath build outs are difficult to negotiate for cyclists has to be balanced with the benefits given to cyclists and pedestrians in road safety and driver awareness when vehicle speeds are reduced.

29. The new proposed design towards a traffic calmed road that provides a safe and enhanced environment for cyclists and pedestrians without disadvantaging residents or causing problems for the emergency services can be seen on plan Nos. CCAG19-CON-402 and 402a attached as appendix 4. Further consultation will be necessary on these new proposals and amended traffic regulation Order.

Westwick Street

30. The Westwick Street proposal advertised was to install a raised table at the junction with New Mills Yard. This was designed to reduce the speed of traffic on this stretch of road, assist cyclists turning right at this junction and also help pedestrians crossing the road. Whilst the vast majority of responses agreed with the introduction of 20mph speed limit on Westwick Street, most of them advised that traffic calming was also needed on the southern section of Westwick Street.

31. Due to the number of responders who thought traffic calming was needed on the southern section of Westwick Street, a speed survey was carried out. It was found the average speed of free flow traffic was indeed 27.7mph. With this evidence and to comply with DfT recommendations, it does appear necessary to install traffic calming along the south section of Westwick Street. As funds are limited it is thought acceptable to not install the raised table at the junction with New Mills Yard as advertised but to use the finance to provide sets of traffic cushions at regular intervals for the full length of Westwick Street. Also a set of traffic cushions is proposed for St Swithins Road before the junction with Westwick Street. This would slow traffic down and make the area more pleasant to cycle and walk in without adding restriction to emergency vehicles. The amended proposals can be seen on Plan No. CCAG-CON-302 attached as appendix 5.

Heartsease Area

32. The statutory consultation for the City Centre 20mph project was advertised in the local press on 19 January 2015. Street notices were placed on site and immediate local residents were written to. Consultation plans of the proposed scheme were displayed in City Hall and comments sheets were available for people to respond. The consultation plans were also placed on the city council web site.
33. Plans showing the proposals consulted are shown on the council web site at <http://www.norwich.gov.uk/pedalways> under 20mph consultation.
34. Eight responses were received from the consultation, the table below summarises the overall response.

No. of consultation responses	Overall agree with the Heartsease 20mph zone proposals	Overall disagree with the Heartsease 20mph zone proposals	Non-committal
9	8	0	1

35. The main issue of concern for residents on Watling Road was the loss of on street parking space due to the proposed traffic calming and the considered preference of traffic cushions. Two respondents, including representation from the Norfolk Living Streets Group, suggested traffic calming should be introduced in other streets in the Heartsease area. A full summary of the consultation returns are attached as Appendix 6.

Consideration

36. In consideration of the concerns from residents of Watling Road and the need to consider the budget limitations of the CCAG project it is proposed to extend the existing 20mph zone in Heartsease without any extra physical traffic calming, just repeater signs.
37. There already exists traffic calming outside the Heartsease Primary School on Rider Haggard Way and a raised table has recently been installed on the Sale Road /

Lishman Road junction. This improves road safety in places particularly accessed by vulnerable road users and directly on the pink pedalway. It is thought acceptable not to install further traffic calming at present. This is compatible with the Department for Transport advice that signed only 20mph speed limits are appropriate in areas where the average speed is around 24mph, as it is in Heartsease. The extent of the proposed Heartsease 20mph zone is shown on Plan No. PL/TR/4142/225/3.1 attached as appendix 7.

Conclusion

38. Members are recommended to agree the introduction of the advertised 20mph Speed Restriction Order for the city centre zone (including north of the inner ring road and the area north of Barrack Street) and the Heartsease area. These areas are shown on Plan Nos. PL/TR/4142/225/3.1 and PL/TR/4142/225/3.2 (attached as appendix 8).
39. Members are recommended to agree the introduction of the Duke Street traffic calming scheme as detailed on Plan No. CCAG-CON-502. No amendment to traffic regulation orders is necessary.
40. The traffic calming scheme Westwick Road has been amended following consultation to address concerns. Amended Plan No. CCAG-CON-302 details the proposal. Members are requested to agree the introduction of the revised traffic calming on Westwick Street. No amendment to traffic regulation Orders is necessary but a road hump notice will need to be advertised.
41. The traffic calming schemes for Ber Street and Rouen Road (and south of King Street) have been amended following consultation to address concerns. Amended Plan Nos. CCAG-CON-202A, CCAG-CON-402 and CCAG-CON-402a show the details. Members are requested to agree advertising the revised amendments to traffic regulation Orders, road humps and crossing on Ber Street.
42. The city centre scheme and Heartsease scheme are programmed for implementation during the 2015/16 financial year.

General – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Resident	x		I fully support this proposal
Resident		x	A 20mph limit will frustrate people more because it will be ignored
NR1 Resident	x		This generally looks really positive for the city, however pavement buildouts can be dangerous for cyclists.
Trafford Road	x		Will be better for the residents and would like it extended to other areas in Norwich.
Resident	x		More pedestrianised roads, pedestrian crossings and cycleways leading out to the residential boroughs needed.
Resident		x	The police will not be able to enforce 20mph. Cyclists and pedestrians do not mix. Congested roads mean that speed above 20MPH is unlikely
Resident	x		lower speed limits will save lives and improve the environment for everyone
NR2 Resident	x		Supports the extension of 20mph limits across the city centre and other areas of Norwich, reducing the speed limit and encouraging cycling will allow people to get around faster.
Clarendon Road	x		Good idea, even better 10mph or even better no cars in city centre
Elstead Close	x		I am all in favour of 20mph within the city.
NR13 5JE	x		I agree with the introduction of the 20mph zone in the designated areas of the city.
Resident	x		The reduction in danger and noise will be of clear benefit to everyone who lives, works and shops in the city centre.
Eade Road		x	20mph is ridiculous. It costs more on emissions with keeping a car at such a low speed. Drivers are very careful and they will slow down when necessary.
Resident	x		I hope that this will also encourage parents to let their children walk or cycle to school
Resident	x		I fully agree with these proposals to make the city safer for everyone.
Paxton Place	x		I fully support the proposal but it should be enforced, I find that professional drivers often drive close/too fast around cyclists.
Dereham	x		As a visitor to Norwich, I wholly support this proposal - it will encourage me to cycle to and in Norwich
Resident		x	Disagree with blanket approach to 20mph
Resident	x		I would like to support this proposal as it has benefits for all vulnerable road users.

General – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Lollards Road	x		Excellent proposal. Fully support it. Hope it gets even more people out of their cars and cycling responsibly.
NR3 Resident		x	What is this fixation with cyclists – there are other users in the city. For that reason I'm against it.
Mill Hill Road	x		We are very much in favour of the proposals for limiting maximum speed to 20mph but it needs to be enforced.
Cyprus Street	x		There are so many good reasons for 20 mph in the City and more cycle ways !
Mornington Road	x		I'm delighted to see such an ambitious extension to the existing areas of 20mph in Norwich.
Gladstone Street	x		I am fully in support of extending 20mph zones in Norwich
Mulberry Close		x	We see little evidence that the current 30mph is being enforced.
Aspland Road		x	I find your proposals ill-conceived (though well-motivated) because the whole idea that driving slower is always safer is not backed up by the facts.
Commuter		x	As a commuter, I believe you will further add to congestion by slowing down traffic, needlessly. The only people this stands to benefit are cyclists.
Ipswich road	x		Brilliant idea for the city. I would like to see the whole of the Eaton Rise estate designated a 20 mph zone to protect all road users.
The Swale		x	At peak times traffic cannot go above 20mph. At other times the roads are simply not busy enough to, warrant such a restriction.
Resident	x		Put up signs designating these streets as cycle priority streets to give a strong message to motorists to watch out for cyclists.
Resident	x		There needs to be further investment in public transport as an alternative to car use by closing of city centre car parking, except for priority users and a complete ban on private cars within the inner ring road. Parking on pavements should be stopped.
Resident	x		We still need to educate motorists in how to drive round a cyclist with respect.
Resident	x		Positive step in built up areas.
Resident	x		Safer for children & animals.
Resident	x		
Resident	x		
Resident	x		
Resident	x		More cyclepaths required. Ban lorries & put cameras on roundabouts to catch dangerous drivers.
Pottergate	x		Cyclists need to obey the highway code & requests 20mph to be enforced.

General – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Resident	x		
Resident	x		Provide more dedicated cycle paths
Resident	x		
Borrowdale Drive		x	Doesn't work & won't be enforced. Try creating pinch points.
Resident	x		
Resident	x		Need cycle lane from 5 ways roundabout to city.
Resident	x		In my experience, we seem to have NO visible policing in residential, urban areas. Just a LITTLE policing could go a LONG way in tackling this.
Unthank Road	x		Good news. Norwich needs to be bold & catch up with other cities.
Resident			20mph even with traffic calming does not work. Buildouts cause choke points which are dangerous for cyclists.
Fakenham Road		x	This project is making it more difficult to commute in and out of the city centre and making people less inclined to visit the city centre
Resident	x		
Bishop Bridge Rd	x		As a driver I find it confusing to have a mix of 20mph and 30 mph zones, it would be easier to understand if the whole of the centre was 20mph and would have very little impact on journey times since traffic would move more smoothly.
Old School Close	x		I thoroughly endorse and welcome the 20 mph proposals
Carrow Hill	x		Is it possible to have a pedalway DOWN Carrow hill that is safe for the cyclists, pedestrians and motorists? Please take the opportunity to plant even more trees. Please ensure lots of lowered kerbs for pedestrians.
Resident		x	
Resident		x	
Norfolk and Norwich Association for the Blind	x		The NNAB endorse any reduction in speed limits as it is a benefit to people with sight loss.
East of England Ambulance Service NHS Trust			Concerns over the proposed traffic calming measures on Westwick Street, Ber Street, Duke Street and Rouen Road. Depending on the proposal, speed bumps would potentially delay our crews getting to patients
Fire Service	x		Reservations regarding our emergency response within the affected areas. Most notably the introduction of traffic calming to Ber Street, Rouen Road and King Street would have a significant impact for our Appliances and response cars to get into the city and out the other side. Not only would traffic calming, such as speed humps, affect our attendance, there is a

General – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
			chance of long term damage to our vehicles.
Norfolk Living Streets Group			In principle, we welcome these proposals, but would like alternative forms of traffic calming to be considered such as central reservations, trees, one way sections, cycle stands, benches,
The Norwich Society	x		The introduction of a blanket 20 mph speed limit should be just the beginning of what should be a proper strategy to achieve streets that are pleasant and safe to use by everyone without the need for much policing. We would oppose the widespread introduction of speed humps, raised tables and build-outs partly because these tend to result in greater noise and pollution and often carry a long-term maintenance cost. We suggest that the long-term objective should be a street-by-street approach using well-known shared space and 'soft' engineering principles .
Norwich Cycling Campaign	x		Welcomes the extension of the 20mph zones in the City Centre and Heartsease
Councillor Judith Lubbock	x		Supports proposals to make city centre & Heartsease 20mph, it will make a better environment in the city and encourage more walking & cycling.

Ber Street – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Southgate Lane	x		I agree with the proposals for Ber Street and Rouen Road. Concerns with cars that perform U turns to get into John Lewis car park.
Ber Street	x		We are thoroughly in favour of the changes being proposed and can think of no objections
Warmingier Court	x		Thorn Lane is a very wide crossing with no help for pedestrians and the road surface is damaged which makes it difficult for walking with a walking aid. The John Lewis car park entrance is also difficult to cross for pedestrians.
Finklegate			Car parking is a problem in this area, residents permit parking signs need to be clearer, yellow lines need repainting and potholes need repairing.

Ber Street – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Ber Street	x		Lots of vehicles use this road at all times of day, some at high speed. Often drivers take no notice of the crossing when pedestrians are crossing. Residents parking areas are used for visits to nearby pubs.
Norgate Road			Moving the crossing and replacing with a refuge is a huge mistake.
Ber Street			The disabled parking areas are essential for businesses and people in Warminger Court.
Warminger Court			Traffic queuing for John Lewis Car park is a problem. Also removing the crossing & installing a refuge will make it difficult to access Thorn Lane.
Norfolk and Norwich Association for the Blind	x		The NNAB endorse reduction of traffic speeds, however we are concerned with the replacement of the signal crossing with a refuge as this is of no help to visually impaired people and the nearest safe crossing point is some distance away with obstacles to negotiate.
Norfolk Living Streets local Group	x		Disagree with replacing the signal crossing with a refuge and narrowing the road as this is dangerous to cyclists.
Cllr Amy Stammers (former councillor Mancroft Ward)	x		The plans proposed see a net increase of 6m of on street parking and two pedestrian refuges. So by narrowing the street with more on street parking and having two pedestrian refuges this effectively pushes the cyclists into the paths of traffic - How is this actually protecting these cyclists from vehicles or allowing cyclists equal priority ?

Duke Street – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Duke Street		x	Do not like the existing cycle contraflow or proposed speed cushions. St Crispins Road junction needs attention.
Coslany Square	x		Would like to see cycle lane get priority over traffic queuing to enter St Andrews Car Park.

Duke Street – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Norwich Central Baptist Church, Duke Street	x		
Resident			The short cut through from Duke Street to Colgate should be closed, this can be dangerous to cyclists using the contraflow cycle lane.
St Marys Road			Can you prevent vehicles taking a short cut from Duke Street onto Colegate? This cut through is dangerous to pedestrians and cyclists.
Resident	x		When Duke's Wharf is built the extra cars on the road will cause an issue getting onto the inner ring road, already at rush hours the road is congested. The speed cushions would be a nuisance.
Dukes Palace Wharf		x	Speed cushions are ineffective and can be dangerous to motor cyclists, the mid-section of footpath does need to be widened, the proposed contraflow segregators are a good idea.
Dukes Palace Wharf	x		The existing cycle path seems to work well, except a number of cyclists use the footpath on both sides of the road. Segregators will confuse other road users. Traffic lights at St Crispins junction need adjusting.
Resident			Help for cyclists and pedestrians is needed to cross Duke Street at the roundabout junction.
Water Lane	x		I support the footpath widening and cycle lane segregators. It would help traffic flow and road safety if you amend lanes at the junction of Duke Street and the roundabout.
Dukes Palace Wharf			Concerned about the amount of congestion that will occur when work is carried out and the necessity of cycle lane segregators.
Duke Street	x		A "Yellow Box" at the junction of Duke Street with St Mary's Plain & Muspole Street would be useful. Concerned with cyclists on footpaths and would like to see the footpaths widened.
Duke Street			The crossing is already a Toucan Crossing.
Duke Street	x		Concerns about emergency services travelling over traffic calming
Resident			Duke Street should be 2 way between St Crispins Rd & St Andrews car park. City centre average speed probably less than 30mph anyway.
Camberley Road	x		I am a cyclist, pedestrian and driver and think the proposed "separators" in Duke Street look a good idea
Magpie Road	x		I am a pedestrian rather than a cyclist but these proposals will make my journeys more pleasant and more safe. I feel very vulnerable on the narrow pavements between Colegate and Muspole Street when traffic passes me at speed.

Duke Street – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Norwich Cycling Campaign	x		We have had reports of several cars who want to turn right, travelling in the contra-flow cycle lane so we very much welcome the segregators. We also welcome the toucan crossing but would prefer speed tables to speed cushions
Councillor Simeon Jackson	x		I would like to see widening of pavement between Muspole Street & Colegate. Better signage to prevent misuse of pavements by cyclists.

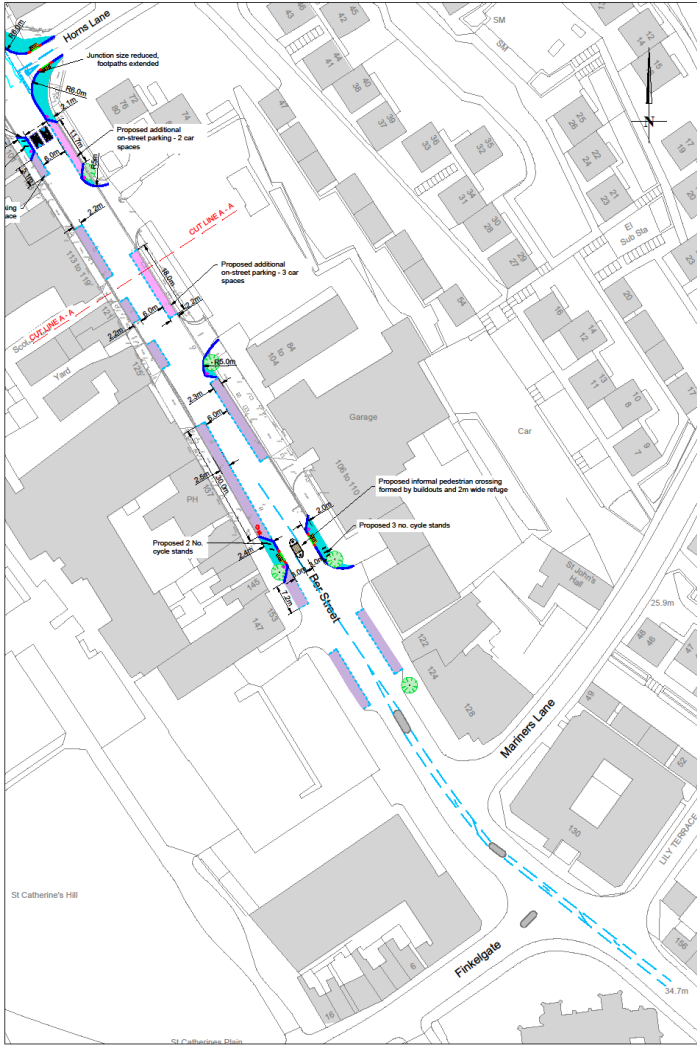
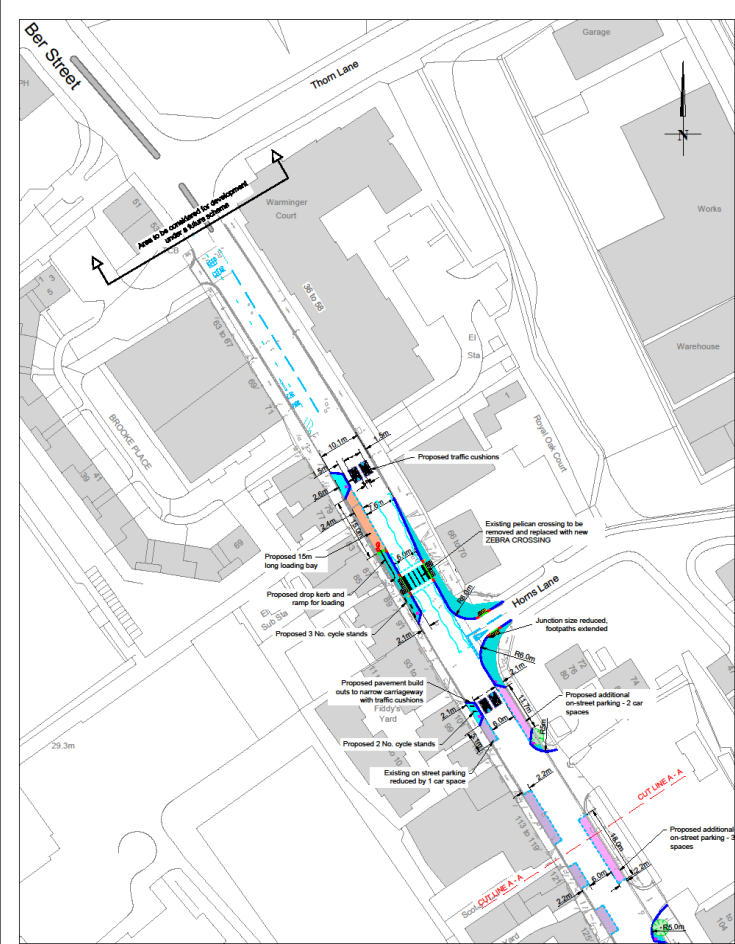
Rouen Road – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Cannon Wharf Residents' Association	x		The pay and display parking areas are essential to Cannon Wharf residents as residents parking is limited. Buses & coaches may leave engines on in new layover bays.
New Half Moon Yard	x		Traffic speeds at the southern end. An extra set of speed cushions is needed near Carrow road junction.
King Street Neighbours	x		Rouen Road is not suitable for coach parking as many pedestrians cross the road. More pavement build-outs and less parking is needed. Please consider a specific cycle lane, or shared use (pedestrian/cycling) pavements. Residents permit parking is essential and extra signage is needed on King Street to deter motorists trying to cut through.
Resident		x	I cannot see the need for a 20mph limit on this particular road, you are spending money for the sake of it.
Resident	x		It would be a great addition to the local area.
Sunningdale	x		Proposals look to be a huge improvement.
Cllr Lesley Grahame	x		There is broad support for 20 mph in Rouen Road, raised tables are problematic for people using mobility scooters. Wheelchair users need drop-kerbs and pedestrian sanctuaries. Some residents have issues with coach parking near Normandie Tower, their bumper to bumper parking makes it difficult to cross the road.
Normandie Tower			On street parking is needed by residents. Coach bays near Normandie Tower are not suitable as engines will be left running giving fumes and vibrations. Cyclists presently use the footpaths.

Rouen Road – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
King Street		x	Rouen Road is not used by many cyclists. Traffic cushions are detrimental to tyre walls and suspension and delay emergency vehicles. The proposed build out and tree opposite Cannon Wharf will obscure the view for pedestrians crossing the road to Novi Sad bridge.
Carrow Hill	x		cyclists are travelling the wrong way down Carrow Hill on both the road and pavement. There are also more motorists using Carrow Hill as a short cut to get to King Street, ignoring the one way system.
King Street	x		I welcome the speed reduction/pedestrian-friendly proposals.
Music House Lane			The existing residents permit parking areas on Rouen Road are essential to residents.
Normandie Tower			I see no need to widen pavements around Normandie Tower, also change at bottom of Thorn Lane is badly needed.
St Julian's Alley	x		Relocating local bus parking is good. A 20 mph speed limit and raised tables are an excellent improvement. However, the existing St Julian residents permit parking is needed.
New Half Moon Yard		x	I object to all of these proposed amendments. The current speed limit is fine, cyclists are a menace on the public highway and should have separate cycle tracks.
Resident	x		Residents parking areas are essential.
Cannon Wharf	x		Objection to coach parking near Cannon Wharf, residents parking facilities are important.
King Street		x	It is wrong to impose a 20mph limit on any of the city's major traffic arteries, speed humps cause expensive damage to vehicles. I fail to see what is to be gained by widening pavements and why is the cycle lane "advisory", why not make it obligatory?
Cannon Wharf			The Rouen Road South proposals are generally not a problem but do nothing at all for cyclists. I am concerned of wasted funds and think some practical solutions would be better such as a mini roundabout at the King Street and Carrow Road junction and repair road surfaces. Rough cobbled surfaces are not good for cyclists or pedestrians.
Rouen Road		x	I strong disagree with the proposal. King Street would be a better cycle route.
Smart cycle training	x		Advisory cycle lanes do not protect the cyclist and make drivers think the cyclist should stay to the left. The proposed cycle lane design takes the cyclist into the wrong position at the Rouen Road / King Street junction.
Cllr Amy Stammers			These plans seem equally geared towards accommodating buses as it does pedestrians and gives higher priority to these two than it does cyclists! Speed cushions , are also in most instances not very bike friendly.

Rouen Road – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Norwich Cycling Campaign	x		Cycle lanes on roads are more beneficial and offer some protection when cyclists are going uphill and tend to wobble more. A mandatory cycle lane on the inbound lane would be more useful. Prefer speed tables rather than cushions. Pavement build outs combined with refuges are feared by cyclists and can cause conflict with vehicles.
Sherbourne Place		x	Loss of permit parking will affect value of property and feels the amount of coach parking bays are excessive.
All Hallows House			The proposed cycle lane removes permit bays so alternative residents parking must be provided.
Music House Lane	x		100% agree
Rouen Road		x	Does not want Rouen Road to become a bus park. Does not feel a cycle lane is needed as the road is wide enough. It is not a problem to cross Rouen Road.
Rouen Road			Rouen Road is not suitable for coach parking as many pedestrians cross the road. More pavement build-outs and less parking is needed. Please consider a specific cycle lane, or shared use (pedestrian/cycling) pavements. Residents permit parking is essential and extra signage is needed on King Street to deter motorists trying to cut through.

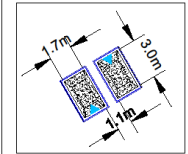
Westwick Street – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Cllr Amy Stammers	x		The table that is proposed in these plans will do nothing to slow the traffic to 20 MPH on the rest of Westwick street, where there is considerable speeding. Cyclists also often ride down the pavement to join the contraflow on Westwick Street.
Anchor Quay	x		The section of road adjacent to Coslany St is actually where the most speeding occurs. In contrast, traffic is relatively slow moving in the section opposite Toys R Us.
Westwick Street	x		The traffic calming measures should be extended to include the whole length of Westwick Street, as cars drive at reckless speeds for the entire length of the street.

Westwick Street – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Anchor House	x		The most dangerous part of Westwick Street is at the Junction with Coslany Street. The bollards at the beginning of the cycle lane are at the most frequently used point for crossing Westwick Street and cyclist travel down Westwick Street from Charing Cross where there is no cycle contraflow.
Anchor Quay			I would like you to consider extending the 20 mph limit up until Charing Cross.
Coslany Square	x		Physical measures would be far more appropriate at the city end of Westwick street than on Duke street or the ring road end of Westwick Street
Resident	x		Traffic generally speeds up the further up Westwick St they travel, I request you reconsider and introduce further speed bumps over the entire length of Westwick Street.
Bunwell		x	In the four years I have worked over looking Westwick Street I have never once seen an accident and haven't noticed a problem with speeding. The money would be better spent on improving roads to encourage cyclists from further afield to commute to work and road maintenance.
Resident	x		My household and neighbours thoroughly support the proposed 20 zone on Westwick street.



NOTES

KEY:



Speed cushions to standard detail NCD100.14, 75mm high and dimensions as shown.

- Existing Layout
- Existing traffic island
- Existing on-street car parking
- Proposed on-street car parking
- Proposed on-street loading bays
- Proposed HS Type PPC kerbs
- Proposed transition PPC kerbs
- Proposed 3 to 6mm upstand BS Type PPC kerbs
- Proposed bollard
- Proposed pedestrian refuge
- Proposed 400mm x 400mm buff blister tactile paving
- Proposed 400mm x 400mm grey blister tactile paving
- Proposed gully
- Proposed timber bollard with upstream reflector
- Proposed road marking
- Existing road marking to be removed
- Proposed tree planting (small variety TBC)
- Proposed cycle stand
- New "ZEBRITIC" bollards beacons at Zebra crossing

© Crown Copyright and database right 2011. Ordnance Survey 100009107

REVISIONS			
No.	Date	Revised by	Revised for
A	July 15	Amendments to layout post safety audit	AE LA

Title
CCAG19
20 mph City Centre
Ber Street Traffic Calming
Construction Drawing

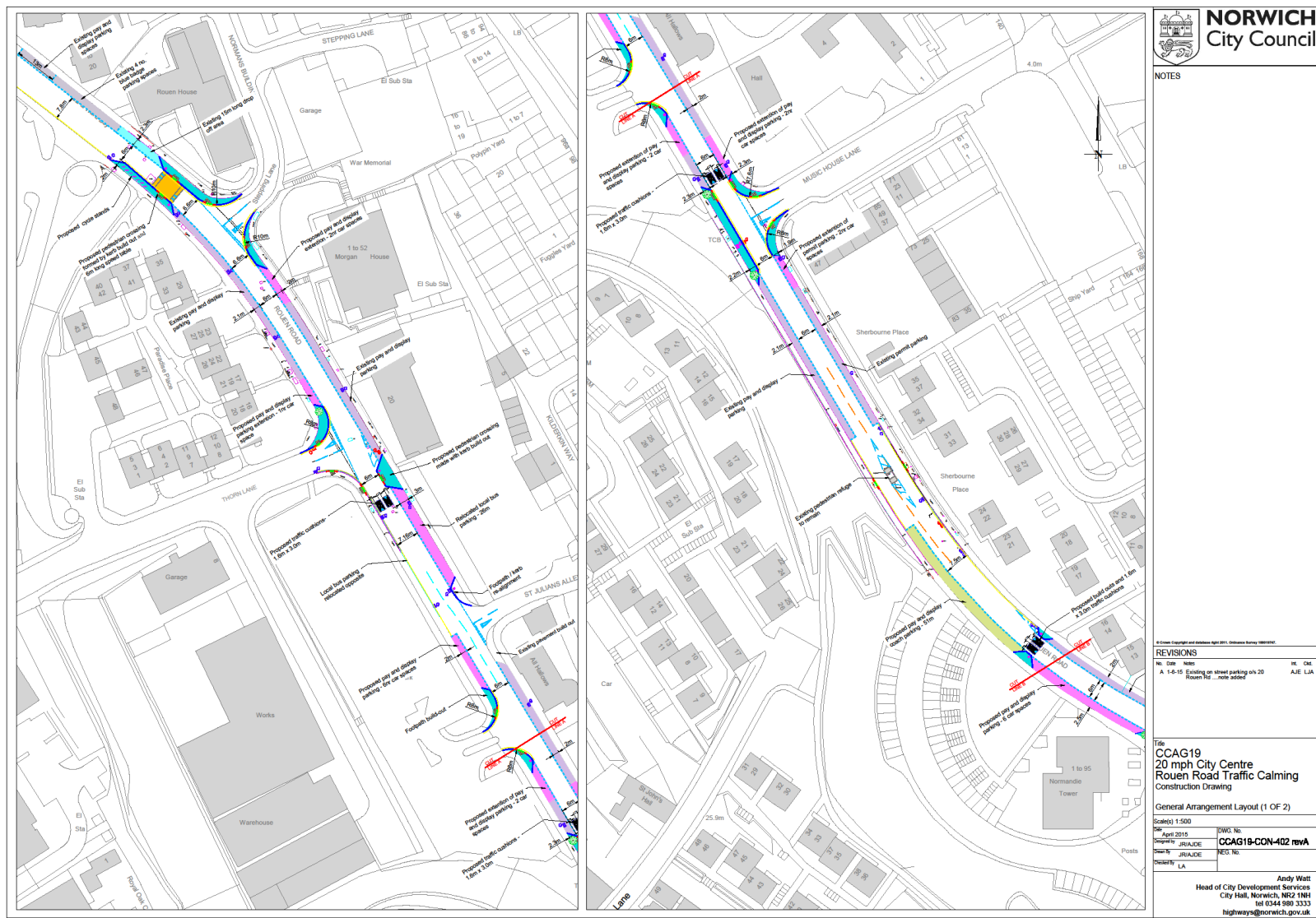
General Arrangement Layout

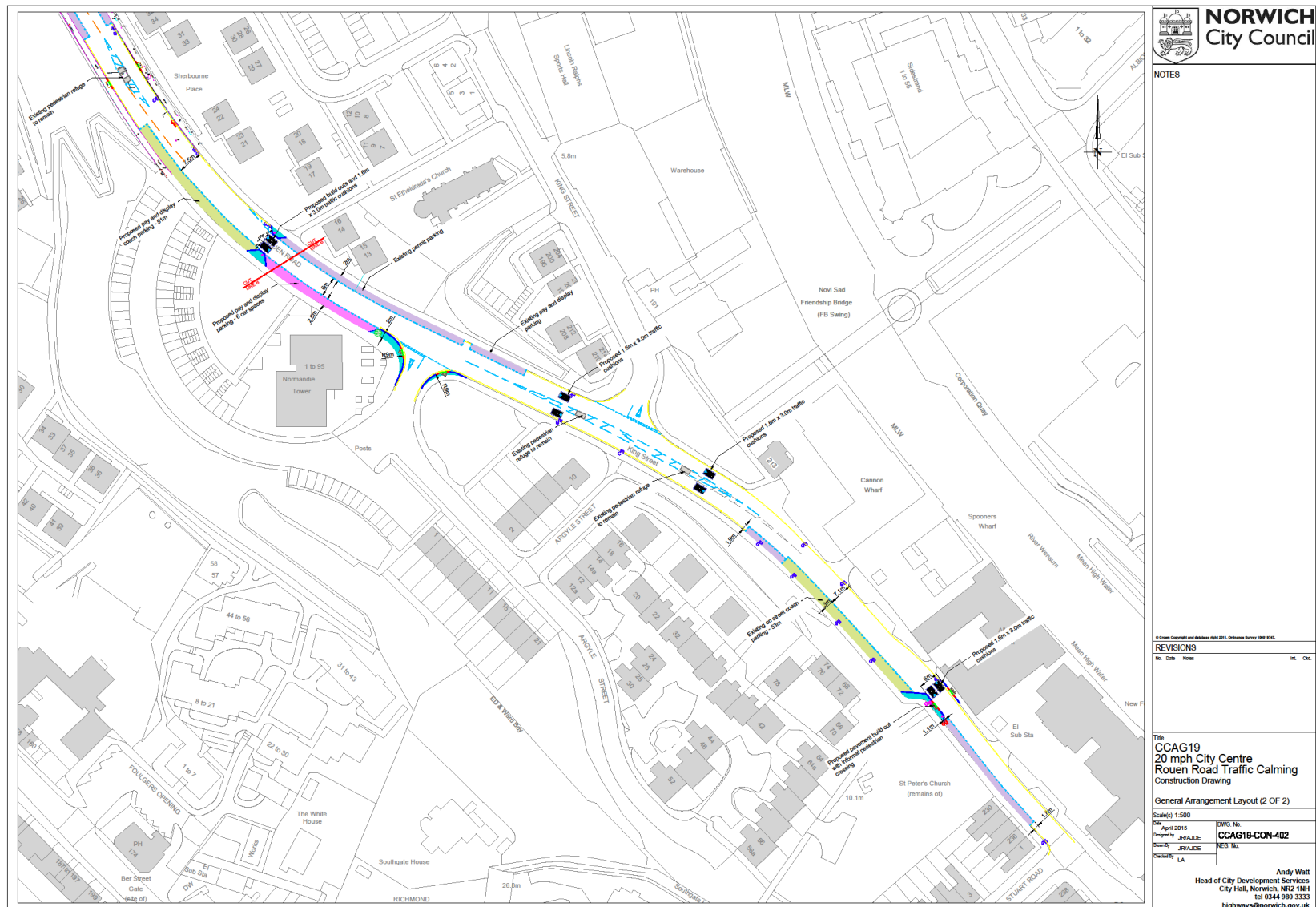
Scale(s) 1:500

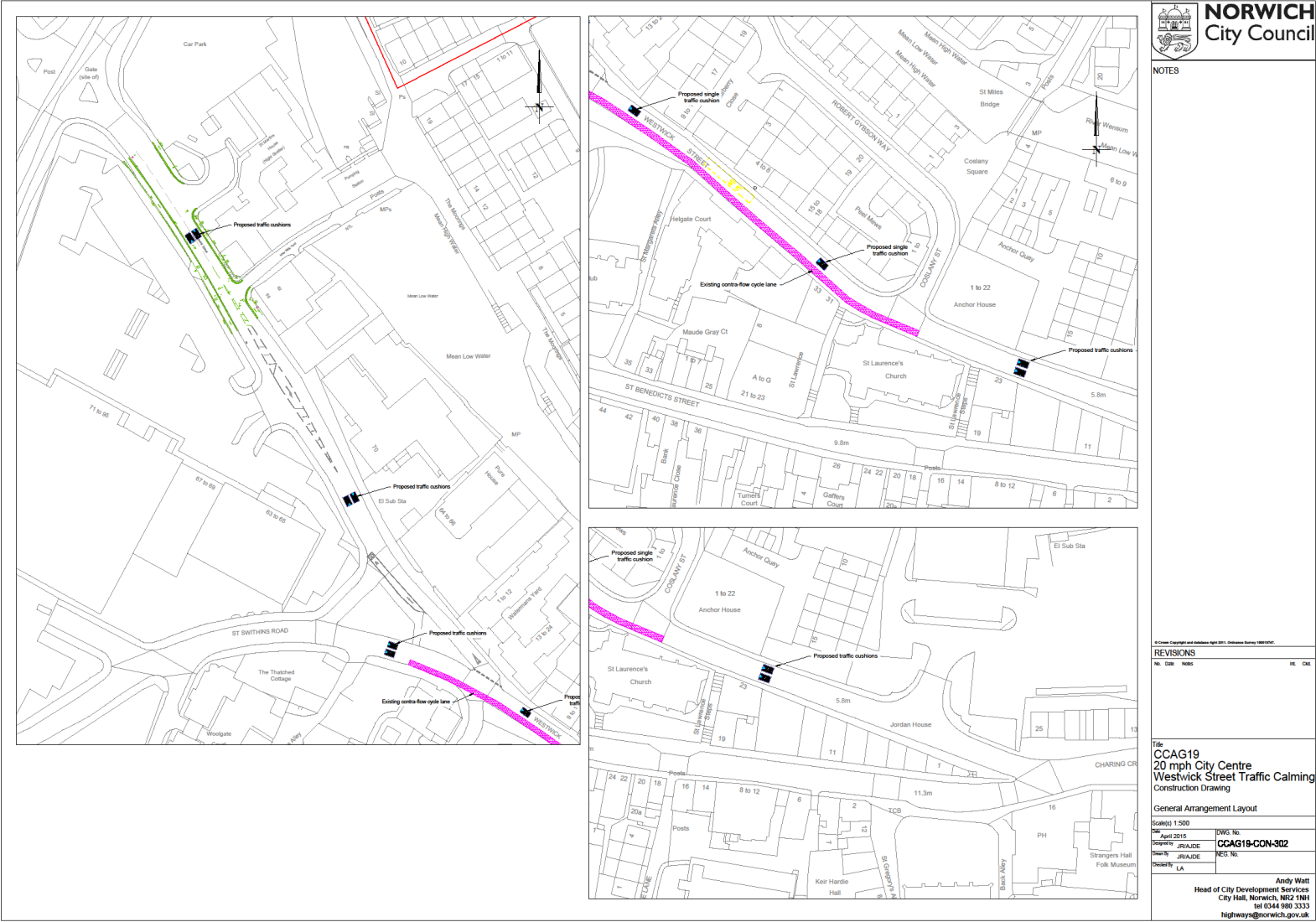
Date	April 2015	DWG No.	
Designed by	JRAUDE	CCAG18-CON-202 Rev A	
Drawn by	JRAUDE	NEC No.	
Checked by	LA		

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

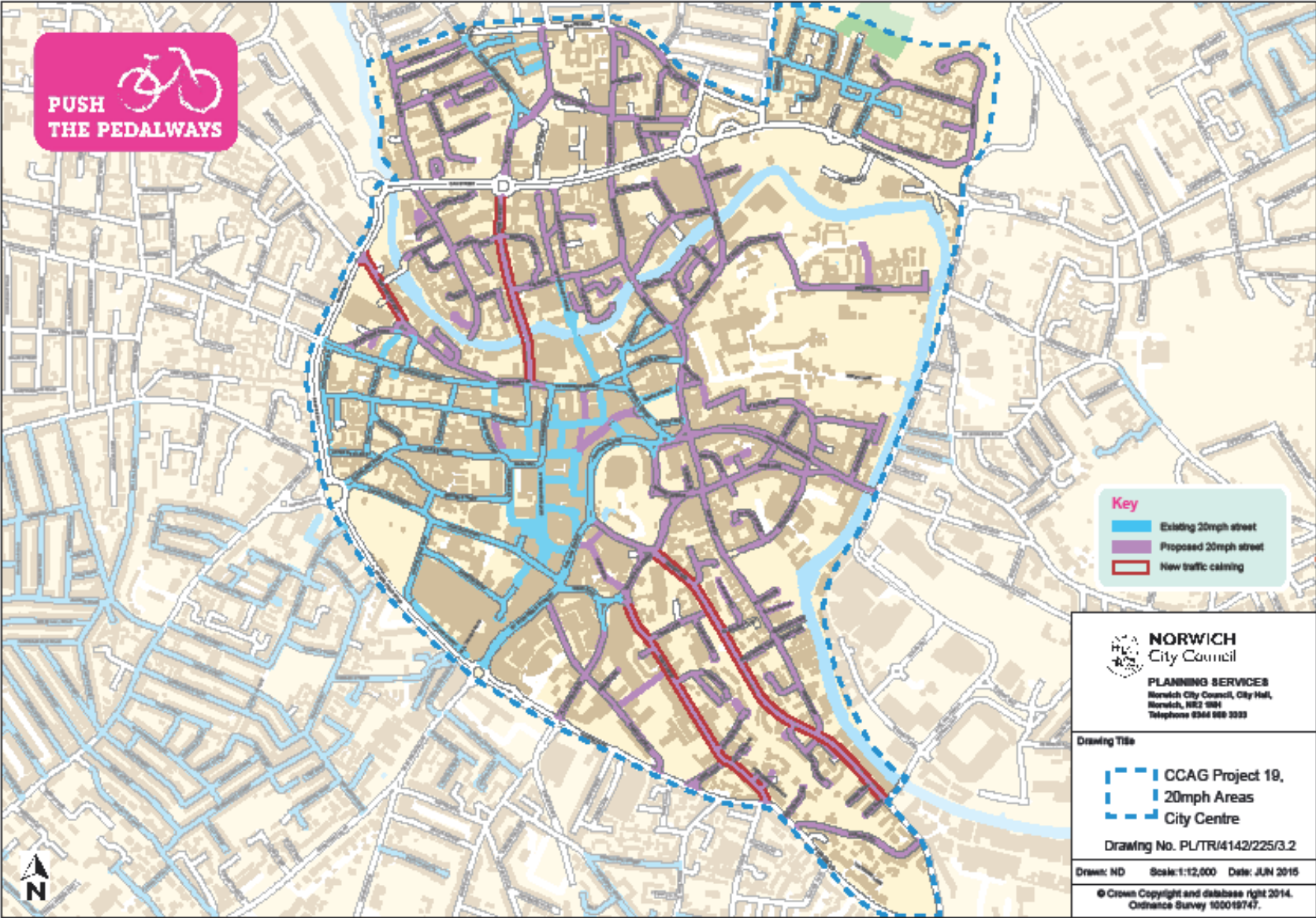








Heartsease area – 20mph			
Business, Resident or Association	Agree	Disagree	Comments
Rider Haggard Rd	x		Traffic calming is a good idea however use speed tables rather than cushions to stop motorcyclists speeding.
Watling Road	x		I am all for the 20mph through the estate, but am concerned about the loss of on street parking.
Watling Road	x		Would like speed limit with no traffic calming.
Watling Road			If traffic islands are introduced then parking will be restricted. Speed doesn't seem to be an issue on the estate.
Watling Road	x		Concerns about the proposed 'give way priority' sections. We feel that these would cause more congestion on the road and create more difficulty for residents to park.
Watling Road	x		This will reduce resident parking. Speed cushions will benefit more, along with the 20 mph speed limit being placed along Watling Road.
Watling Road	x		Against the proposed traffic islands and think it will create a parking problem for the residents of Watling Road. Speed humps will be more appropriate. And I also think that there should speed humps down Munnings Rd as it is a longer straight road that cars are always speeding down.
Watling Road	x		Would prefer speed cushions as tables could cause parking problems.
Norfolk Living Streets Group	x		We agree with the measures that have been proposed for Watling Rd and Rider Haggard Rd, though we believe that further speed reduction measures are needed, unenforced 20mph limits are simply ignored by most drivers. Can all bus stops be marked out. Alternative forms of traffic calming should be used.



Report to Norwich highways agency committee

Item

23 July 2015

Report of Head of city development services

8

Subject Bowthorpe Three Score - proposed bus gate

Purpose

To note that the road infrastructure and new bus gate to the Bowthorpe Three Score development is currently under construction, and due for completion before March 2016; and, agree to advertise the Traffic Regulation Orders required to implement the bus gate and speed restrictions on the new spine roads.

Recommendation

That the committee:

- (1) notes that the new road infrastructure and the associated bus gate to service the new Bowthorpe Three Score development is currently under construction and due to be completed by March 2016;
- (2) asks the head of city development services to advertise the necessary traffic regulation orders to implement the new bus gate, a 20mph Zone and waiting restrictions on the new estate roads within the development site (as shown on the plans in Appendices 1-4), making allowance for the proposed parking bays in front of the new approved development (shown in Appendix 5);
- (3) delegates the consideration of any objections to the head of city development services in consultation with the chair and vice-chair.

Corporate and service priorities

The report helps to meet the corporate priority 'A safe and clean city' and the service plan priority to implement the Transport for Norwich strategy.

Financial implications

All costs incurred in implementing the spine road and bus gate are being met from the Three Score development budget.

Ward: Bowthorpe

Cabinet member: Councillor Bremner – Environment and sustainable development

Contact officers

Bruce Bentley Principal Transportation planner
t: 01603 212445 e: brucebentley@norwich.gov.uk

Background documents

Planning application

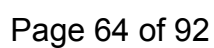
Background

1. At the planning applications committee, held in March 2013, outline planning permission was granted for the final phase of the development of the Bowthorpe Estate, and full planning permission was granted for the estate roads. There is a condition on the planning permission that requires the construction of the bus gate to allow bus services to access the new housing area direct from Wendene, and there is a requirement that this is available for use prior to the first occupation of the new development.
2. In order to bring the new bus gate into legal operation, a traffic regulation order is required. This new bus link will not only provide access to bus services for new residents, but will also provide a strategic public transport link between the whole of the Bowthorpe estate, and the suburbs to the north on to the Research Park and UEA. Its implementation is therefore likely to result in significantly improved bus services for the whole area over time.

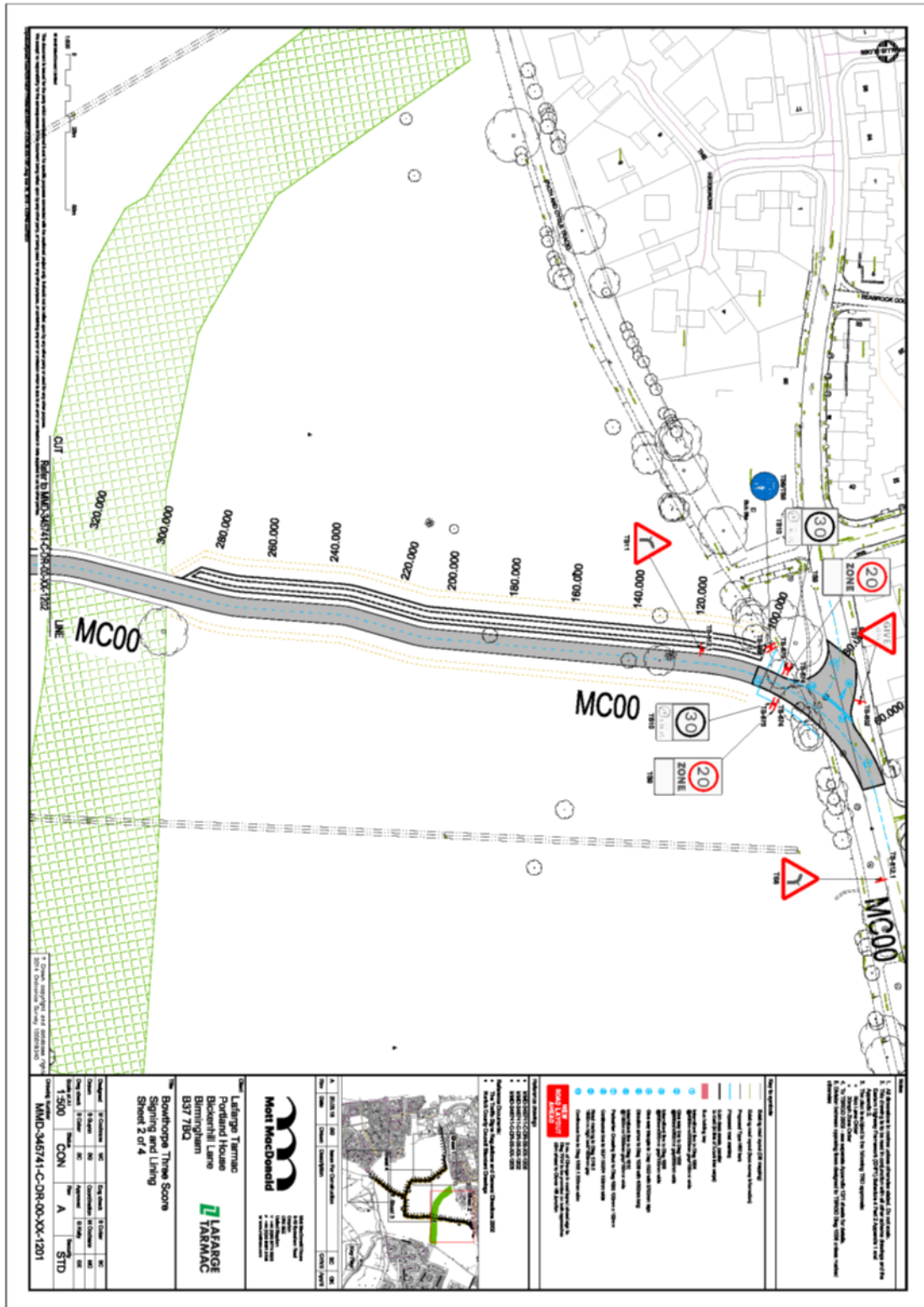
The Traffic Regulation Orders

3. Construction of the new bus gate is currently underway in accordance with the planning permission, and the details of this are shown in Appendix 1. The scheme provides for a single carriageway bus link, which operates in both directions under light control, with a segregated footpath/ cycleway adjacent.
4. The estate roads are also under construction (these are shown in Appendices 1-4) and it is intended that, as the estate is constructed, the entire area will become a 20mph zone.
5. It is also intended that the new estate roads will be subject to parking controls (double yellow lines) as they will be the major access routes through the site, and provide for two-way bus movement. Where parking is permitted on this route, it will be in separate parking bays adjacent to the carriageway. At the current time, only the position of the parking bays at the northern end of the site (near Clover Hill Road) are known, as this is the only part of the site with detailed planning permission. The extent of these parking bays is shown on the plan in Appendix 5.

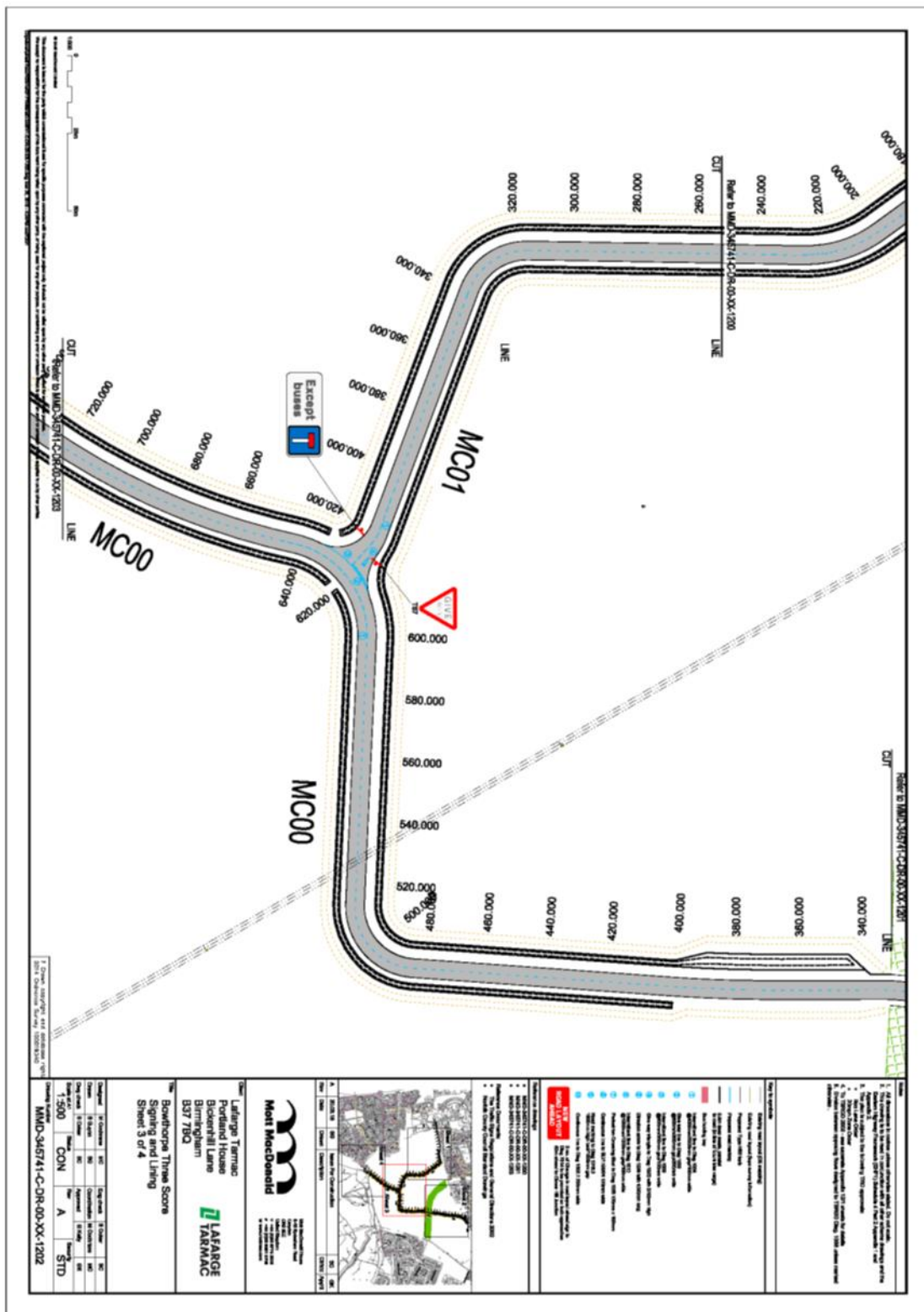
Bus Gate detail with adjacent cycle path (Earlham Green Lane to northeast tip of Threescore site)



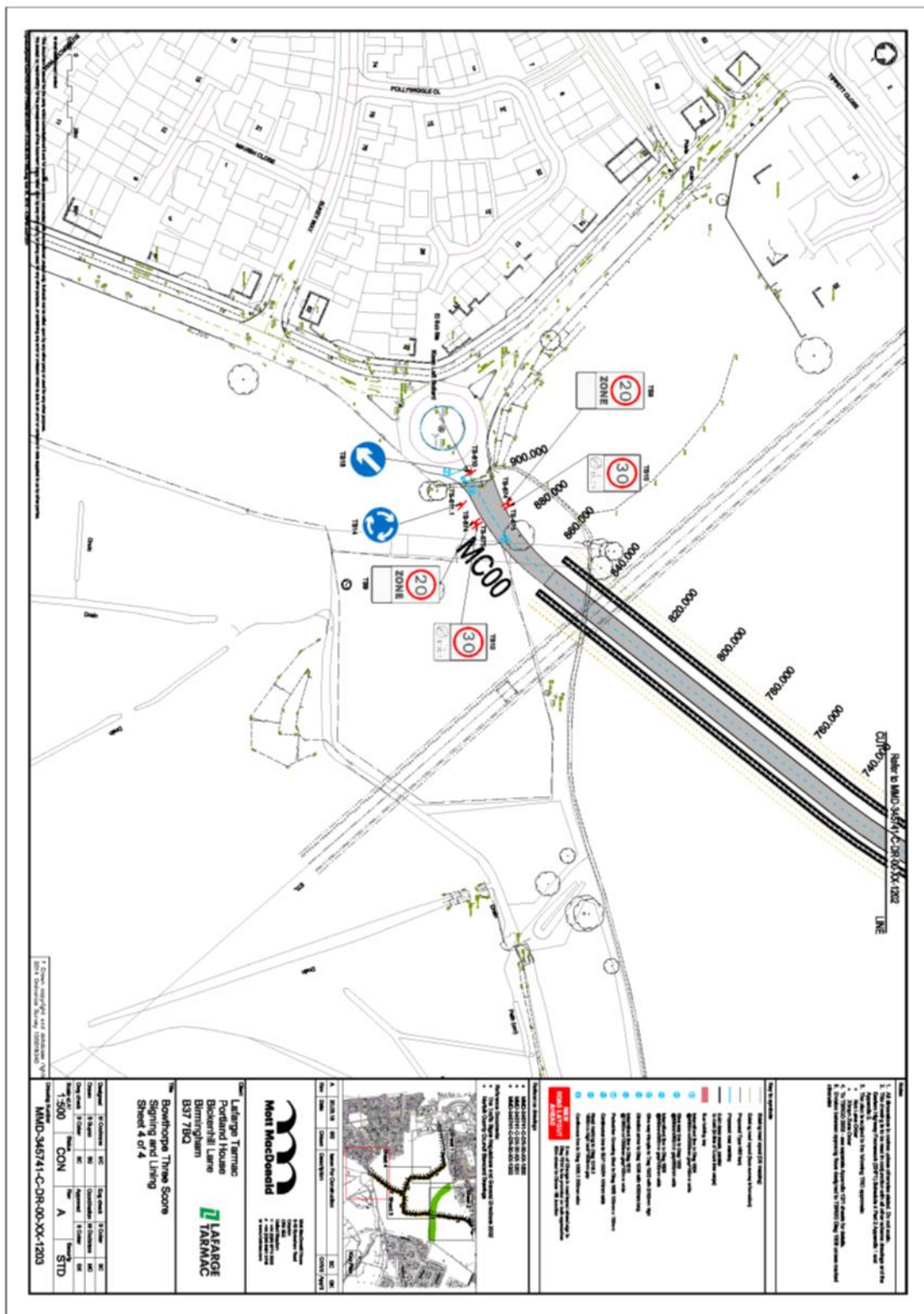
Connection of new estate Road to Clover Hill Road/ Beloe Avenue



Junction of new estate roads in centre of site



Junction of the new Estate Road with the Bishy Barnabee Way roundabout



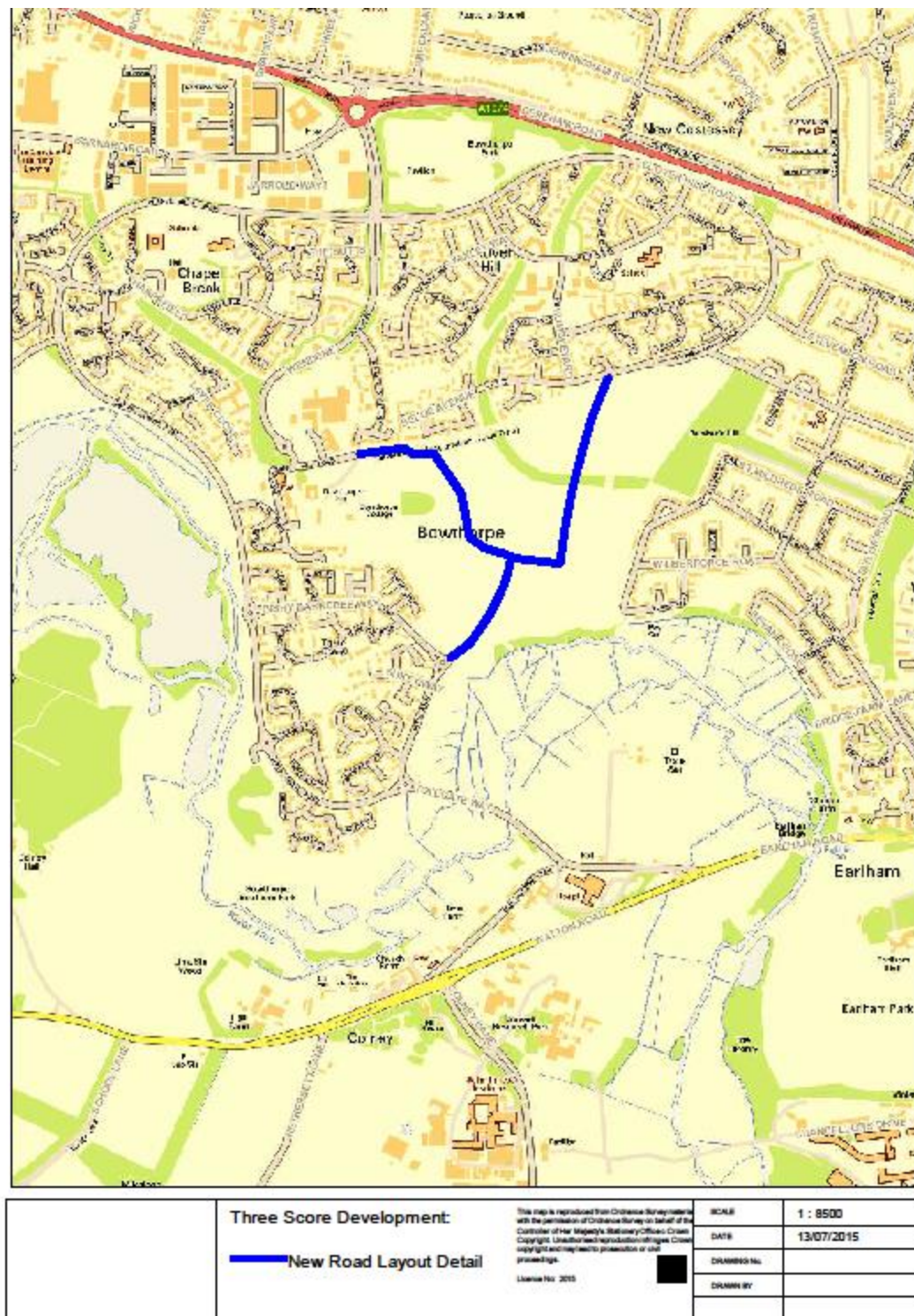
Appendix 5

Details of the parking bays on the new Estate Road proposed as part of the new housing development



Appendix 6

Location plan of development site



Report to Norwich highways agency committee

Item

23 July 2015

Report of Head of city development services

9

Subject Norwich car club 2015 expansion - Results of consultation

Purpose

To consider the results of the statutory consultation on the planned introduction of 25 new car club parking bays across the city.

Recommendation

That the committee:

- (1) notes consultation representations regarding proposed car club bays;
- (2) asks the head of city development services to carry out the necessary statutory procedures associated with implementing the following car club bays;
 - (a) Bank Plain
 - (b) Brunswick Road
 - (c) Edinburgh Road
 - (d) Fishergate
 - (e) Shipstone Road
 - (f) St. Clement's Hill
 - (g) St. Giles Street
 - (h) Waldeck Road
 - (i) Bunnett Square
 - (j) Clarendon Road
 - (k) King Street South
 - (l) Newmarket Street
- (3) authorise the Head of city development to carry out the necessary statutory procedures to implement the following as and when required up until 5 June 2017.
 - (a) St. Leonard's Road
 - (b) Riverside Road
 - (c) Northfields
 - (d) Wilberforce Road
 - (e) Rawley Road

Corporate and service priorities

The report helps to meet the corporate priority 'A safe and clean city' and the service plan priority to implement the Transport for Norwich strategy.

Financial implications

The costs of implementing these car club bays will be met by the Department for Transport's car club development grant awarded to Co-wheels.

Ward/s: Various

Cabinet member: Councillor Bremner – Environment and sustainable development

Contact officers

Kieran Yates	Transportation planner	01603 212471
Bruce Bentley	Principal transportation planner	01603 212445

Background documents

Consultation responses

Background

1. In January this committee asked the head of city development services to carry out statutory consultation on 26 new car club bays across 25 locations in the city to allow Co-wheels, the operator of the Norwich car club, to expand using the car club development grant it received from the Department for Transport in November 2014. The intention is for the bays to be introduced either in batches or on an individual basis as and when demand increased in an area. The list of proposed locations is provided in appendix 1.
2. Public consultation was carried out between 5 and 30 June 2015. This involved statutory notices in the Evening News and on street at all the proposed locations. Ward members were also informed of the proposals in their area.

Consultation Response

3. No representations were made in respect of 13 sites and these locations for car club bays can be made available immediately to Co-wheels. Those are

Bank Plain	Brunswick Road	Bunnett Square.
Clarendon Road	Edinburgh Road	Fishergate
King Street	Northfields	Rawley Road
Riverside Road	St Giles Street	St Leonards Road
Wilberforce Road		

4. Appendix 2 details the representations that were received to the other locations and the officer response.
5. It is proposed that of those where representations were received the following should be made available to Co-wheels as the concerns expressed about the location were not warranted

Newmarket Street	Shipstone Road
St Clements Hill	Waldeck Road

6. At the remaining locations it is suggested these are not progressed at the current time and that alternative locations within the vicinity are considered as part of any future expansion of the car club. These locations are

Bensley Road	Bond Street	Brian Avenue
Greenways	Mousehold Avenue	Recreation Road
St Mary's Plain	Sussex Street	

Implementation

7. Co-wheels have indicated that they propose to install the following proposed bays and deploy vehicles immediately
 - (a) Bank Plain
 - (b) Brunswick Road

- (c) Edinburgh Road
- (d) Fishergate
- (e) Shipstone Road
- (f) St. Clement's Hill
- (g) St. Giles Street
- (h) Waldeck Road

8. The following proposed bays would also be installed immediately; car club vehicles will be deployed on a phased monthly basis over the remainder of 2015.

- (a) Bunnett Square
- (b) Clarendon Road
- (c) King Street South
- (d) Newmarket Street

9. The remaining sites listed below will be implemented as and when required, up to 5 June 2017 when the traffic regulation order implementation date will expire.

- (a) St. Leonard's Road
- (b) Riverside Road
- (c) Northfields
- (d) Wilberforce Road
- (e) Rawley Road

Location	Bay size	City district
Bank Plain adjacent Nos 5 & 7	1 vehicle	City centre
Bensley Road adjacent No. 4	1 vehicle	South city
Bond Street adjacent side wall of 284 Dereham Road	1 vehicle	West city
Brunswick Road adjacent Heigham Cottage	1 vehicle	South city
Bunnett Square opposite No. 133 adjacent to Colman Road	1 vehicle	West city
Brian Avenue adjacent No. 2 (near Cecil Road)	1 vehicle	South city
Clarendon Road adjacent No. 17	1 vehicle	South West city
Edinburgh Road adjacent to the side wall of the Mitre public house Dereham Road	1 vehicle	West city
Fishergate opposite Nos. 50-55	1 vehicle	City centre
Greenways near to Church of Latter Day Saints Church	1 vehicle	South city
King Street (south) opposite former Ferry Boat Inn	1 vehicle	City centre
Mousehold Avenue adjacent Silver Road Baptist Church	1 vehicle	North city
Newmarket Street adjacent No. 34	1 vehicle	South city
Northfields adjacent Dell Rose Court	1 vehicle	West city
Rawley Road adjacent to junction with Humbleyard	1 vehicle	West city

Appendix 1 – Proposed locations

Recreation Road adjacent No. 1	1 vehicle	West city
Riverside Road opposite Nos. 16/17	1 vehicle	East city
Shipstone Road adjacent 71	1 vehicle	North city
St. Giles Street adjacent 51b	1 vehicle	City centre
St. Mary's Plain adjacent Zoar Baptist Chapel	2 vehicles	City centre
St. Clement's Hill adjacent to No. 2 St Clements Hill	1 vehicle	North city
St Leonards Road Opposite No. 92 St Leonards Road	1 vehicle	East city
Sussex Street adjacent No. 4	1 vehicle	City centre/North city
Waldeck Road adjacent No. 56	1 vehicle	South city
Wilberforce Road End of bay nearest Earlham Road near to No. 99 Friends Road	1 vehicle	West city

Appendix 2 – Consultation representations

Ward(s)	Proposed Location of Car Club Bay	Consultation	Officer recommendation
Eaton	Greenways; adjacent to Number 21, replacing unrestricted parking	<p>1 objection Car club bay would obstruct visibility from private driveway and be detrimental to road safety on Greenways. Cllr Lubbock in support</p>	<p>Do not implement</p> <p>Objection noted. Agree that a suitable location elsewhere in the vicinity would be preferable to be determined at a future date.</p>
Eaton	Waldeck Road; adjacent to Number 56 replacing unrestricted parking.	<p>1 objection Car club bay would be sited nearly opposite a private driveway making access in and out of the property difficult.</p>	<p>Implement</p> <p>There is sufficient road width to enable the resident to enter and leave their property with the car club bay opposite.</p>
Mancroft	Sussex Street: adjacent to Numbers 4 and 6 replacing one permit parking space	<p>Secretary of St Augustine's Community Together Residents' Association (ACT) concerned about proximity of the car club bay to the adjacent junction and difficulty using it.</p> <p>1 resident; objection to loss of permit parking space; she is disabled and has difficulty walking far and relies on this parking space.</p>	<p>Do not implement</p> <p>Objection noted. Agree that a suitable location elsewhere in the vicinity would be preferable to be determined at a future date.</p>

Appendix 2 – Consultation representations

Ward(s)	Proposed Location of Car Club Bay	Consultation	Officer recommendation
Mancroft	St Mary's Plain adjacent to the Zoar Baptist Chapel; replacing two permit parking spaces with 2 car club spaces	7 objections from local residents; loss of permit parking spaces unjustified	Do not implement Objection noted. Agree that a suitable location elsewhere in the vicinity would be preferable to be determined at a future date..
Nelson	Bensley Road; adjacent to Number 4 replacing unrestricted parking	1 objection Car club bay would be directly adjacent to front door and the sign would be detrimental to the character of a Victorian property	Do not implement Objection noted. Agree that a suitable location elsewhere in the vicinity would be preferable to be determined at a future date.
Nelson	Recreation Road: adjacent to Numbers 1 and 3, replacing unrestricted parking	Petition letter received with 24 signatures expressing strong opposition Parking issues on Recreation Road caused by local shopping centre and schools make parking very difficult for residents. Car club bay would make situation worse. 1 resident objection by letter Resident objection based on parking pressures in the neighbourhood and suitability of the bay at the other end of Recreation Road or within the private car park.	Do not implement The petition and objection letter is noted. Parking pressures adjacent to the district centre and school make parking in this location very difficult for residents at all times of day and night. Recreation Road is not currently within a controlled parking zone and parking is unrestricted. The car club bay was intended to support the community near the local district centre. Car club vehicles can help to reduce car ownership over time. However the severity of parking pressures in this location and strength of local feeling would lead to significant resentment towards the car club.

Appendix 2 – Consultation representations

Ward(s)	Proposed Location of Car Club Bay	Consultation	Officer recommendation
Sewell	Mousehold Avenue adjacent to side of Silver Road Baptist Church replacing short section of double yellow lines.	Cllr Julie Brociek Coulton expressed concerns about car club location being located near to adjacent private vehicle access Representation from the Chair of Sewell Community Group and from Pastor of Silver Road Baptist Church with concerns about safety and visibility reduced by the proposed car club bay.	Do not implement Objection noted. Agree that a suitable location elsewhere in the vicinity would be preferable to be determined at a future date.
Sewell	Shipstone Road; adjacent to Numbers 71 and 73 replacing double yellow line	Cllr Julie Brociek Coulton expressed concerns about car club location being located near to the bend of Shipstone Road.	Implement The location is not considered to have any safety or congestion impacts
Sewell	St Clements Hill to the north of the Whale Bone PH, adjacent and opposite to the southern most point of Sewell Park installed on area of unrestricted parking.	Cllr Julie Brociek Coulton expressed concerns about car club location being located near to adjacent private vehicle access and loss of a parking space	Implement The proposed car club bay would be located on an unrestricted parking space on St Clements Hill. Car club vehicles overall reduce parking pressures and the loss of a single parking space is considered acceptable and compliant with Transport for Norwich strategy policies.
Town Close	Brian Avenue: adjacent to Number 2 replacing a section of double yellow line.	1 objection by telephone Location of car club bay would be too close to the adjacent junction and near a pinch point	Do not implement Objection noted. Agree that a suitable location elsewhere in the vicinity would be preferable to be determined at a future date.

Appendix 2 – Consultation representations

Ward(s)	Proposed Location of Car Club Bay	Consultation	Officer recommendation
Town Close	Newmarket Street adjacent to the side of Number 36 Mount Pleasant	<p>1 representation</p> <p>Resident expressed concerns about proximity of car club bay to junction. However when the proposal was explained in more detail the objection was withdrawn.</p>	Implement
Wensum	Bond Street; adjacent to side wall of Number 284 Dereham Road replacing unrestricted parking	<p>14 objections by email 13 objections by letter</p> <p>Objectors used pro-forma which cited parking pressures from the local neighbourhood that make provision of a car club bay as unacceptable for local residents as it would 'put added pressure on the parking for residents of Bond Street which is already at a premium'</p>	<p>Do not implement</p> <p>While it should be noted that car club availability tends to decrease car ownership in areas there is no desire to impose the car club on communities who are strongly against its provision.</p>

Report to Norwich highways agency committee
23 July 2015

Item

Report of Head of city development services

10

Subject Hall Road district centre area -
Results of consultation on traffic management changes

Purpose

To note the consultation and seek approval to implement a Traffic Regulation Order, Shared use footway/cycle order and road crossing notice associated with the new Hall Road district centre development.

Recommendation

That the committee:

- (1) notes any representations received that will be reported orally at the July 2015 meeting;
- (2) asks the head of city development services carry out the necessary statutory procedures associated with implementing the traffic management measures as described in this report.

Corporate and service priorities

The report helps to meet the corporate priority 'A safe and clean city' and the service plan priority to implement the Transport for Norwich strategy.

Financial implications

The cost of all works described in this report will be met by the developers of the ASDA site

Ward/s: Project area is within Lakenham and directly adjacent to Town Close

Cabinet member: Councillor Bremner – Environment and sustainable development

Contact officers

Kieran Yates	Transportation Planner	01603 212471
Bruce Bentley	Principal Transportation Planner	01603 212445

Background documents

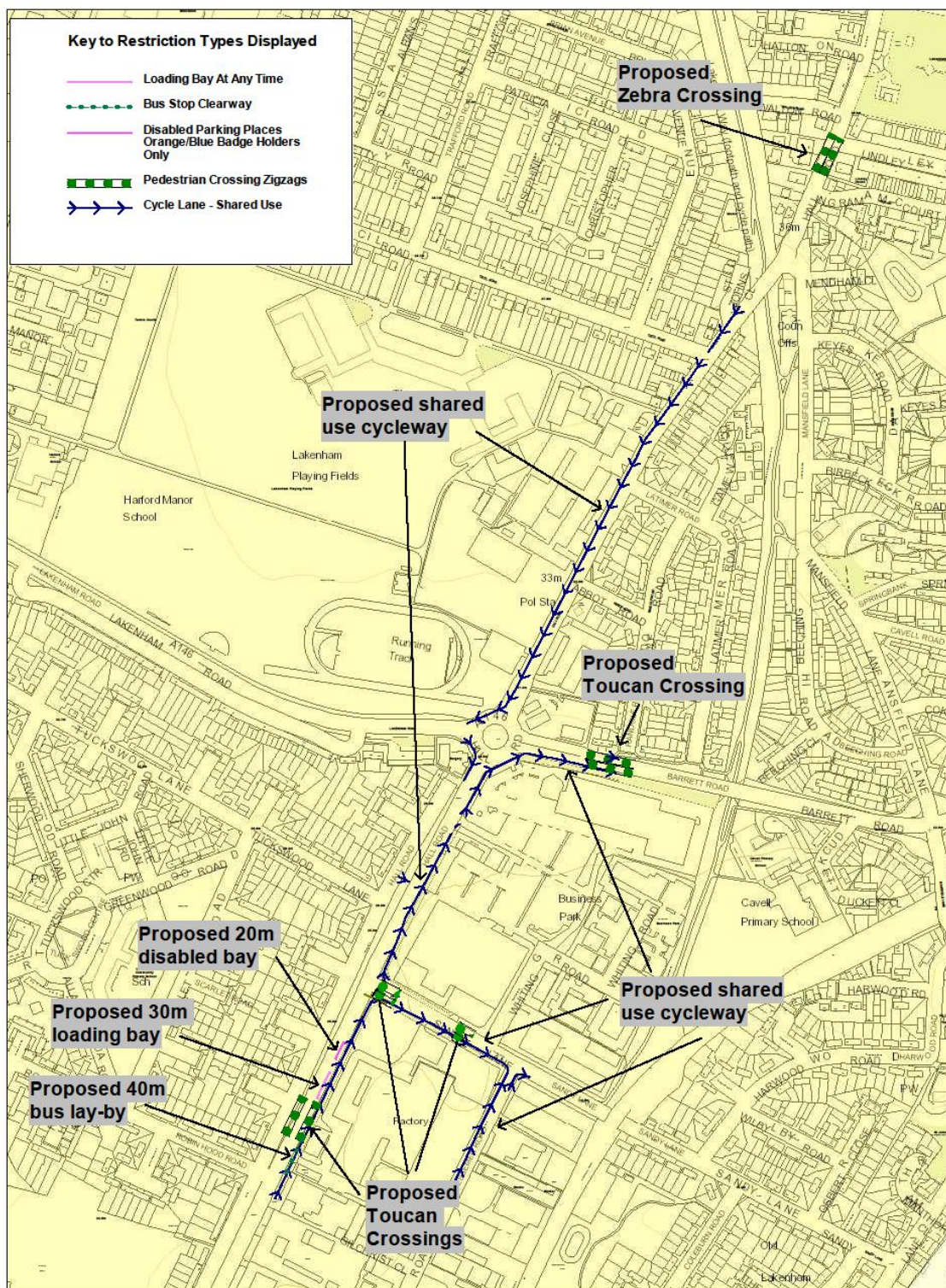
None


Background

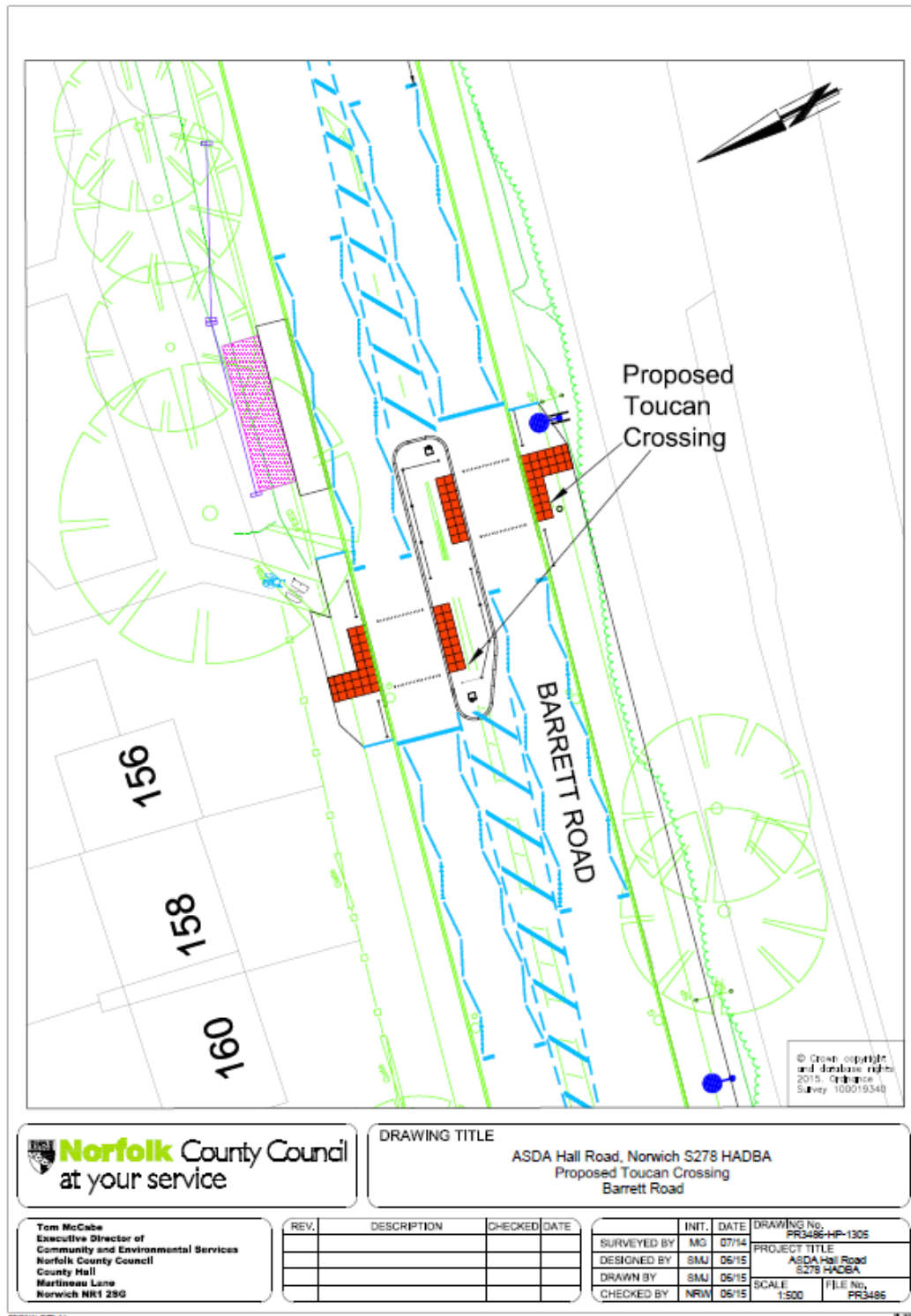
1. In 2012 planning consent was granted for the redevelopment of the former Bally shoe factory site on Hall Road into a district centre anchored with an ASDA store and associated mix of uses including a community hall, local retail units and family pub. Currently a planning application is pending for a petrol filling station on the site. As part of the planning consent for the site a number of highway measures were required to mitigate traffic impact of the development and to promote sustainable travel by bus, on foot and by cycle. All of the proposed measures have been independently safety audited by Norfolk County Council. These include:
 - (a) New signal controlled toucan (cycle and pedestrian) crossings at the Hall Road and Sandy Lane junction adjacent to the district centre and on Barrett Road (outer ring road), and a new zebra crossing for Hall Road (near to Lindley Street)
 - (b) The proposed cycle paths for Hall Road (from the district centre to Barrett Road roundabout on the eastern side and from the Barrett Road to St Johns Close on the western side) are of benefit to cyclists. These new cycle paths are also compatible with proposals for the Yellow pedalway along the Lakenham Way and Bessemer Road corridor.
 - (c) A new bus stop bay on Hall Road adjacent to the district centre would provide convenience for shoppers and staff, and a new disabled parking bay and loading bay adjacent to the Hall Road frontage associated with the community hall and local retail units would be useful for these uses. Customers and visitors for the Hall Road units , community hall and family pub will have permission to use the ASDA car park.
2. The plans attached as appendix 1 detail the proposals

Consultation

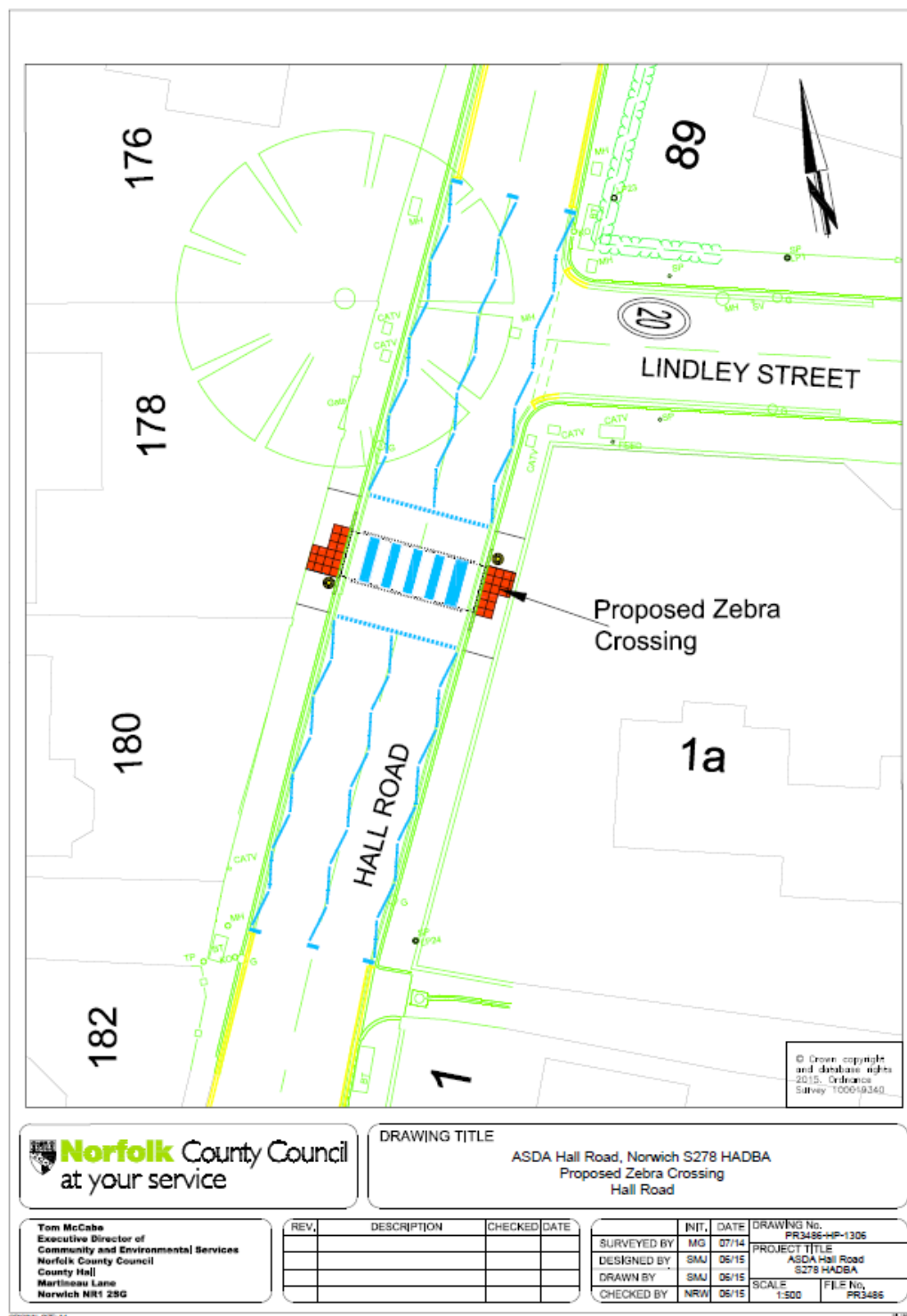
3. Authorisation to advertise statutory notices and orders was obtained from NHAC Chair, Vice Chair and local Ward members. The consultation period commenced on 23 June and closes on 17 July.
4. At the time this report was published on 14 July no objections had been received. If any objections are received by 17 July they will reported in a supplementary report for the committee to consider.



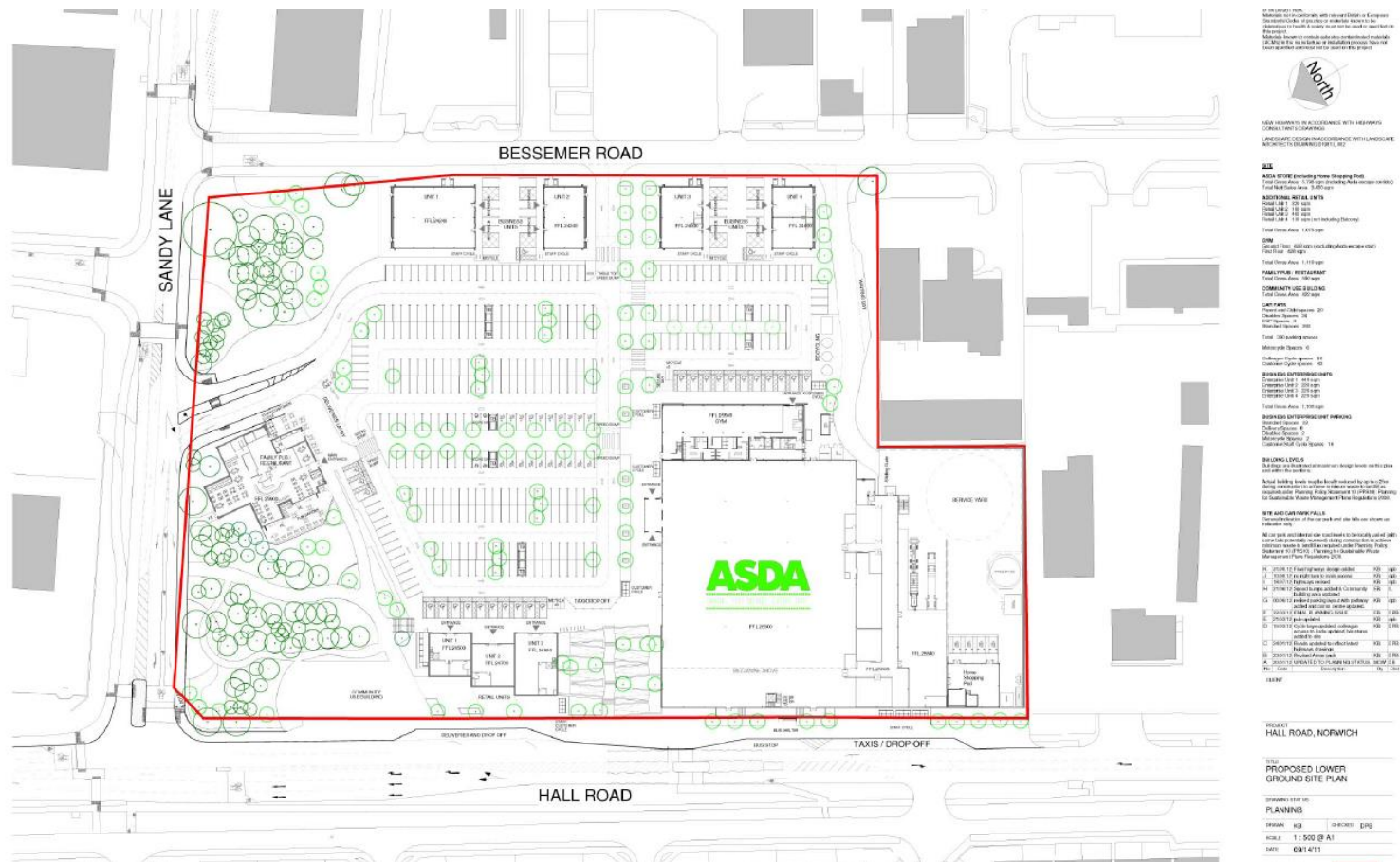
	Hall Road: Asda Development Proposed changes	<p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office, © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.</p> <p>Licence No: 2015</p> 	SCALE	1 : 4000 @ A3
			DATE	30/06/2015
			DRAWING No.	PL/TR/3329/746-1
			DRAWN BY	CS



Barrett Road toucan crossing



Hall Road zebra crossing



2012 Planning consent site plan; subject to subsequent amendment

Report to Norwich highways agency committee
23 July 2015
Report of Head of city development services
Subject Major road works – regular monitoring

Item

11

Purpose

This report advises and updates members of current and planned future roadworks in Norwich.

Recommendation

To note the report.

Corporate and service priorities

The report helps to achieve the corporate priorities of a strong and prosperous city and the service plan priority to coordinate programmes to achieve best value.

Financial implications

There are no direct financial consequences from this report

Ward/s: All wards

Cabinet member: Cllr Bert Bremner – Environment development and transport

Contact officers

Ted Leggett, Street works officer
tedleggett@norwich.gov.uk

01603 212073

Glen Cracknell, City network co-ordinator
glencracknell@norwich.gov.uk

01603 212203

Background documents

None

Report

Background

1. Roadworks are a source of frustration and inconvenience to road users but they are an essential operation and need to be managed carefully to minimise their impact on the travelling public.
2. There are two main originators of roadworks: The Highway Authority and public utility companies. Norfolk County Council has a responsibility to improve and maintain the highway, while the public utility companies have a responsibility to provide and maintain their infrastructure, the vast majority of which is located under the highway. From time to time developers are also required to work in the highway, carrying out improvements to facilitate access to their developments.
3. The table attached as appendix 1 sets out the current works that have been completed since your last meeting, are currently in progress or are planned for the future on the A, B and C class roads within the city. More detailed roadworks information is provided online via the electronic local government information network at <http://norfolk.elgin.gov.uk>
4. The more significant works are highlighted below.

Push the Pedalways programme

5. The design work for the majority of the schemes has been completed and work has commenced on constructing the major schemes. The works on Tombland and Palace Street commenced on 18 May 2015 and is scheduled to last for 25 weeks.
6. The major project for works on The Avenues and its junctions with Bluebell Road and Colman Road commenced on 1 June 2015, and will now incorporate other essential highways maintenance projects to gullies within its work site to minimise disruption
7. Works to upgrade the intersection of Park Lane, Unthank Road and Essex Street are currently scheduled to commence 8 August 2015. It is anticipated that a week-long closure of Unthank Road will be required, necessitating a diversion of the bus services onto Newmarket Road.

Resurfacing and surface dressing

8. The 15/16 surface dressing program on the main road network will start shortly and continue throughout the summer. Major roads earmarked for work this year include Aylsham Road, Mile Cross Road, Bowthorpe Road, King Street, Rouen Road and Bluebell Road. Given the weather dependent nature of these works, the relatively short durations and the need to co-ordinate the contractors availability across the county it is not possible to give firm dates of when these works will take place. Advance warning signs will be erected on site giving drivers notice of the works.
9. Additionally there are 3 major surfacing schemes in the city this summer; the junctions at Magdalen Road / Sprowston Road and Heartsease Lane / Salhouse Road and the city end of Thorpe Road.

National Grid upgrades

9. National Grid Gas main upgrades within the city centre have largely been completed, with one large project to upgrade the gas main in Westlegate, All Saints Green and Red Lion Street awaiting scheduling. Officers are in discussion with NGG to see if these works can be delayed until the proposed Golden Ball Street project is on site to minimise disruption in the city centre.

Works in progress

Location	Lead Authority	Type of scheme	Traffic management	Due for completion	Remarks
Tombland & Palace Street	Norwich City Council (PtP)	Cycling Scheme	Closure of Palace Street and traffic management via signals in Tombland. Access to all businesses will be maintained	Early November 2015	Works was temporarily halted for Lord Mayors celebrations with Palace Street opened for access for parade vehicles only (4 th & 5 th July)
The Avenues	Norwich City Council (PtP)	Cycling Scheme	Closure of The Avenues between Colman Road and Bluebell with access maintained for residents and allotment users	Early September 2015	Works have been scheduled to incorporate essential highways maintenance and allow for works to upgrade non-highways surfaces within the UEA site

Planned future works

Location	Lead Authority	Type of scheme	Traffic management	Anticipated dates	Remarks
Park Lane / Unthank Road	City	Push the Pedalway	Closure of Unthank Road (first week only)	8 – 28 August 2015	
Magdalen Road / Sprowston Road	City	Resurfacing	Road closure	30 -31 July 2015	
Heartsease Lane / Salhouse Road	City	Resurfacing	To be determined	24 – 28 August 2015	
Thorpe Road	City	Resurfacing	To be determined	1-3 September 2015	

